

**Oxford: Cowley LTNs - ANPR Camera Enforcement &  
Littlemore Road Exemption Amendment**

**Consultation survey report**

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## BRIEF INTRODUCTION

Low traffic neighbourhoods (LTNs) are intended to make residential streets safer and more comfortable for walking, wheeling, and cycling. The Cowley LTN area was made permanent following Cabinet approval in [July 2022](#)<sup>1</sup>. It supports the wider policy of improving road safety, in particular for vulnerable road users, including pedestrians and pedal cyclists as per the approved road hierarchy.

## Summary of the proposals

Oxfordshire County Council invited people to share their views on proposals to install automatic number plate recognition (ANPR) cameras at three of the current Cowley LTN closure points as a part of the ongoing review of the LTN programme. People shared their views by answering an online/paper survey, and/or by contacting the county council. This report looks at the results of the online/paper survey. It was made clear on the consultation documentation that Oxfordshire County Council is seeking views on the method of enforcement of the certain LTN points not the principle of the LTNs themselves.

The sites proposed were selected following stakeholder engagement including extensive liaison with the emergency services, internal reviews, and site visits. Consideration was given to the impact on the scheme objectives of the LTNs including the aim to reduce through traffic.

The survey asked firstly for feedback on proposals to amend the current restriction at the closure point (filter) on Littlemore Road (sited 10 metres north of its junction with Compass Close). The amendment would permit local buses, taxis, private hire vehicles, and postal service vehicles to proceed through the filter.

Secondly, the survey asked for feedback on the proposal to use ANPR cameras (positioned beside the filter points) to enforce the existing filter points at three nominated sites. Enforcement would include the automatic issuing of penalty charge notices (PCNs/fines) to non-exempt vehicles going through the filter points. The proposed sites and the associated exemptions are as follows:

- Littlehay Road – emergency vehicles only
- Crescent Road – emergency vehicles only, and
- Littlemore Road – emergency vehicles, local buses, taxis, private hire vehicles, and universal service providers.

The use of ANPR at certain locations will allow flexibility for amendments to bus services, allow for increased police patrols and allow the locations to offer network flexibility during unforeseen and/or emergency situations on the highway network.

The survey introduction and letters associated with the consultation set out the parameters of the survey.

**Survey text note:** 'NOTE - this consultation forms part of the formal process solely concerned with the specific proposals as advertised, and has no influence on the presence or location of the current LTNs. Further details on the LTNs in general can be viewed [here](#)'.

Website and letters note: 'Please note that this is a formal process concerned only with the ANPR proposal, and has no influence on the presence or location of the actual LTNs'.

## Things to note

There are three main points to note when reading the results of the survey as they provide some context to factors influencing response sentiments:

- The survey attracted a higher-than-average number of responses, with a small, but notable number focused on obstruction to freedom of movement by private car, and/or totalitarian control. Additionally, 2% of the survey responses either did not enter street, region, or postcode information, or (a small number) entered false street addresses or postcodes. More on this in the comments analysis.
- There was a prevailing trend in the comments for stating an overall dissatisfaction with the LTN restrictions rather than offering feedback on the proposals in the survey. There is more on this in the comments analysis.
- A 'significant' number (not a majority but enough to flag as a key trend) of responses objected to proposals for ANPR and/or ANPR exemptions on the grounds that they prefer the use of bollards to enforce traffic restrictions. More on this in the comments analysis.

Key points and items to be aware of when reading the survey results are discussed in the table below.

<p>Point: <b>Responses were UK-wide, and some may be less familiar with the local environment.</b>  Context: The survey was open to anyone who wanted to comment, recognising that the proposals are relevant for a much wider group of people than those with addresses in the city (e.g., people in the wider county or further out accessing the city for work, shopping or visiting friends and family).  Mitigation: Responses have been geo-tagged where possible to improve clarification of points raised, and better understand the geographic distribution of responses.</p>
<p>Point: <b>Many responses used the comments options to voice opposition to the LTNs as a whole or to traffic restrictions in general,</b> without commenting on the proposals presented in the survey.  Context: A number of responses voiced an overall dislike of the LTN programme and/or wider measures restricting traffic movement but did not necessarily provide clarification or recommendation.  Mitigation: This consultation was specifically aimed at gathering feedback on proposals to install ANPR cameras at the stated points. The comments about the LTNs in general have been noted and are being reviewed against the wider LTN programme rather than the specific proposals of this survey.</p>
<p>Point: <b>A 'significant' number (not a majority but enough to flag as a key trend) of responses objected to proposals for ANPR and/or ANPR exemptions but said they supported the LTNs in the comments sections.</b>  Context: These responses cited in comments that they supported traffic restrictions using the bollards but were concerned that many private, or public-hire vehicle drivers would ignore restrictions if there was not a 'physical' barrier in place.  Mitigation: The proposals have been reviewed in the context of emergency service access and it is currently proposed that most filter points will still have bollard/fixed filter points. As proposed, the exemptions will equate to a small proportion of vehicles compared to pre-LTN levels (as in Bartholomew Rd and Cornwallis Road)</p>
<p>Point: <b>Conspiracy concerns</b>  Context: Several responses cited concerns about the World Economic Forum and governmental conspiracies.</p>

Mitigation: This is discussed in the comments analysis.

**Point: Responses not providing some data**

Context: Some responses do not answer all of the questions asked – which means there are some gaps in the analysis.

Mitigation: It is at the responder’s discretion to share this information or not. Where an answer is not provided, the response is treated as ‘No-Answer’ in analysis.

**Point: False post-codes**

Context: Several responses entered false postcodes – these responses commented on totalitarian agendas. Postcodes were cross-referenced against Royal Mail lists and wider online searches.

Mitigation: Where the locational data provided is false, it has been treated as ‘No-Answer’ in our analysis. Supplied street names, regions and post-codes have been cross-checked with local maps and post code data<sup>ii</sup> to identify and resolve inaccuracies (e.g., misnamed streets or inaccurate post-codes).

## OVERALL RESULTS

The Oxford: Cowley LTNs - ANPR Camera Enforcement & Littlemore Road Exemption Amendment survey was open from 6 March until 17 April 2023. During this time, 1017 people responded to the survey online and four people submitted paper responses. 32 individuals, 4 businesses and groups, and 12 councillors sent emails in relation to the Cowley LTNs ANPR consultation. These emails have not been included within the survey analysis (excepting emails submitting text that was also filled in as a survey response) but, along with all other feedback, are being reviewed by the county council.<sup>iii</sup>

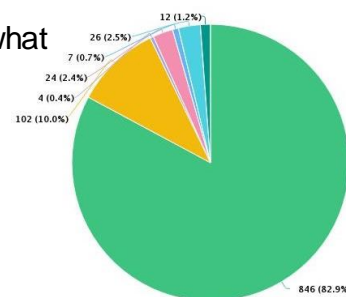
1021 responses is much higher than would usually be expected for a comparable survey due to the high profile of the subject. 726 people accessed the survey on the first day that it opened, with 147 of those people submitting responses.

7000 addresses within the Cowley LTNs and on Cowley LTN boundary roads received a letter telling them about the survey when it opened. The survey was also announced on the county council website together with a copy of the letter and a link to access the survey. Statutory notices in the local press, updates in county council newsletters, and wider notices on social media were also published. Hard copy survey packs were distributed to city libraries. 14 individual paper copies of the survey were requested directly, of which 4 were received back by the county council (and are included in the survey analysis).<sup>iv</sup>

## Demographics of responses

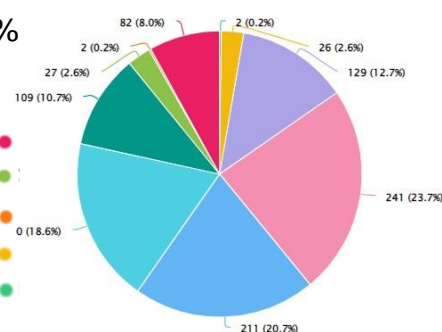
Most people responding said they were local residents (In what capacity are you responding to this survey?).

Local residents	82.8%	Other	1.2%
Members of the public	10.0%	Group/organisation	0.7%
Rather not say	2.5%	Local/country councillor	0.4%
Local business	2.4%		



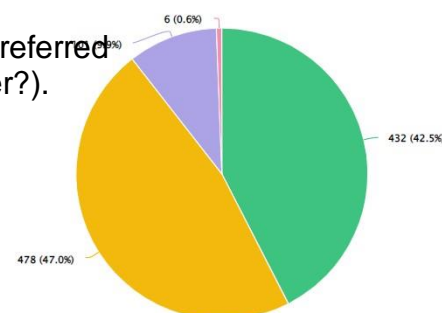
The majority of people responding were working-age: 75.7% were between 25 and 64 (What is your age?).

Age 35-44	23.7%	Prefer not to say	8.0%
Age 45-54	20.7%	Age 75-84	2.6%
Age 55-64	18.6%	Age 85 and over	2.6%
Age 25-34	12.7%	Age 16-24	0.2%
Age 65-74	10.7%	Age 13-16 (under 16)	0.2%



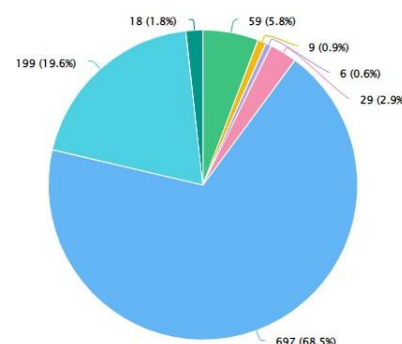
47% identified as male, 42.5% identified as female, 9.9% preferred not to say, and 0.6% use another term (What is your gender?).

Male	47.0%
Female	42.5%
Prefer not to say	9.9%
I use another term	0.6%



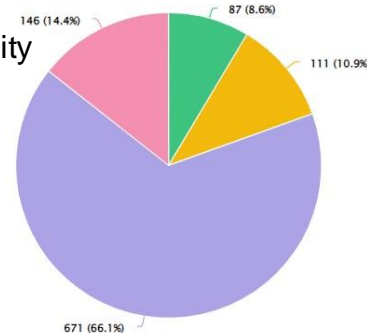
Most people responding said they were White British (What is your ethnic group or background?).

White British	68.4%	Other	1.8%
Prefer not to say	19.6%	Black	0.9%
Asian	5.8%	Chinese	0.6%
Mixed	2.9%		



66.1% said their activities were not limited because of a disability or illness (Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?).

Not limited	66.1%
Prefer not to say	14.4%
A little	10.9%
A lot	8.6%





## Geography of responses

To get a better geophysical picture of people's experience of the LTNs and what factors might influence their feelings about the proposals for ANPR cameras, all responses were geo-tagged<sup>v</sup>. This was also intended to help to understand any key issues for further review.

The geo-tagging identifies responses from within the Cowley LTNs (including roads with and without LTN closure points on; and roads bordering the Cowley LTNs); other areas to the east of the city centre; other parts of the city; the wider county; neighbouring counties; and the rest of the UK. The total number of responses (out of 1021) from different areas is broken down in the table below:

*Total responses to survey by location of response:*

<b>Total responses from Oxford city (including LTNs)</b>	<b>909</b>	<b>Total responses from Cowley LTNs</b>	
<b>Eastern arc of Oxford city:</b>	<b>329</b>	All Cowley LTNs and bordering roads	524
Rest of Cowley	039	All Cowley roads with LTN closure points on	219
East Oxford	111		
Littlemore – city side of bypass (excluding LTNs)	006	<b>Church Cowley LTN roads:</b>	<b>218</b>
Littlemore village only <sup>vi</sup>	054	with LTN closure points	053
Blackbird Leys	015	in LTN without closure points	152
Iffley and Rose Hill	025	LTN boundary roads	013
Headington, Marston, Lye Valley, Barton, Wood Farm	079	<b>Florence Park LTN roads:</b>	<b>141</b>
		with LTN closure points	059
		in LTN without closure points	075
		LTN boundary roads	007
<b>Rest of Oxford city:</b>	<b>056</b>	<b>Temple Cowley LTN roads:</b>	<b>165</b>
North Oxford and Jericho, Summertown, Wolvercote	020	with LTN closure points	107
South Oxford	015	in LTN without closure points	050
Botley	005	LTN boundary roads	008
City centre	004		
Oxford (no other identifiers)	012		
<b>Oxfordshire and wider:</b>	<b>087</b>		
Rest of county <sup>vii</sup>	046		
Adjoining counties <sup>viii</sup>	006		
Rest of UK/no identifiers <sup>ix</sup>	035		

## RESPONSES ANALYSIS

The survey asked two key multiple-choice questions, and for people to provide comments to support the answers they had selected.

First multiple-choice question: 'Please select which of the following that best describes your opinion of the proposed exemption amendment for the existing traffic filter on Littlemore Road, Oxford'. The exemptions proposed are for emergency vehicles, local buses, taxis, private hire vehicles, and universal service providers (utilities companies carrying out works on the public highway and waste collection).

Second multiple-choice question: 'Please select which of the following that best describes your opinion of the proposed use of ANPR cameras to aid enforcement of the LTNs at the following locations: Crescent Road, Littlehay Road, Littlemore Road'. The exemptions proposed for Littlemore Road are as detailed for the first multiple-choice question. The exemptions proposed for Crescent and Littlehay Roads are emergency services only.

The results of the multiple-choice questions are shown in the table (figures and percentages), and chart (figures only) below. Over half of all responses objected to the proposals. For comparison, the percentages supporting and objecting do not differ greatly from the Cowley LTNs ETRO survey results ([February 2022](#) - 26% supported the scheme, 11% had concerns and 64% objected).

*Overall numbers and percentages for responses to each of the proposals:*

Response:	Proposals with (numbers) and total percentage for each response			
	Littlemore Road exemptions/ %	Crescent Road ANPR/ %	Littlehay Road ANPR/ %	Littlemore Road ANPR/ %
Concerns	(197) 19.0	(145) 14.0	(144) 14.0	(155) 15.0
Object	(552) 54.0	(588) 58.0	(586) 57.5	(591) 58.0
Support	(203) 20.0	(240) 24.0	(239) 23.5	(235) 23.0
No opinion	(69) 7.0	(48) 4.0	(52) 5.0	(40) 4.0







## Overall takeaways

All the responses (where possible) were geo-tagged to better understand how geography may relate to response trends. This also provides officers with more precise data to help identify points for further review.

## Exemptions proposal – Littlemore Road

- Those answering from outside Oxfordshire (including neighbouring counties) almost unanimously objected to all proposals (Littlemore Road exemptions, and ANPR cameras at the three points on Crescent Road, Littlehay Road and Littlemore Road).
- There are 23 responses (included in Rest of UK/no identifiers) that either did not enter any details for location or used false post codes/street names. Of these responses, for the Littlemore Road exemptions proposed: 18 objected, 4 had concerns, and 1 had no opinion.

## ANPR proposals

- More people from east Oxford than from other areas – including Cowley were in support of the proposals.
- People living in the Church Cowley and Florence Park LTN areas, but not on streets with closure points on were more supportive of the ANPR proposals than those living on streets with LTN closure points in Church Cowley and Florence Park. This was not the same for exemptions. However, people living on streets with LTN closure points in Temple Cowley were more supportive of the ANPR proposals than those living on other streets within the Temple Cowley LTN area.
- For the 23 responses (included in Rest of UK/no identifiers) that either did not enter any details for location or used false post codes/street names, on each road listed: 22 objected, and 1 had concerns. A note on common themes presented in these responses is in the next section – comments analysis.

The table on page 9 shows each of the geo-tagged areas and a breakdown of percentages from each area which supported, objected, had concerns about, or no opinion for the exemptions proposal, and for the ANPR proposals.

The table on page 10 shows a breakdown of percentages by age, disability, ethnicity, and gender which supported, objected, had concerns about, or no opinion for the exemptions proposal, and for the ANPR proposals.

## Responses by respondent location:

Percentage of responses for each answer per location – e.g., 30% of responses from Church Cowley roads with LTN closure points on supported Crescent Road ANPR proposals

Location	Littlemore Rd exemptions				Crescent Road ANPR				Littlehay Road ANPR				Littlemore Road ANPR			
	Support/ %	Object/ %	Concerns/ %	No opinion/ %	Support/ %	Object/ %	Concerns/ %	No opinion/ %	Support/ %	Object/ %	Concerns/ %	No opinion/ %	Support/ %	Object/ %	Concerns/ %	No opinion/ %
<b>Church Cowley LTN roads</b>																
With LTN closure points	34	51	9	6	30	53	4	13	32	53	4	11	38	58	4	0
Without LTN closure points	27	61	11	1	28	53	8	5	44	29	6	12	30	61	8	1
LTN boundary roads	23	54	8	15	23	62	15	0	23	62	15	0	23	62	15	0
<b>Florence Park LTN roads</b>																
With LTN closure points	22	46	17	15	27	47	14	12	25	53	17	5	24	49	15	12
Without LTN closure points	31	48	11	11	40	44	7	9	43	48	9	0	36	43	12	9
LTN boundary roads	28.5	43	28.5	0	14	72	14	0	14	72	14	0	14	72	14	0
<b>Temple Cowley LTN roads</b>																
With LTN closure points	22	39	20	19	34	45	21	0	33.5	42	18	6.5	31	40	20	9
Without LTN closure points	32	36	18	14	34	44	22	0	28	40	18	14	28	42	18	12
LTN boundary roads	0	75	25	0	0	75	25	0	0	75	25	0	0	75	25	0
<b>Oxford – not Cowley LTNs</b>																
Rest of Cowley	3	61	33	3	8	74	18	0	8	72	18	3	5	69	23	3
East Oxford	20	48	28	4	29	52	18	1	29	51	19	1	29	50	19	2
Rest of Littlemore	17	33	33	17	33	33	17	17	33	33	17	17	33.3	33.3	33.3	0
Littlemore village only <sup>x</sup>	16.5	68.5	15	0	20	67	9	4	18.5	67	9	5.5	20.3	70.3	9.3	0
Blackbird Leys	13	67	20	0	7	73	20	0	7	73	20	0	7	73	20	0
Iffley and Rose Hill	16	60	20	4	8	72	20	0	8	72	20	0	8	72	20	0
Headington, Marston, Lye Valley, Barton, Wood Farm	11	51	35	3	6.5	57	35	1.5	6	56	34	4	6	56	34	4
North Oxford & Jericho, Summertown, Wolvercote	15	65	20	0	25	65	10	0	25	65	10	0	25	65	10	0
South Oxford	20	27	47	6	27	60	13	0	27	60	13	0	27	53	20	0
Botley	40	60	0	0	40	60	0	0	40	60	0	0	40	60	0	0
City centre	0	75	25	0	0	75	25	0	0	75	25	0	0	75	25	0
Oxford – no further identifiers	8.3	58.3	25	8.3	8.3	75	8.3	8.3	8.3	75	8.3	8.3	8	75	17	0
<b>Outside Oxford</b>																
Rest of county <sup>xi</sup>	4	70	22	4	13	78	9	0	13	76	9	2	13	76	9	2
Adjoining counties <sup>xii</sup>	0	33.3	33.3	33.3	16.5	50	16.5	17	16.5	67	16.5	0	16.5	50	16.5	17
Rest of UK/no identifiers	3	91	3	3	3	91	6	0	3	91	6	0	3	91	6	0

Responses by age, disability, ethnicity and gender:

	Group	Number responses	Total % of all answers received	Littlemore Road exemptions				Crescent Road ANPR				Littlehay Road ANPR				Littlemore Road ANPR			
				Support/ %	Object/ %	Concerns/ %	No opinion/ %	Support/ %	Object/ %	Concerns/ %	No opinion/ %	Support/ %	Object/ %	Concerns/ %	No opinion/ %	Support/ %	Object/ %	Concerns/ %	No opinion/ %
Age groups	age 13-16	2	0.2	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0
	age 16-24	26	2.5	23.1	57.7	15.4	3.8	23.1	69.2	7.7	0.0	23.1	69.2	7.7	0.0	23.1	69.2	7.7	0.0
	age 25-34	129	12.6	23.3	58.1	14.0	4.7	26.4	58.9	8.5	6.2	24.8	58.9	8.5	7.8	24.0	62.8	7.8	5.4
	age 35-44	241	23.6	25.7	47.3	19.9	7.1	31.1	46.5	15.8	6.6	30.7	44.8	16.2	8.3	30.7	47.3	18.3	3.7
	age 45-54	211	20.7	20.9	49.8	21.3	8.1	24.6	54.5	17.5	3.3	24.6	55.9	17.1	2.4	24.2	53.1	19.4	3.3
	age 55-64	190	18.6	16.3	61.6	15.3	6.8	22.1	63.7	10.0	4.2	21.1	62.6	11.1	5.3	20.5	64.7	11.6	3.2
	age 65-74	109	10.7	22.9	45.0	25.7	6.4	24.8	56.9	13.8	4.6	26.6	56.9	14.7	1.8	26.6	53.2	16.5	3.7
	age 75-84	27	2.6	7.4	48.1	25.9	18.5	7.4	29.6	48.1	14.8	14.8	33.3	37.0	14.8	11.1	37.0	29.6	22.2
	age 85 plus	2	0.2	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0
Impacted by disability or illness	a little	111	10.9	19.8	45.9	19.8	9.9	20.7	49.5	18.9	6.3	19.8	48.6	18.9	8.1	19.8	52.3	18.0	5.4
	a lot	87	8.5	10.3	63.2	16.1	2.3	11.5	35.6	8.0	2.3	10.3	71.3	9.2	1.1	9.2	69.0	12.6	1.1
	total	198	19.4	15.7	53.5	18.2	6.6	16.7	43.4	14.1	4.5	15.7	58.6	14.6	5.1	15.2	59.6	15.7	3.5
Ethnic group or background	asian	59	5.8	20.3	61.0	18.6	0.0	13.6	74.6	11.9	0.0	13.6	71.2	11.9	3.4	13.6	69.5	13.6	3.4
	black	9	0.9	0.0	88.9	11.1	0.0	0.0	66.7	22.2	11.1	0.0	66.7	22.2	11.1	0.0	77.8	22.2	0.0
	chinese	6	0.6	0.0	83.3	0.0	16.7	16.7	66.7	0.0	16.7	16.7	83.3	0.0	0.0	16.7	66.7	0.0	16.7
	mixed	29	2.8	31.0	44.8	17.2	6.9	34.5	62.1	3.4	0.0	34.5	62.1	3.4	0.0	27.6	62.1	6.9	3.4
	white british	697	68.3	24.4	47.5	19.8	8.3	30.3	47.8	16.2	5.7	30.0	47.9	15.5	6.6	29.7	48.8	16.8	4.7
	prefer not to say/blank	221	21.6	5.0	72.4	19.0	3.6	4.5	82.8	10.0	2.7	5.0	81.9	11.8	1.4	5.0	81.9	11.8	1.4
Gender	male	478	46.8	22.6	56.9	14.9	5.6	26.2	57.1	12.6	6.3	25.7	56.9	12.1	5.2	25.5	56.9	13.8	3.8
	female	432	42.3	20.4	49.1	22.5	8.1	25.2	52.8	16.2	5.8	25.5	52.5	16.2	5.8	24.8	54.2	16.7	4.4
	prefer not to say/other	101	9.9	5.0	63.4	27.7	4.0	5.9	79.2	12.9	2.0	5.0	79.2	13.9	2.0	5.9	77.2	14.9	2.0

## COMMENTS ANALYSIS

### Overview

Almost every single response provided full and detailed comments – shaping a critical understanding of concerns and experiences. These also provide an insight into individual aspects of road safety at particular points and include constructive suggestions towards resolving specific pinch-points and potential impacts. The comments mostly cover wider matters than the specific question posed and often cover multiple points.

### Approach

All the comments from the survey have been analysed together to avoid duplication or missing key feedback. A full dataset of the comments can be viewed on request (note that this will have all personal, identifying information redacted in accordance with GDPR, and any expletives/offensive language deleted). Comments quoted as examples in this report (as well as the full dataset) have not been edited for spelling and grammar.

The approach for analysing the comments followed these stages:

- All comments pooled together
- Overall read through of comments to identify key points for review/action
- Most commonly occurring words, and then associated (occurring) words identified from full comments pool
- Tagging applied using the common and associated words; then binary coding to group responses
- Further check – comments returning very low or zero values through the tagging system individually reviewed to ensure unique points not missed

### Comments brief

The two questions that people were asked to comment on were:

- Please select which of the following that best describes your opinion of the proposed exemption amendment for the existing traffic filter on Littlemore Road, Oxford [multiple choice]. Please let us know the reason(s) for submitting your responses (i.e., why you are supporting or objecting to the proposals?)
- Please select which of the following that best describes your opinion of the proposed use of ANPR cameras to aid enforcement of the LTNs at the following locations: Crescent Road, Littlehay Road, Littlemore Road [multiple choice]. Please let us know the reason(s) for submitting your responses (i.e., why you are supporting or objecting to the proposals?).

## Comments results

One of the most commonly occurring sentiments in the comments was an overall wish for the LTN traffic restrictions to be removed entirely. The consultation was not asking about views on this point, as noted in the introduction to the survey<sup>xiii</sup>. The survey does not ask whether the existing restrictions should be in place, but for feedback on proposals to introduce ANPR at three specific closure points within the Cowley LTNs.

Comments that do not relate to the questions asked are being considered by officers against the wider LTN programme, alongside emails and feedback shared with councillors.

A 'significant' number (not a majority but enough to flag as a key trend) of responses objected to proposals for ANPR and/or ANPR exemptions but said they supported the LTNs in the comments sections.

There is a commonly recurring concern appearing in the comments which is a concern that the roads proposed for ANPR in the survey would be treated regularly as through roads by drivers unless there was an effective hard closure in place (such as a bollard and planters).

## Influential points

The significant focus on LTNs in press and on social media platforms brings wider factors into play that are likely to have had some influence on comments. The following points are key themes which appear in the comments received.

### Active travel

There are mixed feelings towards active travel objectives. Most of the responses objecting to traffic restrictions do not express an interest in making a modal change to how they travel. The comments that express positive sentiments towards the LTNs and/or share concerns that through-traffic would increase if hard closures were removed are strongly focused on keeping a safer road environment for pedestrians, cyclists, and vulnerable road users (mostly noting children and people with mobility problems).

"[T]o improve rates of walking, wheeling, and cycling there needs to be interconnected areas of truly low traffic routes - these can only be delivered by physical filters... There are problems with active travel ..that must be addressed, such as volume of speeding traffic [on] Westbury Crescent and Newman Road, .. Rymer's Lane during the school run, and lack of safe crossings and active travel connections ... These issues [are] ...holding back active travel."

"These traffic filters have made the local roads safe for cyclists. This includes my [child] who can now safely cycle to school every day. It also includes my wheelchair-bound neighbour, who has difficulty staying on the pavement because of [their] condition. ... The LTNs have had a transformative positive impact on my local area. They should be protected and strengthened - not weakened."

### Vandalism and conflicts

Many of the comments refer to conflict around the existing LTN closure points. 14% of the total responses directly mentioned concerns about vandalism, criminal damage, or anti-social behaviour.

"I would prefer to have no vehicle through traffic whatsoever in order to ensure as little conflict between pedestrians, cyclists and drivers as possible."

"I'm not a fan of ANPR cameras, despite the assurances about data collection & management. There is ...clearly a problem with vandalism of the physical barriers. I am in favour of maintaining the planter barriers & if necessary limited use of ANPR cameras to a) fine moped drivers who currently ignore the LTN restrictions & b) assist in prosecuting those vandalising the physical barriers."

"I am passionately pro ..LTN as a cyclist and [parent]. The ..destruction of .. bollards has led to increased danger whilst cycling on .. LTN routes. [V]andalism ha[s] .. worsened relations between cyclists and cars because drivers are knowingly using these roads .. and it seems to have led to an increase in dangerous and aggressive driving. I would welcome increased accountability and consequences for those breaking the LTNs."

### Air quality

11% of responses referenced climate change and air quality. Of these, 87% expressed negative sentiments about air quality:

- most said they felt LTNs increased pollution levels
- a small number said they were concerned air quality would worsen if hard closures were removed in favour of ANPR enforcement
- and a few responses said that climate change did not exist.

The other 13% of responses referencing climate change and air quality said they felt that the LTNs improved air quality. Almost all of these responses were from people who live in the Cowley LTNs.

It is important to bear in mind that Oxfordshire County Council is aware of an example of unratified, raw data being shared publicly in relation to nitrogen dioxide levels on streets in Cowley. Air samples from diffusion tubes are analysed before they are bias-corrected and annualised as per UK government (Defra) LAQM TG16 requirements. The shared data example was unratified (not yet bias-corrected or annualised) and inaccurate.<sup>xiv</sup>

"We are blocking too many roads ... what you are doing is not controlling pollution but increasing for example since crescent road ltns traffic has increased by 200 % on holloway road in the morning and evening and even day times long queues by the way .. ppl ..on or around holloway are amune to pollution this slotion is one dimentiin ... no one is happy"

"LTN's are a flawed and authoritarian system in whatever form... The data on air pollution do not support your claims. People need access to their homes from the roads."

"I am concerned about NO2 pollution levels in Cowley being .. illegally high, whereas previous to the introduction of LTNs they were not... these.. are directly due to the introduction of LTNs in Cowley."

"Busses will still be unable to pass though .. Carbon emissions from vehicles will still increase, the only difference the ANPR cameras will make is councils will be able to make more money from the traffic filters, which .. was the intended outcome."

### Concerns about totalitarianism

A small but significant number of the comments talked about government conspiracies and totalitarian controls. 8% of the responses mentioned one or more of the following: 'dictatorship', 'communism', 'Orwell'/'1984', 'tyranny', 'soviet', 'WEF', 'Nazi', 'authoritarian', 'oppression', 'prison'; or referred to an agenda to control people. Several responses also felt that man-made climate change was not a genuine issue.

"I will be rejecting all plans that suggest a control and monitoring of human movement...this is just a small segment of a ever growing agenda."

"You are trying to [put] the people of this country ...into a digital prison, this is dictatorship... you totally ignore the will of the people that you are supposed to serve. People do not want these ridiculous

cameras, surveillance and restrictions.. We have the right to freedom of movement in our own vehicles. Enough of the greenwashing and scaremongering.”

“Oxfordshire council as we all know is just the start of this extreme agenda under the climate narrative to restrict the publics freedom of travel. I and many believe this is just the start of a Draconian ideology...not all people are of a robotic mind and will follow and give up our freedoms.”

“I have grave concerns our freedoms are slowly being ebb away over a completely untrue agenda. If man is responsible for global warming why are other planets in the solar system warming at the same rate? It is the normal cycle, the sun has gone through for millenia. I do not support the loss of liberties for my fellow Englishmen. I whole heartedly object to any infringement of their right to travel.”

“This spying on peoples movement can only be compared to communism, partly WEF and partly because Johnson signing a Zero Emissions, this is unachievable without people suffering for it. ...”

### Business responses

2% of the overall responses were from local businesses. 79% of the responses from businesses objected to the exemptions and to the ANPR proposals – with a small number expressing concerns.

“As a business, we've been profoundly harmed by the .. LTN's (which we opposed since the very beginning and the Council ignored). We sternly oppose further reduction in movement, having lost important and irreplaceable income with this arbitrary scheme.”

“Undemocratic, terrible for residents and business owners and will lead to losses of profits. No cameras are needed to track people, stop acting like 1984 was a guide book.”

“The majority of Littlemore including myself have ..objected to LTNs. I also object to ANPR. Littlemore has been locked in and shut off from Lical amenities such as Drs dentists chemists etc. Littlemore has nothing to speak of. I strongly object to your money making controlling ANPR cameras.”

### Groups responses

0.7% of the overall survey responses came from groups. Group comments are listed in the appendix.

Colta (Oxford hackney carriages) said it would be unhappy if the hackney carriage exemptions are limited to Littlemore Road – and exclude Crescent and Littlehay Roads; noting that it is moving to a fully electric vehicle fleet by 2025 to meet zero emission targets. [Full comment](#).

Liveable Cowley expressed serious concerns that the introduction of ANPR could set a precedent for multiple exemptions, which it felt could impact the safety of vulnerable road users. It also noted specific concerns about mopeds passing through LTN closure points, and about traffic issues affecting Westbury Crescent and Rymers Lane. [Full comment](#).

Oxford Health NHS Trust emphasised its need to be included in exemptions – particularly to make time critical deliveries of medical treatment and equipment. [Full comment](#).

Oxfordshire Fire and Rescue Service ([full comment](#)) and South Central Ambulance Service ([full comment](#)) were supportive of ANPR as best practice to facilitate emergency access.



Unlimited Oxfordshire recommended exemptions specifically for all vehicles carrying blue badge holders. [Full comment](#).

Waste 2 Taste group felt that roads were safer for cycling with LTNs in place and commented that a number of the people they help are especially vulnerable, financially impacted and not car drivers. [Full comment](#).

A group of councillors representing Littlemore submitted a detailed comment on the impacts arising from the Church Cowley LTN as it is, regarding connections and access – especially where these impacts are increased due to further external factors. [Full comment](#).

Thames Valley Police provided a short statement by email advocating a need for enforcement at the LTN closure points, and noting that ‘the introduction of ANPR cameras and subsequent removal of LTN bollards will assist our staff in their operational response to incidents’. [Full comment](#).

An email was received on behalf of local bus operators supporting the proposals for exemptions and ANPR as “If implemented this would allow buses to operate directly via Littlemore Road and Crowell Road to Between Towns Road giving faster journeys to passengers and hopefully providing a more attractive option than to travel by car... We also support the adoption of ANPR enforcement of the three proposed locations [which] will allow flexibility for amendments to bus services, as well as allowing for network flexibility during unforeseen and/or emergency situations on the highway.’ [Full comment](#).

Cyclox, Oxford Cycling Network and Cowley Area Transport Group submitted individual emails with a common points set:

- Due to continuing vandalism incidents, and drivers damaging closure points to continue using roads as through roads, the LTN scheme is not felt to have had the chance to have a ‘proper trial’ yet
- Removal of hard closure points in favour of ANPR and introducing some exemptions would ‘diminish the benefits of the [LTN] scheme’ (Cyclox), impact on opportunities for urban realm improvement (OCN Cycling), and could create serious safety risks for cyclists and pedestrians (Crescent Road cited by Cyclox in particular due to the gradient of the road)
- Concerns about safety around taxis driving through Crescent, Littlehay and Littlemore Roads, and vulnerable road users

[Full comment: Cyclox](#); [Full comment: Oxford Cycling Network](#); [Full comment: Cowley Area Transport Group](#)

## **Proposed exemption amendment for the existing traffic filter on Littlemore Road, Oxford**

The question on proposed exemptions asked for feedback on proposals to amend the current restriction at the closure point (filter) on Littlemore Road (sited 10 metres north of its junction with Compass Close). The amendment would permit local buses, taxis, private hire vehicles, and universal service provider vehicles to proceed through the filter.

There is one consistent trend between the answers selected in the exemptions question (Support, Object, Concerns or No opinion) and the comments – where people objecting to traffic restrictions overall in comments also selected ‘Object’ for the

exemptions proposal and the ANPR proposals questions. The other points raised in the comments about the exemptions proposal are listed below:

### **Concerns around exemptions:**

#### Drivers may ignore or be unaware of, restrictions

"I am concerned that .. ANPR will open the possibility of future exemptions ...it was so quiet and safe when our bollards were in place. I would prefer to have no vehicle through traffic whatsoever .. to ensure as little conflict between pedestrians, cyclists and drivers as possible. I would not feel comfortable walking or cycling in the street if a bollard AND anpr were not in place. A car may fly through the closure unknowingly, and ... someone could be hurt. ANPR should accompany physical barriers in order to ensure roads are safe for the most vulnerable users."

#### Road safety for pedestrians and cyclists

"I don't agree with exemptions. If buses, taxis, etc are able to drive [through] then it isn't safer or more pleasant for cyclists and pedestrians. If you are going to have traffic filters they should stop all traffic."

"We cycle to the childminders, we walk to the shops and parks... Now that the LTN has finally been in place in a more permanent way, we have felt much more relaxed in letting our [child] develop walking in a more free way. In addition, we have felt the benefit to the air quality, lack of noise and neighbour togetherness. I strongly object to the Littlemore road ltn becoming a bus gate."

#### Setting a precedent

"These traffic filters make a huge difference to.. safety ...Cycling and walking and allowing children to play are all made much more attractive, and we have .. seen a huge increase in ... children cycling to local schools and being allowed to play and walk around the neighbourhood. The positive value of this draws much less attention than the anger of opponents of the LTNs, but it is huge and important and the councils should be wary of losing it. Converting these filters from physical filters to ANPR-only filters will reduce the ..safety... pressure will be created for further exemptions.... that will be hard for politicians and officers to resist, so ... advantages and incentives created by these filters will be lost... [R]esidents will be fined and ..think of ANPR simply as a money-making enterprise for the council."

"Concern this is a 'slippery slope' to a greater amendment to allow buses, taxis etc through. There is such a vociferous campaign. Having the LTNs has so improved our lives/experience/safety. It was hazardous trying to cross Littlehay Rd before the LTN with disabled [partner] and [small] children ... a constant stream of traffic, going both ways with cars parked both sides. It was difficult to get a good view to ... cross between [them].. [and] judge speed of oncoming cars."

#### Concerns that taxis and private hire vehicles would use Littlemore Road throughout the day generally as an easy through point.

1% of responses raised concerns that the proposed exemptions would increase traffic on Littlemore Road – possibly driving at more speed – and impacting road safety for vulnerable road users.

"I strongly support the exemptions for emergency vehicles and buses. I don't really understand why the exemptions should include taxis – does this slightly defeat the point and encourage private car use, albeit in a more expensive form?"

#### 1% of responses said local residents should be exempt as they would not be acting as through traffic.

"Residents (living on roads immediately surrounding, or in the greater area surrounding an LTN) [would] .. have to continue to use main roads where traffic has been pushed out to, causing gridlock."

"Residents may perhaps be more amenable .. if there were exemptions for residents living within, for instance, 1 mile of each filter. This would prevent non local traffic cutting through but still ensure locals are able to travel around the city, or ...areas closest to their homes."

"Littlemore Rd is a broad road which can very easily bear the traffic which would otherwise go along it. The filter/LTNs create more travel for many .. residents.. and a great deal of community upset and disharmony. If you want to put a camera there, at least allow residents to pass through."

### Blue badge holders and carers should be exempt.

5% of responses mentioned disability access issues. Of this 5%:

- 50% said blue badge holders and carers should be exempt
- 31% said they were disabled themselves or had caring responsibilities – either in a professional capacity or looking after a family member.

"You are not allowing blue badge holders access. ...Congestion on arterial routes prevents disabled motorists being able to get to their destination without sitting in traffic/congestion. This is unfair as we have to use our cars, because we cannot walk, cycle or actively travel."

"The proposed changes do not address local concern ... Those with disabilities and blue badges will still be unable to pass through the traffic filters and as a result will have longer journeys."

### The proposals only exempt taxis and private hire vehicles on Littlemore Road.

They do not include Crescent Road or Littlehay Road. Taxi and private hire vehicle operators responding to the survey have expressed concern about this.

"Raising a very serious concern here as to why the county is only considering to allow the Hackney carriage trade through Littlemore Road LTN and not Crescent Road or Littlehay Road if the ANPR cameras were to be installed."

"We would completely object if .. we were to be restricted access through Littlehay road and Crescent road. We [have] 107 licensed Hackney carriages and the numbers are regulated. It would be naive ..to think all 107 Hackney carriages would access Crescent Road or Littlehay Road LTN at once. You emphasise the importance of improving public transport, but continue to restrict our movements."

### Climate impacts

"Too many exemptions. Certainly taxis and private hire cars should not be exempt since that would encourage car use and jeopardise the LTN's purpose. While I understand there are business/ livelihood reasons ...[w]e are trying to get people to drive less, not move from private driving to hired driving...If you are still inclined to approve exemptions for taxis and hired cars ...please make the exemption only for 100% electric cars."

### Displaced traffic congestion

"[I] have noticed the LTNs .. have only made traffic much worse .. on Cowley road and Church Cowley road. As there is no through access between Iffley and Cowley ..all the traffic has been diverted to these main streets ...as a cyclist I sit in traffic, while other cyclists overtake cars .. putting them in more danger (I have seen an accident happen) ... LTNs were put in place as an environmentally friendly measure, however this has only impacted the environment negatively as people choose to take longer routes and sit in traffic longer"

"Please stop wrecking our lovely city. All traffic is shifted on to certain roads where traffic pollution is so bad I and my young children have to wear masks as I don't want [us] to inhale the exhaust fumes. Please take LTNs down."

### **Support for exemptions:**

#### Improves ease of access

"Increased flexibility, convenience for the exempted categories of vehicle, and may help defang some of the objectors to LTNs."

### Improves ease of access for taxis and private hire vehicles

"I am supporting the exemption amendment on behalf of the Hackney Carriage trade. We provide a vital public service and access through all routes within Oxford is vital. This is a welcome amendment. We have in previous discussions/meetings emphasised the fact that the black [cab] trade must be permitted to access all routes, regardless of wherever the ANPR cameras were to be installed."

"Letting local buses, taxis, private hire vehicles, and Universal Service Provider vehicles through is a good idea; it enables the road to be used by those who may genuinely need to come by vehicle. (Taxis because they are used frequently by vulnerable groups and disabled residents."

### Improves ease of access for emergency services

21% of all responses mentioned emergency services – either expressing criticism of the hard closures for impacting emergency vehicle access; or noting support for ANPR/exemptions to make emergency services access easier.

"Emergency vehicle access is essential. This exemption should be extended to temple road's barrier as traffic can be intense. Absolutely extend this exemption to all barriers, and apply the exemption to emergency vehicles, blue badge holders and residents."

"[E]mergency service exemptions should be for .. emergency calls, not general exemptions - vehicles "on blue lights" are safer, as they are hard to miss. If .. changes [are made] ... that should be done with overrunable bollards augmented by ANPR cameras to prevent vandalism and misuse."

### **Proposed use of ANPR cameras to aid enforcement of the LTNs at the following locations: Crescent Road, Littlehay Road, Littlemore Road**

#### Overall

The most common themes in comments responding to the ANPR proposals were:

- a desire for the LTN restrictions to be removed completely
- concerns that ANPR restrictions would be ignored – so roads would be less safe for pedestrians and cyclists. The main points raised are listed below.

#### **Points raised about the ANPR proposals**

##### ANPR restrictions would be ignored

There was particular concern that drivers might miss or ignore the restrictions if ANPR were in place, but not hard closures; and around motorbikes and mopeds continuing to travel through LTN closure points:

"[C]ameras don't stop people driving through; only fine them afterwards. I don't want people to be fined for breaking the law and driving dangerously; I want them to be prevented from breaking the law and driving dangerously. ANPR suggestion is only ..because we failed to deal with people vandalising bollards."

"[K]eep the bollards in place and include ANPR cameras to catch anyone who vandalised the bollards or motorbikes who drive through. We don't want to open up the streets again to cars .. getting more traffic through which mean fewer people are incentivised to walk and cycle and traffic,.. noise and air pollution will increase. Our community will los[e] the connection we have now we are all walking.. cycling and talking to each other. I have young kids and feel it's important we get them used to walking and cycling so they carry that into adult life."

"ANPR should only be used in addition to [the] filters .. I support the use of ANPR to reduce motorcycle and motorised scooters passing through these filters. I do not support removing the bollards and using ANPR as an alternative."

"Traffic has ignored the road restriction but it has also led to .. motorcycles finding a cut through from Leafield Rd to Barracks Lane - an ANPR camera is likely to exacerbate this issue"

"I don't object to the switch to ANPR [on] Littlehay Rd filter ...on the basis that motorcycles, which routinely pass through the filter, will be controlled. But I have a concern about implementing this at Littlehay Rd in isolation as I believe it will divert motorcycle abuse to the nearby Clive Rd, a narrower street that already suffers from the same problem."

### Overall objections to ANPR

The overall objections to the ANPR proposals were concerns about overarching LTNs impacts and costs to the taxpayer. 5% of the responses expressed worries that the cameras might be used for surveillance.

"[Y]ou want to be watching our every moves , causing anti protests , cutting families off . Who ever came up with this idea clearly don't live in our area! No to the camera's and no to the LTN's. [T]his is causing anxiety .. , stress , why don't you consider that ! No to camera!! We got one already in Our area, why another one , feels like I am being locked in my own home/community!!!!!!!"

"The whole idea of surveillance of this order with fines and penalties is a step too far, when road signs of a simple nature would achieve the same priority....which is quieter roads surely?"

"Why should we have our privacy rights flouted. Big brother. Orwellian times. Once freedom to move freely has gone. We won't get it back. Open prison springs to mind."

"These are not needed and are a waste of tax payers money. You do not have our consent to do this."

"I object to the whole idea of vehicle monitoring and restriction. You [are] spending hundreds of thousands on these silly things to raise funds from people who will soon not be able to afford to live. People need vehicular access for numerous reasons, not restrictions on free movement."

"Money should be better spent fixing roads, LTN's have ..proved to ..affect transport around local area with first hand witness to increased traffic [and] restricting emergency vehicles ... proposing to make these issues worse by implementing more traffic restrictions will only aggravate this further"

### Overall support of ANPR proposals

"ANPR will help to enforce the rules. Without it numerous motorcycles drive through at speed."

"ANPR [is] a good idea.. existing LTNs are not working .. people just ignore them and drive through. Especially motorcycles."

"LTNs in principle should be supported so safe spaces can be created for non-vehicular road users... Exemptions are occasionally necessary for emergency vehicles ..more vulnerable users and support staff."

"Something should be done to prevent the numerous vehicles passing through vandalised/removed LTN barriers and this looks like the ideal solution. Lack of barriers to allow emergency services through but camera's present to catch those that should not be passing through it."

"I am [in] favour .. as there are far too many cars on the road in Oxford. I cannot believe the increase in traffic [in last 11 years] ... I am frustrated daily by the sight of cars driving through the LTNs ... blatantly ignoring signs ...Bollards or cameras - YES PLEASE - with tickets issued. I have [decided] to not have a car to lower carbon footprint [although i]t is challenging at times."

## **Points raised specifically about the ANPR proposals for Crescent Road, Littlehay Road and Littlemore Road:**

### **Crescent Road**

"Crescent road [was a] 'rat run' that needed restriction ..it is steep and vehicles travelled too fast .. If ANPR were installed than I would expect local residents vehicles should be exempt.. Taking traffic off Oxford Road is highly desirable. Littlehay and Littlemore roads also could have local registration scheme to be positively viewed by the community."

“The level of vehicular access to Temple Cowley for local residents and businesses has been wholly unacceptable since the LTNs were installed. I categorically cannot support any proposal for ANPR in Crescent Road that does not provide residential access for Temple Cowley residents and would like to register my objection in the strongest possible terms.”

“[A]bsolutely no justification..for not allowing access for local residents and businesses through ANPR ..having discussed issues with Andrew Gant ... and assuming that Temple Road will remain closed off by a bollard, I find this proposal particularly disappointing and upsetting.”

### Concerns

“The cameras appear to help emergency vehicles and allow some flexibility at times of traffic gridlock but if Crescent Road is enforced [and] Junction Road bollard continues to be removed regularly, it could lead to increased traffic in Junction Road.”

“Significant numbers of vehicles are still going through the Cornwallis and Bartholemew bus gates and getting fined. This demonstrates that an ANPR camera by itself is not a reliable way of stopping motor traffic. Since people won't expect vehicles coming through modal filters, occasional vehicles doing so will be particularly dangerous.”

### Support

“As a resident.. we believe that this would be the most effective and least controversial manner to police the LTN system.”

“I represent NHS and services ..in the community. Staff use own vehicles [for] home visits ... we need .. exemptions so staff are not fined. ANPR is preferable to bollards. This is impacting on [staff] recruitment and retention ..and delivery of patient care, often to time critical patients e.g. diabetics”

## Littlehay Road

Several responses raised concerns that removing physical closures on Littlehay Road could effectively reinstate the regular use of the Rymer's Lane/Cornwallis Road junction as a busy crossroads and noted previous accidents at that point.

“[R]eplacing the hard closure with [ANPR] could mean some people ..ignore the camera and drive through. [T]he 4-way Rymer's Lane junction.. – scene of a number of serious accidents in the past, has become a lot safer. I do not want this safety compromised. However, a camera may [mean] better enforcement – many motorbikes still use this route, which they would not be able to do [with ANPR].”

“If the Littlehay Rd modal filter were opened up to accidental and emergency vehicle use, without a physical restriction ... that would change its junction with Rymers Lane .. to a much less safe crossroads. If that is done, then that junction should [have a] continuous footway across the Littlehay entry, to slow motor traffic and [prioritise] foot and cycle traffic on Rymers Lane.”

### Concerns

“ANPRs alone will not be effective.. [O]n Littlehay Road the .. physical barrier, in combination with ANPR, to reduce motorbike traffic, would be the only solution. [T]raffic from ANPRs alone would be significantly increased affecting air quality, noise and .. safety of pedestrians and cyclists, particularly children. Cornwallis Street [is] a good example of how ineffective ANPRs alone are at reducing traffic. I am concerned that .. ANPR ..would be subject to vandalism, making Littlehay an open rat run road.”

“ANPR cameras don't give me confidence to cycle and walk with children on these roads. My preference is for physical barriers that are properly supported and enforced. The filters at Littlehay Road are perfect as are (apart from allowing through motorcyclists, but ..ANPR would not solve that).”

"Littlehay junction has been dangerous for a long time ..I've seen nasty accidents and lots of near misses. ... on such a key junction that already has issues owing to school drop offs and being on a junction, it's important that it's a fixed barrier."

"I'm particularly concerned about the proposal to remove bollards at Littlehay Road. Cornwallis Road ...[is] much safer since the bollard went in.. if it were removed then some drivers would just ignore the camera. Taxis are already exempt ..on Cornwallis Road, and they often speed down the road. Please keep the bollards AND put cameras in"

### Support

"LTNs have had a positive impact on my children's safety, particularly at Littlehay Road. I am tired of people removing bollards. Cameras seems like a good option - plus exemptions can be reviewed and tweaked with cameras."

"While current LTN arrangements have definitely eased traffic (especially along Littlehay Road), ..adding flexibility to the scheme through ANPR cameras would improve other impacts of the LTNs"

## Littlemore Road

### Concerns

"Buses and taxis already have exemptions for Bartholomew Road, and as a result there is still quite a lot of traffic on Littlemore Road. This discourages active travel, particularly for children"

"Crescent and Littlehay give problems, but are more justified, Littlemore road is crazy, and blocks makes Littlemore virtually a ghetto, very hard to get out off, esp given the problems crossing the rosehill roundabout"

### Support

"The bollard .. has been vandalised and removed repeatedly... [It] has currently been missing for some months now and a constant flow of motor vehicles, including motorbikes, travel through the gate with impunity, often at speeds in excess of the limit. I strongly support the introduction of an ANPR camera here. [T]he LTN is the biggest single improvement to quality of life locally that I have experienced in my 20+ years living [here]. It deserves proper enforcement."

"From friends who live nearer Littlemore Road than I do, the support for this amendment is strong. The restrictions nearer me have made a really positive difference to the area."

## Recommendations

A number of comments offered constructive suggestions for the county council to review. These suggestions are noted and will be considered as a part of overall ongoing considerations for improvement. Some examples of these recommendations are included below:

"Due to the original wait for ANPR cameras and the widespread vandalism of bollards, the Cowley LTNs haven't been given a fair trial. I suggest that the new wooden bollards be left in place for an effective trial period first; if you then decide these filters must be watered down to rely on ANPR, then an appropriate physical half-measure would be to indicate pedestrian priority with raised crossings/continuous pavements (as favoured by proponents of "slow traffic neighbourhoods").

For Crescent and Littlehay, where the only exemptions would be emergency services and the occasional bin lorry, I would also support a rising bollard with a "fail closed" setup, so that people can't just vandalise it to reopen the filter to all."

"[The Littlemore Road] filter does not need to be a complete barrier (it is a wide road with room for safe segregation of bikes, scooters etc). However if it has many exemptions eg for taxis, blue badges — very

reasonable — then it also needs to be remade, so there is a single width pass, with clear signage of which direction takes priority, and separated cycle lanes on the outside of the restriction.. It would absolutely have to be monitored by cameras as the vandalised filter is used many times an hour by cars passing at very high speed.”

“Littlehay junction has been dangerous for a long time .. [it] already has issues owing to school drop offs, it's important that it's a fixed barrier. A compromise would be to make the Clive road one a camera one ..to create easier emergency access, as this doesn't have the same dangerous junction issues the little hay one always has had and that the bollard had made a huge improvement to.”

“If the Littlehay Rd modal filter were opened up to accidental and emergency vehicle use, without a physical restriction of any kind, that would change its junction with Rymers Lane ..to a much less safe cross-roads. If that is to be done, then that junction should first be provided with a raised, fully continuous footway across the Littlehay entry, to slow motor traffic and make the priority of foot and cycle traffic on Rymers Lane clear.”

### **Overall traffic restrictions comments:**

A considerable proportion of the comments received raised concerns about the impacts on people's ability to move freely around the city by car – in terms of displaced traffic congestion, practicality, and rights of access. These comments do not specifically respond to the ANPR or exemptions proposals but are relevant to ongoing monitoring and review of the LTNs programme.

Such comments provide a level of contextual support to better understand some of the feedback shared. The full data set of comments from the survey is being reviewed by officers as a part of the overarching LTNs programme.

“I am opposed to LTNs and any enforcement ..as it creates bottlenecks and just shifts the problems. There is no evidence of these schemes working and will just end up making people cough up money that they don't have.. LTN also have adverse health effects due to stress that they cause drivers. Noone just takes out their cars for a jolly, there are various needs for vehicles and am appalled at this shortsightedness of the Council and the authoritarian way that it is acting”

### Rights of access

“I strongly disagree with any barrier on Littlemore Road, whether it is a bollard or an ANPR camera. The original barrier was put in place without sufficient consultation with residents.. Littlemore Road is a main road not a rat run. It does not cut pollution or make the street safer. The decision to block this road, was made by people with a particular political agenda and does not serve any useful purpose. It just makes life harder for residents. We will fight this all the way.”

“I bought my house ...over 30yrs ago, living here I can get to my family ... and shop ..by using my car which I also pay tax to drive on the roads. Out of 4 of my exits you close 3 ??? ..why is it fair on [some] residents having so much traffic? It's so nice at the moment that I can access Cowley from my house in my car [when] the bollards down, people are so much happier , life's too short for all this ... the roads [are] for... getting to places.”

### Personal impacts

“As a resident ... with an autistic son and dad who is confined to a hospital bed at home, being able to access the school and parents home at the drop of a hat is very important. I help card for my dad and have to be able to get to the school. Link roads should remain open.”

“[T]he traffic filters should be removed, not enforced. They are causing massive traffic in East Oxford and as a cyclist ..endanger me with angry drivers and huge queues on Cowley and St Clements - neither of which has a cycle lane consistently up to the Plain (and have potholes in the cycle lanes). My bus service has been reduced because of traffic caused by LTNs... they are not reducing traffic except for on a few small neighbourhood streets and are causing increased pollution (based on recent 2019 and 2022 comparisons in Cowley and Hollow Way), not decreased pollution from air traffic (which I



breathe in as a cyclist!). They weren't supported by the majority of the public and residents .. spend the money on restoring roads and making them safe for cyclists by fixing the ..potholes and ensuring cycle lanes are useable."

"As a disabled person, without my car I cannot get out of my house. I cannot use an electric wheelchair due to the nature of my illness. I have no support. So I would basically become housebound. Just a drive seeing nature is good for my well being."

"The ltns have prolonged my journey by a min 1hr a day some days well over this ,I am using more fuel given this fact and thus costing me more .These obstructions are not saving our planet or cutting emissions by anything at all,you are diverting a problem and made more emissions in other areas."

"The LTN project, including proposed cameras and exemptions, have only served to increase overall traffic and pollution, by slowing it to a crawl, and decimate local businesses. As a resident of 30 years I have seen the devastation the LTNs have caused, with no benefit to anyone. It is impossible to cycle up Oxford Road due to cars being too far to the left or right in the lanes. I do not own a car. The proposed cost of these cameras, as reported in the Oxford Times is obscene, when essential services like social care are being cut to the bone."

### Emergency services impacts

"These new rules will restrict freedom of movement cause delays for emergency service and cost lives."

"[T]here's .. a massive problem in terms of emergencies, how are ambulances supposed to reach us in an emergency if there's 40 minutes worth of traffic and only 1 route to my house 2 miles away?"

### Socio-economic impacts

Some comments mention economic differences between north and east Oxford and question why traffic measures are not being proposed in a more expensive area of the city. Other comments express worries about indirect impacts including:

- perceptions of desirability widening affordability gaps within the eastern arc of the city and encouraging 'postcode lottery' situations
- employment tenure and timekeeping issues especially for people who have to trip chain regularly – e.g., people working outside Oxford and making child/family care journeys within work commutes; or people transporting heavy/bulky/sensitive loads within the city on a daily basis
- potential for quieter roads being targeted by criminal behaviour.

Several comments cover these points individually, and one response works through the concerns and the context of the potential impacts in detail (full response):

"[N]ot happy with amount of tax payers money wasted on these surveillance cameras and LTNS why are they only i[n] poor areas? No plans for Summertown. I want to know where our money is going."

"LTNs cause social segregation.. segregating people from areas such as blackbird leys, rose hill and littlemore, all known to be socially deprived areas ..it seems the motive is to have poor separated from the more affluent. It's cutting people off from vital services, not allowing them choice of where to work, shop and take their kids to school ..causing ..vulnerable people such as the disabled and single parents to become isolated and it's more difficult to visit family and friends... It's causing massive conflict and sad to see a once happy city becoming so unfriendly with each other.. these LTNs .. are acting as unofficial markers between homes and communities...There are ways we can tackle climate change and pollution without having to forfeit residents' human rights and socially impact Oxford."

"They separate areas .. not allowing people a choice when it comes to GP surgery's/dentist /schooling/shopping etc.. It means white middle/upper class privileged families who are able to afford.. to live in areas that have good schooling and local facilities are stopping other less privileged communities from living among them.

It is not always possible for people to travel by bus, bike or walk. This means people who are already the most vulnerable in our society will be cut off and isolated further.. This includes parents who have to

get to work after dropping children at school, who [do not] have the option to work from home/...hours that fit around family life. This causes great stress and anxiety for parents and children. With the implementation of LTN's Oxford has become a postcode lottery as to how much pollution your children are exposed to: for example a child on Magdalen road will see a significant drop in pollution and enable the health of said child to improve, however this is at the cost of a child on Oxford road having to be exposed to maybe 3/4 times the amount of pollution... [so it] then comes down to the have and the have nots as to your child's health."

## Conclusion

Oxford's low traffic neighbourhoods attract a high level of interest and the responses received reflect the broad balance of opinion surrounding the programme and its measures including support, recommendations, reservations, and objections.

Responses included vital insight into key issues from multiple people, which contributes to the ongoing constructive review of how the programme is working and where it could be improved. Although many comments did not answer the proposals in the survey their feedback is also helpful for the county council's monitoring of LTNs ,and of wider active travel and highways programmes.

## Endnotes

<sup>i</sup> Cabinet report available to see here:

<https://mycouncil.oxfordshire.gov.uk/mgChooseDocPack.aspx?ID=6883>

<sup>ii</sup> The authoritative records checked against were Google maps and Royal Mail. Although some responses supplied a full postcode, the 'false' postcodes refer to some or all of the outcode and/or the first digit of the incode not being on UK registers e.g., OX45 ('outcode') 2DX ('incode') is not a valid postcode.

<sup>iii</sup> [\[1\]](#) These emails have not been included within the survey analysis (excepting emails submitting text that was also filled in as a survey response) but, along with all other feedback, are being reviewed by the county council.

<sup>iv</sup> Note that a small number of requests were received to send copies of the letter and/or paper survey copies to all addresses in Littlemore. This is not within general practice and had to be considered unviable in terms of cost and carbon as it would comprise printing more than 4000 additional copies and, for fairness' sake would have to be done for the full eastern arc of the city outside the Cowley LTNs and their boundary roads – running into tens of thousands.

<sup>v</sup> Geo-tagging was conducted using postcode, street, and local town data supplied in the responses.

<sup>vi</sup> Note that this has been separated as a further level for analysis because this side of Littlemore is bisected from the rest of the city by the eastern bypass and therefore has a unique geography in its relation to the Cowley LTNs compared to the rest of Cowley and Littlemore. Further, some Littlemore roads on the city-side of the bypass are within, or border Cowley LTNs.

<sup>vii</sup> Abingdon 8, Banbury 5, Bicester 1, Charlbury 1, Chipping Norton 3, Didcot 9, Garsington 3, Kidlington 5, Wheatley 1, Wantage 2, Woodstock 4, Not specified 2

<sup>viii</sup> Buckinghamshire 3, Gloucestershire 1, Reading 1, Swindon 1

<sup>ix</sup> 23 of these responses do not give any locational data at all or give false post codes and/or street names.

<sup>x</sup> Note that this has been separated as a further level for analysis because this side of Littlemore is bisected from the rest of the city by the eastern bypass and therefore has a unique geography in its relation to the Cowley LTNs compared to the rest of Cowley and Littlemore. Further, some Littlemore roads on the city-side of the bypass are within, or border Cowley LTNs.

<sup>xi</sup> Abingdon 8, Banbury 5, Bicester 1, Charlbury 1, Chipping Norton 3, Didcot 9, Garsington 3, Kidlington 5, Wheatley 1, Wantage 2, Woodstock 4, Not specified 2

<sup>xii</sup> Buckinghamshire 3, Gloucestershire 1, Reading 1, Swindon 1

<sup>xiii</sup> 'NOTE - this consultation forms part of the formal process solely concerned with the specific proposals as advertised, and has no influence on the presence or location of the current LTNs'.

<sup>xiv</sup> More on how air samples and traffic movement data are analysed:

<https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/low-traffic-neighbourhoods/east-oxford-ltn-air-quality>

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**APPENDIX**
**Letter delivered to addresses in Cowley LTNs and roads immediately bordering the LTNs**

This comprised 7000 addresses (including individual addresses within a larger building – such as flats). Copies of this letter and the paper survey pack (survey and accompanying documents – [Public notice](#); [Statement of Reasons](#); [Draft Traffic Regulation Order](#); ANPR Camera Locations plans for: [Crescent Road](#); [Littlehay Road](#); [Littlemore Road](#)) were also delivered to local libraries.



**Reference:** Cowley low traffic neighbourhoods proposal for ANPR cameras

Scan this QR code to open the survey



**Oxfordshire County Council**  
**County Hall**  
**New Road**  
**Oxford**  
**OX1 1ND**

**Director name** (Bill Cotton)  
**Directorate** (Environment and Place)

**6 March 2023**

Dear Resident/Business owner,

**Cowley low traffic neighbourhoods ANPR proposal: have your say**

The decision for the Cowley low traffic neighbourhoods (LTNs) to remain in place was made by Oxfordshire County Council's cabinet in July 2022, alongside a commitment to undertake further works to refine the scheme, including consulting on any proposals for further changes. This included the potential to replace some hard closures (bollards) with automatic number plate recognition (ANPR) cameras. These are triggered by vehicles passing through restricted areas and record only the licence plate details of those vehicles.

As a part of these proposals, we are now looking to install ANPR cameras at the following closing points in the Cowley LTN areas (Church Cowley, Temple Cowley and Florence Park) to prevent through traffic on residential streets and make walking, wheeling and cycling safer. These points will be:

- Littlemore Road in Church Cowley
- Littlehay Road in Florence Park
- Crescent Road in Temple Cowley

As a statutory requirement of the traffic regulation order which would give Oxfordshire County Council permission to install ANPR cameras at the points listed above, we are asking for your feedback on the ANPR cameras proposal. Please note that this is a formal process concerned only with the ANPR cameras proposal and has no influence on the presence or location of the actual LTNs.

The two current bus gate ANPR camera points (Bartholomew Road and Cornwallis Road) will remain as they are now.

You will be able to share your views on this proposal from 6 March by visiting the council's Let's talk Oxfordshire engagement platform using the QR code at the top of this letter or by visiting: [letstalk.oxfordshire.gov.uk/cowleyltn\\_cameraenforcement2023](https://letstalk.oxfordshire.gov.uk/cowleyltn_cameraenforcement2023).

The consultation will be open until 5pm on 17 April 2023, and anyone can provide feedback. You can also request a paper copy by emailing the address below or writing to 'Freepost OXFORDSHIRE COUNTY COUNCIL' marking the envelope: Cowley LTNs – ANPR survey in the top left-hand corner of the envelope, before 17 April 2023.

A formal decision on the proposal to install ANPR cameras at these locations will be made by the cabinet member for highways management at a meeting in summer 2023. Officers will make recommendations based on a range of factors, including feedback received and monitoring data.

More information on Cowley LTNs is also available on: [oxfordshire.gov.uk/cowleyltns](https://oxfordshire.gov.uk/cowleyltns).

Yours faithfully,

Cowley LTNs team

Email: [activetraveloxfordcity@oxfordshire.gov.uk](mailto:activetraveloxfordcity@oxfordshire.gov.uk)

Website: [oxfordshire.gov.uk/cowleyltns](https://oxfordshire.gov.uk/cowleyltns)



If you would like to find out more about active travel in Oxfordshire please visit: [oxfordshire.gov.uk/activetravel](https://oxfordshire.gov.uk/activetravel)



To find out more about road safety, including safer cycling, walking, wheeling (wheelchairs and mobility scooters), biking and driving, plus cycle training opportunities visit: [365alive.co.uk/cms/content/road-safety](https://365alive.co.uk/cms/content/road-safety)



Get the latest roads and transport news by signing up to receive our travel bulletin: [residents/roads-and-transport/roadworks/roads-and-transport-news](https://residents/roads-and-transport/roadworks/roads-and-transport-news)

## Survey questions

### Oxford: Cowley LTNs - ANPR Camera Enforcement & Littlemore Road Exemption Amendment

*NOTE - this consultation forms part of the formal process solely concerned with the specific proposals as advertised, and has no influence on the presence or location of the current LTNs. Further details on the LTNs in general can be viewed [here](#).*

We're asking for your views on the proposal - as part of the ongoing review of the LTN scheme - to amend the current restriction at the traffic filter on Littlemore Road, which is sited 10 metres north of its junction with Compass Close. The amendment proposes to permit local buses, taxis, private hire vehicles, and Universal Service Provider vehicles to proceed through the filter.

The existing LTN scheme was approved to be made permanent in July 2022, and this supports the wider policy of improving road safety, in particular for vulnerable road users including pedestrians and pedal cyclists.

Additionally - we're asking for your views on the proposal to carry out the enforcement of existing restrictions at three specific locations by 'Automatic Number Plate Recognition' cameras (ANPR) which will be positioned at the site of the filter, enabling any vehicles that contravene the order to be issued a fixed penalty notice.

The sites have been selected for consultation following stakeholder engagement including extensive liaison with the emergency services, internal reviews and site visits. Consideration was given to the impact on the scheme objectives of the LTNs including the aim to reduce through traffic.

The use of ANPR at certain locations will allow flexibility for amendments to bus services, allow for increased police patrols and allow the locations to offer network flexibility during unforeseen and/or emergency situations on the highway network.

The proposed sites and their exemptions are as follows: Littlehay Road – emergency vehicles only; Crescent Road – emergency vehicles only, and; Littlemore Road - emergency vehicles, local buses, taxis, private hire vehicles, and Universal Service Providers.

Please see the Frequently Asked Questions ([FAQs](#)) for more details.

[Have your say.](#)

Please read the information provided on this consultation and take the time to complete the survey as your views and opinions matter. Your response should be completed and returned by 5pm on Monday 17 April 2023.

Whilst we will endeavour to answer simple queries during the course of the consultation, any more complex questions/issues will be appraised and dealt with as part of consultation process.

Under the Data Protection Act 2018, we (Oxfordshire County Council) have a legal duty to protect any personal information we collect from you. Oxfordshire County Council is committed to open government and this may include quoting extracts from your consultation response in our report. We will not however, disclose the names of people who have responded, for this purpose, we ask that you are careful not to disclose personal information in your comments – for example the names of service users or children.

### What happens next?

The County Council will review the responses and if necessary (i.e., if objections are received) prepare a report to be presented to the Cabinet Member for Highways Management at a meeting scheduled for later in 2023. This will be a public meeting at which members of the public may apply to speak. The agenda and reports for meetings will be made available on the Oxfordshire County Council web site about a week before the meeting (please note that occasionally it is necessary to defer reports to a later meeting, and it is therefore advisable to check the agenda ahead of attending a meeting). The Forward Plan of decisions meetings can be viewed [here](#).

### **A Your views and opinions**

In what capacity are you responding to this survey? *You must provide an answer to this question (tick box that applies).*

Local resident	Member of the public	Local or County Cllr*	As a business*
As part of a group/organisation*		Rather not to say	Other (please specify)

\*(Please enter the name of the area you represent, name of the business, or name of the group/organisation).

Please select which of the following that best describes your opinion of the proposed exemption amendment for the existing traffic filter on Littlemore Road, Oxford. *You must provide an answer to this question (tick box that applies).*

Support	Object	Concerns	No opinion
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Please let us know the reason for submitting your response (i.e., why you are supporting or objecting to the proposals?). *You must provide an answer to this question.*

Please select which of the following that best describes your opinion of the proposed use of ANPR cameras to aid enforcement of the LTNs at the following locations: *You must provide an answer to this question (tick box that applies).*

	Support	Object	Concerns	No opinions
Crescent Road				
Littlehay Road				
Littlemore Road				

Please let us know the reason for submitting your response (i.e., why you are supporting or objecting to the proposal?) *You must provide an answer to this question.*

### **B. About you**

We would like to know more about you so that we can understand more about our customers and residents, as it helps us to know if we are hearing the views of a wide range of people and communities. If you do not wish to provide any of this information, please select prefer not to say.

All information given is anonymous and is governed by the General Data Protection Regulations 2018

What is your age? *(tick box that applies).*

Under 16	16-24	25-34	35-44	45-54
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55-64	65-74	75-84	85 and over	Prefer not to say
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What is your gender? *(tick box that applies).*

Female	Male	I use another term (please state below)	Prefer not to say
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What is your ethnic group or background? *(tick box that applies).*

Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)	Black or Black British (Caribbean, African, or any other Black background)	Chinese	Mixed or multiple ethnic groups (White & Black Caribbean, White & Black African, White & Asian, and any other mixed background)
White (British, Irish, or any other white background)	Prefer not to say	Other ethnic group or background (please specify)	

Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months? *(tick box that applies).*

Yes – a lot	Yes – a little	No	Prefer not to say
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Please enter the name of the town or village only, where you currently live or the business/group you are responding on behalf of is based.

Please enter the name of the road/street only, where you currently live or the business/group you are responding on behalf of is based.

What is your postcode\*? *\*Please provide the first four or five digits of your postcode (but not the letters at the end). e.g., OX1 1 or OX145.*

Are you happy to be contacted via the email address you have supplied to be kept informed about this consultation? *(tick box that applies). Yes\* No \* If you ticked yes — Please provide email address below.*

### **Key Frequently Asked Questions**

#### What is ANPR and how does it work?

The order associated with a Low Traffic Neighbourhood closure is a legal order to vehicles that are not exempt and are driven into the restricted area.

Automatic Number Plate Recognition (ANPR) cameras are triggered by vehicles passing through restricted areas and record only the license plate details of those vehicles. They do not record the wider area or record constantly.

Road warning signs will be clearly displayed at the entrance point of each filter to inform you when you are entering a restricted area. Non-exempt vehicles that do drive through ANPR filters receive a fine called a Penalty Charge Notice (PCN).

#### How do Automatic Number Plate Recognition (ANPR) cameras enforce a Low Traffic Neighbourhood restriction?

The cameras will check the number plates of all vehicles passing through the restricted area during operational times, and cross reference them against the Exemptions List. If a vehicle is on the Exemptions List, then the ANPR camera will take no further action. If a vehicle is not on the Exemptions List the video clip will be reviewed by the Parking Team, who may then issue a Penalty Charge Notice (PCN) to the registered owner of the vehicle.

#### What considerations were made in selecting the proposed locations for ANPR?

We would be implementing the ANPR cameras under Part 6 (camera enforcement) of a Traffic Regulation Order. To meet Part 6 requirements the locations must be:

- Identified as being subject of regular contravention of the Traffic Regulation Order as determined by advice from Thames Valley Police or on-site observations; and
- Unable to practically, and at reasonable cost, make physical changes to make the order self-enforcing (avoiding the need for part 6 camera enforcement); and
- Support the overall ambitions within the Local Transport & Connectivity Plan, Network Management Plan and developing Area Strategies; and/or

- Be adjacent or close to a bus route; and/or.
- Have recorded evidence of accidents, or ancillary information relating to accidents of near misses; and/or
- Support the success of wider initiatives being implemented such as, but not limited to, School Streets, Low Traffic Neighbourhoods, Bus Journey Time Improvement.

Was emergency services access a part of this proposal?

We have engaged closely with emergency services regarding LTNs. Although bollards are droppable to allow emergency services access through, there have been issues which have prevented emergency services being able to pass through the LTN filters.

These issues have included parking, and installing objects, to obstruct passage through the filters; and tampering with bollards and locks on bollards (which impact whether the bollards can be dropped or removed easily to allow emergency access through).

**A note on word groups used towards tagging for comments analysis**

The list of key word groups used for tagging comments is below. These were commonly occurring words in the comments, tagging was set to look for heading and group words including spelling variations. The word groupings were used towards filtering comments to identify common themes. This was additional to full read-throughs of the total comments – which data set is being reviewed by officers for recommendations and insights – all of which contribute to the ongoing programme monitoring and review including any potential amendments considerations.

<b>Active Travel</b> sustainable modal liveable	<b>Exempt(ions)</b> Exemptions - local residents (any/every -one/people) in area <b>Enforcement</b> ensure fine - s charge - s <b>Positive</b> support reasonable sensible great improved flexible better <b>Safe</b> quieter less traffic less cars	<b>Health</b> John Radcliffe JR Nuffield Churchill hospital doctor GP gp medic surgery appoint ment <b>Blue badge</b> disable/ -d disability autis -m, -istic elderly <b>Carer</b> nurse NHS caring care for <b>Anxiety</b> stress mental (health) depression <b>Asthma</b> breath -e, -ing lung asthma - tic	<b>Infrastructure</b> pothole sign -s, - age fix crossing junction (speed) hump - s exit - s roundabout rat (run) through-traffic plant -er, -pot, -box <b>Bollard</b> barri -er, -cade bloc -k restrict -ing, - ion <b>Conflict</b> fight violen -t, -ce aggress - ion, -ive <b>Criminal</b> illegal law	<b>Journey</b> <b>Commute</b> work travel business - es job <b>Education</b> school college learn study university <b>Family and friends</b> child/kid son/daughter mothe/father/mum/dad sister/brother friend neighbour family gran - dfather, -dmother <b>Consultation</b> long extra late	<b>Vehicle</b> <b>Bus</b> (double) decker - s <b>Cycle</b> cyclist bike <b>Emergency services</b> fire police ambulance healthcare key worker NHS accident <b>E-scooters</b> scoot -er, - ers <b>Cars</b> motor vehicle Drive driving <b>Driving rights</b> freedom rights liberty access movement <b>Service vehicles</b> USP bin rubbish <b>Fuel</b> petrol gas	<b>Lorries</b> HGV truck delivery <b>Motorbikes</b> motorcycle moped <b>Pedestrians</b> walk <b>Taxis</b> phv public hire vehicle hackney carriage black cab cab <b>Traffic</b> congestion gridlock -ed standstill chaos push - ing displac - e, -ement, -ing bottleneck delay tailback <b>Safety - negative</b> speed risk danger quick don't look fast accident	<b>Communities</b> divi - sion, -de, -ded isolate <b>Economy</b> econom - y, -ic, -ics North Oxford poor council estate poverty ghetto <b>Dictatorship</b> persecution Putin WEF totalitarian - ism communis -t, -m tyran - ts, -nny animals authorit -y, -arian, -ative oppress prison - er, -ers agenda kill dea -d, -th Korea <b>Disregard</b> ignore flout <b>Discrimination</b> penal - ty, -ise, -ising punish	<b>Controlling freedom</b> social clean -se, -sing civil liberty cage zone District 9 lock -ed, -down segregat -e, - ion trap - ped, -ping Cotteslow Wall isolate <b>Negative sentiment</b> infringe ignore don't/won't/never listen get rid don't/not want - ed don't/not agree destruct a -shamed disgrace object ruin destroy misery poor/bad decision unwanted worst disaster awful wreck	<b>Roads (listed individually)</b> Cowley Littlemore Littlehay Between Towns Road Crescent Road Cornwallis Road Herschel Crescent Rose Hill London Road Headington Newman Road Barracks Lane Bartholomew Road
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**Comments from groups**

**Comment from councillors representing Littlemore:**

'Littlemore County & City councillors' response to Church Cowley LTN ANPR consultation  
 Sandy Douglas, Tiago Corais, Trish Elphinstone



With the support of:

- Councillors Ed Turner; Shaista Aziz (City Councillors for Rose Hill),
- Councillors Amar Latif; Paula Dunne (City Councillors for Cowley),
- Councillors Imade Edosomwan; Mohamed Fadlalla (County Councillors for Leys and St Clement's Cowley Marsh)

1. Summary: We support the replacement of the Littlemore Road bollard with ANPR:

- With limited exemptions during school travel hours, for emergency services, buses, taxis / private hire, blue badge holders and (as soon as administratively possible) carers.
- With broader exemptions during non-school-travel hours, to re-open Littlemore Road for local residents. We propose that this is initially achieved by de-activating the ANPR system outside school travel hours.
- With measures to avoid fines for accidental infringements and to assure data privacy.
- With investment in traffic calming and cycle safety measures on Cowley / Littlemore / Crowell Road and on Newman Road.

2. Background: The geography of Littlemore has meant that the Church Cowley LTN has resulted in significant costs and limited benefits for most Littlemore residents.

- Littlemore has limited local amenities and limited public transport connections with major employment centres (e.g. Headington).
- Geographical divisions created by the bypass, railway line & Littlemore Brook limit options for travel & extend journey times.
- Closure of Littlemore Road and Bartholomew Road has resulted in particularly extended journey times for residents in the area around Bodley Road / Herschel Crescent.

Characteristics of Littlemore Road (such as its width and its historical use as a major through-road between a community of thousands and the major local centre of amenities i.e. Cowley Centre) are quite distinct, in our view, from those of any other road within the East Oxford or Cowley LTNs.

There have been benefits of the Church Cowley LTN which we wish to retain.

- Littlemore Road is used as a route for children travelling to and from schools including Church Cowley St James, the Oxford Academy, St Frideswide and others. It is important that changes to the scheme prioritise child safety.
- Newman/Littlemore/Bartholomew Roads were historically used as a 'rat run' for non-residents travelling between the bypass and Blackbird Leys. We do not wish this to be re-opened.

We wish to maximise cyclist safety and encourage new cyclists to travel through the Church Cowley LTN.

- We note that the north-south route between Newman Road and the B4495 (Cowley Road/Littlemore Road/Crowell Road) has not historically been a major cycle accident hotspot. According to crashmap.co.uk, between 2010-2020, there were two slight accidents involving cycle casualties on this stretch of road.
- Over the same period, there were several accidents involving cyclists at the Newman road mini-roundabouts and on the B4495. The Church Cowley LTN evaluation suggests that the LTN has not reduced traffic at these locations.
- Prior to the implementation of the LTN, there has been no investment in traffic calming / cyclist safety on Cowley / Littlemore / Crowell Roads.

3. Use of ANPR: We wish to work with the County Council to facilitate communication with local residents regarding introduction of ANPR, with particular attention to communicating the following points:

1. We understand that, by law, any fines resulting from infringements detected by the ANPR will be reinvested in Oxfordshire transport infrastructure. We would welcome an undertaking from the County Council that fine income would be reinvested within the immediate local area.
2. Efforts will be made to stop 'honest mistakes' resulting in fines:
  - a. We believe drivers should be sent warning letters rather than fines for 'first infringements'
  - b. We believe that signage should be as clear as possible to avoid confusion
3. We expect that data handling will be strictly controlled to address privacy concerns.
4. Limited exemptions on Littlemore Road during school travel hours

We propose that strictly limited groups of vehicles, similar but not identical to those proposed in the consultation, are eligible to travel down Littlemore Road during hours at which children are likely to be travelling to school.



- We propose that these hours could be regarded as being 0800 – 0900 and 1430 – 1630, Monday to Friday, but would be open to these hours being harmonised with those of ‘school streets’ elsewhere in the city.

During these ‘school travel hours’, we support limited exemptions as follows

- For emergency service vehicles and local buses.
- (4. School hours continued) For taxis and private hire vehicles, with eligibility of individual vehicles for this exemption becoming subject to provision of telematics data (to confirm adherence to the 20 mph speed limit) if and when this is technically and legally feasible.
- We believe that blue badge holders should be eligible for exemption.
- We request that professional carers/healthcare workers travelling for duty should be included in this exemption as soon as possible, once a suitable administrative system to enable this is in place.

#### 5. Re-opening of Littlemore Road for local residents outside school travel hours

We believe that Littlemore Road should be re-opened for use by local residents’ vehicles outside school travel hours. We believe that this should be achieved initially by de-activating the ANPR system outside school travel hours.

We believe this should be accompanied by planning additional measures to maintain the safety of active travellers.

- Advisory cycle lane markings and traffic calming on Cowley / Littlemore Road (e.g. chicanes / pinch points with cycle bypasses, vehicle activated speed signs). Use of additional planters or chicanes including tree planting for traffic calming on Cowley / Littlemore Road could also enhance the environment for residents.
- Improvements at the Newman Road / Oxford Road junction.
- We appreciate such investment may be challenging with current budget constraints. We would like to explore the use of LTN-connected active travel funding, Vision Zero funding, or CIL funds held by the City Council or Parish Council to support this work.

We believe future consideration of a residents’ permit system (preventing use of Littlemore Rd by non-local traffic, even outside school travel hours) may be worthwhile, if this is regarded as a feasible & suitable option by the County Council. We recognise however that this would carry an administrative burden and require time to set up. We do not believe this should delay re-opening of the road. If a residents’ permit system were to be introduced in future, we would suggest that

- Residents of Littlemore Road and Cowley Road (Littlemore), and those streets opening onto them (including streets accessed through Addison Drive and St Nicholas Road) might be eligible.
- Limited re-opening of Bartholomew Road for local residents (e.g. overnight / weekends) could be explored. Without a residents’ permit scheme, this would risk rat-running by non-residents between the bypass and Blackbird Leys.

#### 6. Future changes, beyond current consultation: We support investment in improved amenities and alternative travel options for Littlemore, including the following.

- Local availability of NHS primary care services
- Safe walking and cycle routes from Moggridge Drive
- A cycle route from Moggridge Drive to the bypass without requiring dismounting
- Safe pedestrian/cycle crossing across the Sainsbury’s exit road
- Lighting on the cycle/footpath on the north side of the bypass between Heyford Hill and Oxford Road
- A bridge across the railway line to link Moggridge Drive to Railway Lane and the remainder of Littlemore
- Exploration of a quiet/off-street north-south cycle route through the Church Cowley LTN (using the Newman Road/Eastern Ave alley, ground adjacent to the Scout hut if permitted by the landowner, Fairlie Road, Kelburne Road, Church Hill Road).
- Improvement of the Sandford Road cycle lane (the main or only route for residents of the new developments around Armstrong Road to cycle to the city)
- Improved public transport options, particularly focused upon access to Headington and to local GP services, and including exploration of a ‘Pick-Me-Up’/‘UberPool’-like ‘Littlemore Community Shuttle’.
- Availability of ‘car club’ vehicles.
- Measures to increase uptake of cycling (including cycle training and cycle storage / parking)
- Progression of the Cowley Branch line re-opening for passengers.

We would welcome a further consultation regarding the Mayfair Road closure. We would welcome discussion with the emergency services regarding whether use of ANPR or an ‘unlockable’ bollard

(instead of the unmoveable planter which is currently used) to enable an exemption for emergency services would improve response times for the Mayfair Road area.

### Waste 2 Taste

[volunteer for Waste2Taste at Temple Cowley] [We deliver] to a range of marginalised people in OX4 since the start of the pandemic. A key reason why I continue to volunteer is that the streets have been much easier and safer to navigate since the scheme was instigated. I note that almost none of the people I deliver to have cars; they are amongst the poorest in our community, and their needs should be prioritised through improvements to bus services and provision of active travel routes. In my view, the proposed changes succumb too readily to pressure from car drivers; for some of them, no watering down will ever be sufficient to mollify their opposition. Whilst I accept that some people have to drive for a range of work and care reasons, we need to ensure that people are encouraged/facilitated to walk, cycle or use the bus wherever possible, relegating the car to the mode of last resort.

In relation to the Littlemore filter in particular, I endorse the views set out in this blog last year: <https://liveablecowley.org.uk/why-littlemore-road-is-a-crucial-traffic-filter/>. It notes, among other pertinent points, that "No less than FIVE roads - Abingdon Road, Rose Hill/Iffley Road, Cowley/Oxford/Garsington Road, Barnes Road, Littlemore/Cowley Road - all run in roughly the same direction (SE/NW) to roughly the same part of the ring road (representing about a sixth of the circumference of the city). The LTN scheme requires that just one of those roads is made a low traffic route to facilitate active travel for less experienced cyclists". This doesn't seem too much to ask.

If the Littlemore filter is changed to ANPR, there is also a significant risk that pressure for further exemptions will just grow, and we will end up with a 'leaky' LTN scheme that is, in effect, a Medium Traffic Neighbourhood (see <https://liveablecowley.org.uk/if-anpr-is-the-solution-what-is-the-problem/>). This will seriously undermine local efforts to improve public health and safe travel, and contribute to tackling the climate crisis.

### Liveable Cowley

Liveable Cowley objects to the opening of our streets to ANPR-camera-only enforcement on Littlemore Road for the following reasons:

- 1) No evidence has been presented of the need for this change.
  - a. Oxfordshire Fire and Rescue Service stated in an FOI response: "[N]o reports or evidence base has been produced by OFRS regarding the use of ANPR camera controlled point closures being used in place of steel/wood point closures." See <https://www.whatdotheyknow.com/request/fire-service-evidence-for-reques>
  - b. There is NO bus route proposed or even under review for the Littlemore Road filter route.
  - c. Taxi and bus infrastructure for Templars Square is all found on the Barnes Road entrance to Templars Square -- and this is currently well catered for to taxis and buses via the Bartholomew Road bus gate.
- 2) ANPR-openings cause confusion. Taxis will not understand which closures they can and cannot use. Residents will not understand what closures they can and can't use. This will be doubly true when and if the Central Oxfordshire Travel Plan's Traffic Filters come into force. They have myriad and complex exemptions, and we (Liveable Cowley) are confident that many, many residents will drive through our LTNs' ANPR-point-closures by accident.
- 3) Point (2) above means that the ANPR openings make our LTNs \_Less\_ safe! How can this be an improvement for residents?
- 4) We note that Phipps Road, Swinburne Road, and Freelands Road in our area have all been physically filtered for many years. These closures presumably are as inconvenient as those of Crescent, Littlemore and Littlehay roads. Yet we have seen no demands for their conversion to ANPR-only closures. We think instead that they prove that physical closures will eventually be 'normalised' once they are made permanent and given time.
- 5) The ANPR closures will create an irresistible temptation to 'exempt' a variety of road users. If not by the current administration then by a future one. We do not want this. Phipps, Swinburne and Freelands roads don't have these exemptions -- why should we?
- 6) The TRO doesn't address actual problems:
  - a. Traffic speed on Westbury Crescent South
  - b. Rymers Lane school-run chaos
  - c. Mopeds' illegal use of filtered routes

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d. Lack of a safe crossing between Beauchamp Lane and Rymers Lane

#### **Unlimited Oxfordshire**

For taxis and private hire vehicles, any detour to avoid passing through [Littlemore Road] filter would result in higher fares. For Universal Service Providers, any such detour would result in loss of time and increased costs.

I would like Universal Service Providers, and vehicles registered as carrying blue badge holders, to be exempt. ANPR cameras enable this while still maintaining the effectiveness of the filters.

#### **South Central Ambulance Service**

Supporting the proposed changes support by ANPR camera. Best practice to ensure emergency access if available on all routes.

#### **Oxford Health NHS Trust**

I represent Oxford Health NHS Trust and services operating in the community. Staff use own vehicles to provide home visits to patients and I manage Urgent Care Services so we need to have exemptions so staff are not fined. ANPR is preferable to bollards. This is impacting on recruitment and retention of our staff and impacting on delivery of patient care, often to time critical patients e.g. diabetics. I support if Staff and Trust vehicles can be exempted as access is required for care delivery.

#### **Oxfordshire Fire and Rescue Service**

I am responding on behalf of the fire and rescue service and the use of ANPR enforcement supports our emergency response being as effective as possible. An important aspect of a fire and rescue service is the time it takes us to attend an incident. There are some, specific, situations where attendance times can be a critical factor. We do not support any measures which make it more difficult and longer for our crews to respond to an emergency call. Our position is that any LTNs that are introduced should be controlled by ANPR to prevent any delay in our emergency response. We support these locations as ANPR controlled and would also support an expansion of ANPR cameras to all LTNs.

#### **Thames Valley Police (supplied by email)**

TVP advocate that enforcement activity is required at all LTN filters to achieve a sustainable and consistent level of enforcement throughout the LTN network. The introduction of ANPR cameras and subsequent removal of LTN bollards will assist our staff in their operational response to incidents.

#### **Colta**

I am supporting the exemption amendment on behalf of the Hackney Carriage (black cab) trade through Littlemore Road. We provide a vital public service and access through all routes within Oxford is vital. This is a welcome amendment. We have in previous discussions/meetings emphasised the fact that the black trade must be permitted to access all routes, regardless of wherever the ANPR cameras were to be installed.

Raising a very serious concern here as to why the county is only considering to allow the Hackney carriage trade through Littlemore Road LTN and not Crescent Road or Littlehay Road if the ANPR cameras were to be installed.

We would completely object to this half baked proposal if it was to be the case that we were to be restricted access through Littlehay road and Crescent road. We are a trade of 107 licensed Hackney carriages and the numbers are regulated. It would be naive for the county to think that all 107 licensed Hackney carriages would access the Crescent Road or Littlehay Road LTN at once. You emphasise the importance of improving public transport, but you continue to restrict our movements.

We would not accept these proposals as they stand. The proposals need to be amended to allow our trade access through Littlehay road and Crescent road.

We are a trade which is asked to make a huge investment in 2025, where all of our vehicles will have to be zero emission capable electric taxis costing £70,000 plus interest. But on the other hand, restrictions are placed on our movements. This is discrimination against our trade and there is no logic to these proposals.

#### **Oxford Bus Company | Thames Travel | Carousel Buses | City Sightseeing Oxford (supplied by email)**

Thank you for sending the consultation about the Cowley LTNs & Littlemore Road (Oxford) Proposed ANPR Camera Enforcement & Exemption Amendment.

This area of Oxford is very well served by both Go-Ahead (Oxford Bus Company and Thames Travel) and Stagecoach buses. Very frequent services are operated by both companies along the Cowley Road to the city centre and railway station. There are two services to the JR Hospital one service via Headington Shops (Stagecoach) and one via Brookes University (Oxford Bus). There are also numerous other less frequent services, including the 5A to Minchery Farm, the 11 to Watlington via Chalgrove, the 45 to Rose Hill and then on to Abingdon via Berinsfield, the 46 to the city centre via Florence Park and the Abingdon Road and in the other direction to Great Milton via Horspath and Wheatley.

We know there is local demand for faster journey times from Minchery Farm and Littlemore to Cowley Centre on the 5A service. We therefore support the proposal to permit buses, taxis, private hire and postal vehicles to pass through the existing traffic filter on Littlemore Road in the Church Cowley Low Traffic Neighbourhood. If implemented this would allow buses to operate directly via Littlemore Road and Crowell Road to Between Towns Road giving faster journeys to passengers and hopefully providing a more attractive option than to travel by car. Whilst changing the 5A route would leave the bus gate on Bartholomew Road unserved we believe that this facility should be maintained in order to allow flexibility in providing future orbital bus services.

We also support the adoption of ANPR enforcement of the three proposed locations where general traffic is not permitted to pass through filters at Littlemore Road, Littlehay Road and at Crescent Road. The use of ANPR at these locations will allow flexibility for amendments to bus services, as well as allowing for network flexibility during unforeseen and/or emergency situations on the highway.

### **Oxfordshire Cycling Network**

This response is on behalf of the Oxfordshire Cycling Network (OCN), which includes members from 30 cycling and supporting organisations in the county. OCN represents the 180,000 cyclists in the county and the 480,000 who would cycle if it was safe, convenient and pleasant.

**Wider response** We continue to support the new Low Traffic Neighbourhoods in Oxford. Like many previous low traffic neighbourhoods and streets, they have made life better and healthier for those that live in them. People who already live in quiet streets, may not appreciate how hostile some of these streets were for people before the implementation of their traffic filters.

We have seen first-hand an increase in people walking and cycling, a visible boom in the use of electric bikes and cargo bikes by people of all shapes, sizes and backgrounds. It is unfortunate that the time gap between the new Cowley and East Oxford LTNs and the traffic filters has lengthened, and we encourage the County Council to find ways to reduce traffic on the major roads to improve flow for the most efficient users of space and the least polluting modes (walking, cycling and buses) and priority users (disabled, health workers, essential trades) by reducing heavy use by single-occupancy private cars, many of which will be by healthy people for short journeys that could be substituted to bus, bike or foot.

We support the potential for a bus service to use Littlemore Road, but we have several concerns about the other parts of the proposals.

### **Concerns**

1. **Too early to change.** Due to vandalism, the LTN has not in practical terms been in effect for more than a month. In addition, we do not yet know the impact of the Strategic Traffic Filters, which should make it much easier for the emergency services to move around on the main roads. On this basis, it seems too early to change the filters on the three roads proposed.
2. **Traffic danger from illegal drivers.** Opening the three filters as proposed creates significant traffic danger in what are supposed to be safe streets. The ANPR bus gates on Bartholomew Road and Cornwallis Road see about 80 PCNs issues a week each, and we do not know if others escape a PCN due to number plate fraud e.g. by using insulation tape or a 'leafmate' magnetic leaf (as discussed on Oxford motoring-centric social media groups).
3. **Traffic danger from taxi drivers.** Some Taxi drivers have been responsible for dangerous driving following the vandalism of LTN filters, and several of them have been reported to their licensing authorities in Oxford or other Districts. With the potential of large numbers of taxis using Littlemore

Road, we have been getting a clear message from many residents that they will not feel safe unless there is sufficient traffic calming, enforcement or other measures to keep their speeds to 20mph or less.

4. **Other measures** that would improve the LTNs should have priority over adding too many exemptions and moving to ANPR. In particular:
  - a. Eliminating illegal passage of filters by mopeds by adding ANPR to existing bollard/planter filters.
  - b. A much-needed better crossing from Rymers Lane to Beauchamp Lane.
  - c. Tackling the school day beginning and end traffic chaos on Rymers Lane.
  - d. Reducing driving speeds on some of the LTN roads without sufficient traffic calming (e.g. Westbury Crescent).

### Specific response

Changes to exemptions on Littlemore Road – Object: We support the change to permit a bus service if one is proposed. We do not support a change to permit taxis and universal service vehicles unless measures are put in place to ensure speeds are maintained at 20mph or below.

ANPR on Littlemore Road – Object: We would support ANPR in addition to the current physical filter to reduce the moped problem. We support it conditionally as an enabler for bus services. However, we do not support it with the full range of exemptions and no other changes as proposed. And, in practice, the LTN has not been operating for longer than a month.

ANPR on Crescent Road and Littlehay Road – Object: Both of these roads have (a) another entrance; (b) a bollard that can be removed by emergency services in a matter of seconds. Removing them opens the possibility of illegal driving such as we see on the High Street, which the police will not currently enforce. In future, the Strategic Traffic Filters will reduce traffic significantly allowing emergency services vehicles much faster access to both sides of these filters. A switch to ANPR would also remove future opportunities for improving the urban realm in these places, e.g. by installing parklets or seating.

We would reconsider our objection if there are enforcement or safety measures beyond the ANPR camera (e.g. if the police are proposing enhanced enforcement as part of their response). Maybe the cameras could be fitted with klaxons and lights to warn children that a vehicle had been driven through the filter and they were in immediate danger – I initially thought of that comment as a joke, but it does make a deadly serious point.

### Cowley Area Transport Group

1. The role of ANPR: We object to ANY substitution of ANPR for bollards in locations previously decided. In areas of highest reported vandalism of LTN infrastructure, ANPR with physical barriers should be normal practice. We do not accept the re-opening of three installed filters as suggested in this consultation. We are not aware of an evidential basis for this change.
2. Risks: ANPR without barriers will not be clear to drivers, especially if extensive exemptions are permitted. There should be a consistency of very limited absolutely essential exemptions to traffic filters including on the 6 major roads suggested. Driving into an area without heeding the presence of a filter as there is no physical barrier could lead to accidents with pedestrians and cyclists. Of course, the immediate response to any such accident will be calls to bring back any removed barrier. So, it is best to approach this topic on the most economical basis for the long-term: keep the barriers, make the message to motorists very clear.
3. Traffic projections necessitate major road traffic reduction efforts NOW: As cyclists, we are very familiar with all of areas covered in this consultation, riding through these areas during every month of the year. We note that the DfT is predicting the following in terms of traffic projections: “Traffic levels in England and Wales are projected to grow in all our scenarios, but with large variation around the size and trend of that growth. From 2025, traffic is projected to grow between 8% and 54% by 2060 (Figure 9). Consequently, delay is projected to increase by between 6% and 85% from 2025 to 2060. This is measured as average delay per vehicle per mile in seconds.”  
However, we know of no evidence the DfT has become willing to accept the induced traffic effect of new road infrastructure. Essentially, the additional trunk roads the Government continues to build mean more and longer car journeys in particular. Also, theoretical housing completions intended for Oxford and nearby areas of neighbouring local authorities make it highly likely that traffic increases in Oxford itself, particularly with increased inward commuting, will be at the higher

- end of DfT projections. No amount of new trunk road building, which we oppose in principle, is going to compensate for the fact that existing Oxford cannot cope with even more traffic. All Oxford junctions have been at or over capacity usage in the rush hour-school run periods since at least 2017. Consequently, traffic reduction measures must be maximised year on year, without delays. We disagree with the delay in implementing Traffic Filters on the 6 major Oxford roads identified in a previous County consultation. We agree with the Oxfordshire Liveable Streets petition that the Botley Road closure should not delay Traffic filters elsewhere in Oxford.
4. Buses, ANPR and fares: ANPR alone without bollards is needed for Traffic Filters on bus routes. Bus services may continue to shrink unless radical remedial action is taken, reducing the need for ANPR in practice in some locations. We note that research suggests £6bn a year could produce free buses and enough resources to continue introducing electric ones. We urge that the County Council add its voice to a call for free buses, and also for a national level freeze on trunk road building indefinitely, to ensure the funds are available for this.
  5. The Active Travel context: We note that the Government's extraordinary cuts in the Active Travel budget undermine the necessary process of road traffic reduction to stave off huge increases in traffic during coming decades. Therefore, bearing in mind the exceptionally challenging Oxford context, the County Council must lead on traffic reduction bravely and with foresight of the consequences if they do not make rapid progress. Oxford Mail reporting on LTNs is highly misleading about public support for traffic reductions. A widely reported study suggests 60% of the public are pro-LTNs. Similarly, no candidate was elected on an anti-LTN ticket in the last local elections in Oxford or a subsequent joint City and County by-election in the Littlemore/Rose Hill area.
  6. ANPR and exemptions: we think proposed exemptions, eg for suggested Traffic Filters seem too generous. We want to see a case by case assessment for some of the exemptions suggested, especially vans. Vans which are delivery vehicles in the City should be replaced as far as practically possible by cargo and ecargo bikes. The volume of construction vehicles in Oxford needs investigation, with a search for practical reductions in numbers. We note the extraordinary number of vehicles present at times during the rebuilding process of the Bullingdon Community Centre on Peat Moors in Lye Valley; we note the parking of many vans on the Cornmarket during a lengthy period of construction: we are concerned that use of vans is in fact really a form of car use in some cases, and that cargo and ecargo bikes can substitute in some cases to reduce traffic volumes. We also note the physical problem of the parking of vans on pavements. We urge the County to call upon the Secretary of State for Transport to implement a national Pavement Parking ban, and failing this allow one for Oxford. London has banned pavement parking already, and Scotland will be following. We think that this could contribute to reducing avoidable van use, and reduce vehicle damage to pavements which, like roads and cycle routes, go for very long periods without repair or maintenance.
  7. ANPR and fines: It is clear from the experience of the Traffic/bus filter arrangements for Oxford High Street, that many people drive into the penalty zone regardless of fines. This means traffic reduction is not being achieved. Users of the Cornmarket will from time to time see some car drivers attempting to proceed through the Cornmarket, demonstrating a need for more rising bollards. We are concerned relying on ANPR alone in any LTN area will permit some vehicle users to carry on making avoidable journeys regardless of penalties.
  8. School run: We want the school run to be: walking, cycling with parents and bus use. Anything which allows continued through traffic in the busiest areas during the school run times needs addressing – perhaps through a more assertive approach from the County about individual Green Travel Plans for schools having higher and more challenging objectives. Traffic filters that many vehicles have exemptions for is problematic; traffic filters without physical barriers should be minimalised in Oxford as a matter of principle as non-exempt vehicles may frequently pass through them, as on the High Street. So ANPR has a role in dealing with this type of problem, but in the context of strong and united political leadership from the County.

### Cyclox

We object to the proposal to remove physical filters and replace them with camera enforcement and exemptions. We have seen no evidence that this switch is needed, and we are frustrated that changes are being proposed when the filters have yet to have a proper trial. For the periods that they have been in place, they have been effective at creating a safer environment for active travel, and encouraging more people to walk, cycle and wheel. However, vandalism has meant that these benefits have repeatedly been lost, and it has not been possible to create the consistently safe routes that are needed if people are to rely on them for everyday active travel, especially with children.

We believe that switching to a system of exemptions enforced by cameras will allow too many vehicles through, both legally and otherwise, rendering the roads less safe for vulnerable users, including cyclists. This system will inevitably generate requests for further exemptions for different groups, increasing political pressure and diminishing the benefits of the scheme – is a Low Traffic

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Neighbourhood with so many vehicles coming through really still low traffic? In particular, we are concerned about the exemption for taxi drivers, when so many of the reports of dangerous driving that we receive from our members relate to taxis.

We would prefer to see the council address the issues on Rymers Lane at school drop off and pick up times, the need for a safe crossing between Rymers Lane and Beauchamp Lane, and the ongoing illegal use of filtered routes by speeding mopeds.

**Specific comments**

Littlemore Road is a key route for active travel to and from Littlemore South, Blackbird Leys and Greater Leys. As well as commuting for work, this route is used for school runs to CCSJ primary school, Oxford Academy and John Henry Newman Academy and for trips to sports facilities including those used out of hours at the schools, Littlemore RFC, and Leys swimming pool. The Kassam Stadium and all its leisure facilities are also at the end of this route. Exchanging the existing filter for NPR camera control would make all of these journeys less safe for active travel, and reduce connectivity between all the neighbourhoods along the route, making cycling or walking less attractive options for all the residents of these outer city suburbs.

Crescent Road has a steep incline which means that close passing traffic has a greater impact on people cycling up the hill than it would on the flat. To make the road safe for active travel, motor traffic needs to remain minimised.

**[Group not stated]**

Access is needed for the emergency services. By having the LTNs you are forcing more traffic onto the main roads and by allowing access to emergency services this will improve response times and access.

**[Interest group]**

I do not believe that ANPR cameras are a legitimate method of reducing traffic; they merely cause inconvenience, divert traffic onto adjacent roads and costly to manage and maintain. This 'solution' also divides the community.

**Socio-economic concerns (individual response)**

"They separate areas and not allowing people a choice when it comes to GP surgery's/dentist /schooling/shopping etc. people should have the freedom to choose these services and travel freely within the city they choose to live in. It means white middle/upper class privileged families who are able to afford/choose to live in areas that have good schooling and local facilities are stopping other less privileged communities from living among them.

It is not always possible for people to travel by bus, bike or walk. This means people who are already the most vulnerable in our society will be cut off and isolated further. Causing significant risk to mental health and wellbeing. This includes parents who have to get to work after dropping children at school, who [do not] have the option to work from home/..hours that fit around family life. This causes great stress and anxiety for parents and children. As a county we are ..at breaking point with mental health amongst ..young people.

With the implementation of LTN's Oxford has become a postcode lottery as to how much pollution your children are exposed to: for example a child on Magdalen road will see a significant drop in pollution and enable the health of said child to improve, however this is at the cost of a child on Oxford road having to be exposed to maybe 3/4 times the amount of pollution... [so it] then comes down to the have and the have nots as to your child's health.

[T]he streets with LTN's on have become quieter. This has an increased risk of crime, such as drug dealing, prostitution etc as there is less witnesses around to see such things happening. [W]ith recent polls suggesting an all time low in confidence in the police force to protect me and other women, I would not want to walk down streets with LTN's on or have to get a taxi to drop me at bollard and have to walk the remaining way home alone in fear of being attacked/raped. With no through traffic the likely hood of me being able to get help would significantly reduce.

I am totally against these proposals and fear for Oxford as a city that listens to few and not the many. As a society we are judged upon how we treat the most vulnerable amongst us and Oxfordshire county council ruled by the university are showing just how little they care for society's most vulnerable."

