

## Questions from Members of the Public

Questions are listed in the order in which they were received.

<p><b>1. PETER WEST</b></p> <p>Could the Cabinet Member for Transport Management explain the rationale of only having a 6 week period for the Cowley LTN / ANPR consultation and 19 days for the Cowley Area LTNs and whether the periods allocated comply with the Gunning Principles?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</b></p> <p>In a recent FOI response to the questioner, there was an error in the dates provided for one of the many consultations related to the Cowley LTNs. I can confirm that the county council complied with all relevant legislation in relation to the duration of all Cowley LTN consultations. There was, therefore, sufficient opportunity for consultees to participate in the consultations as per the Gunning Principles.</p>
<p><b>2. RICHARD PARNHAM</b></p> <p>Was it ethical/appropriate for Oxfordshire County Council and Oxford City Council to jointly agree to install additional NO2 pollution monitors - to evaluate the pollution impact of the East Oxford LTNs - on a) four roads that were later blocked off with LTN barriers b) one road that was already blocked off at both ends with a historic LTN, and c) at the opposite end of a (still open) road to where traffic now routinely queues?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</b></p> <p>In order to monitor the impacts of the Low Traffic Neighbourhoods, Oxfordshire County Council reviewed the existing air quality sensor network with Oxford City Council and a methodology was agreed with the City Council AQ Officer. For the most part, the existing network effectively covered the LTN boundary roads. However, the existing network did not cover areas within the East Oxford LTNs. To better measure the full impact of LTNs on local AQ, new AQ sensors needed to be added to the existing air quality sensor network.</p> <p>To understand the impact of traffic filters on local NO2 levels within LTNs, new air quality sensors were located in several areas within the E Oxford LTNs and at control sites on residential roads in other parts of Oxford that would not be impacted by the LTNs. An explanation of these locations was provided in the</p>

	<p>council's answer to Mr Parnham's email of 5 October 2023 "East Oxford LTN evaluation report - significant factual error (and some suggestions)".</p> <p>In addition to these sensor installations within the LTNs, additional AQ monitoring locations were identified on boundary roads that did not have good coverage from the existing air quality sensor network. Among these locations was LT4 on Morrell Avenue. This location was selected as there was historic data from an air quality sensor nearby that collected data in 2016 and 2017, but had been discontinued by the City Council.</p>
<p><b>3. ANNE STARES</b></p> <p>On what date(s) was the decision made (i.e. operational approval given) and purchase approved (i.e purchase orders raised) for the Littlehay Road, Crescent Road and Littlemore Road/Crowell Road ANPR cameras?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</b></p> <p>Use of ANPR cameras at these sites was approved at the Cabinet Member Decisions meeting on 22 June 2023. Operational approval for purchase was given following on from that meeting. Orders for cameras have not yet been raised however, it is anticipated that will be done this month.</p>
<p><b>4. BERNADETTE EVANS</b></p> <p>Were standalone business impact assessments produced for the Cowley and East Oxford LTNs. And if not, why not?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</b></p> <p>Stand alone business impact assessments were not produced for the Cowley and East Oxford LTNs. For the most recent East Oxford LTN cabinet meeting and decision, all consultation responses, including those from businesses were published. The main Cabinet report also included feedback from specific businesses that responded highlighting the reported impact on those businesses.</p>
<p><b>5. LYNNE DAVIES</b></p> <p>How will carers get to all their old and disabled clients on time when the bus filters</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</b></p> <p>Professional health care workers will be able to apply for a permit free of charge to drive their car through all six of the trial traffic filters when they are operating. The</p>

have been installed as they are having problems already?	free permits will be for operational journeys only, not commuting or for personal reasons. We are expecting the traffic filters to reduce traffic and associated congestion so that operational vehicle journeys by carers will be quicker and more reliable than they are at the moment. It is exactly these types of essential journeys the traffic filters are designed to improve.
<b>6. IAN YEATMAN</b>  ANPR cameras were previously authorised for the Cowley LTN scheme, but as of time of writing, bollards are still in place. Is this time being used to properly review the EQIA, which I highlighted as being inadequate at the time and concessions for blue badge holders, carers, district nurses etc. considered? If not, what is the reason for the delay?	<b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</b>  The ANPR cameras for Cowley LTNs are expected to be implemented in early 2024. The reason for the delay is a backlog of work, the procurement of cameras and the necessary survey and site works to enable installation.
<b>7. MATHEW WEBB</b>  At the cabinet meeting on Tuesday, 19 July 2022 regarding the "COWLEY LTN EXPERIMENTAL TRO" the Council committed to community and stakeholder engagement activities. Please can you detail the community and stakeholder engagement activities that have been conducted since that time in relation to the Cowley LTNs.	<b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</b>  Oxfordshire County Council has undertaken extensive stakeholder engagement in relation to ANPR (specifically with the emergency services etc.) and the subsequent consultation and approval of ANPR. Officers have also been liaising closely with the local community in the Westbury Crescent and Mayfair Road area to discuss potential changes in that local area. Officers have regular meetings with Oxford health groups and the emergency services as well as close liaison with local county councillors. As well as regular correspondence with residents and businesses, Cabinet Members have visited various businesses in the Cowley and East Oxford areas to listen to views and concerns.