

Divisions affected: *Various*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

27 FEBRUARY 2025

COUNTYWIDE – PROPOSED ‘ANPR’ ENFORCEMENT OF MOVING TRAFFIC SITES

Report by Director of Environment & Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the following sites for ANPR camera enforcement, as advertised:

- Abingdon: Bath Street – Right Turn,
- Abingdon: Stratton Way – Right Turn,
- Banbury: Rother Road – No Entry,
- Bicester: Sheep Street – No Entry,
- Bicester: Sheep Street – Pedestrian Zone,
- Didcot: Lydalls Road – No Entry,
- Didcot: Lydalls Road – One Way,
- Didcot: Station Road – Bus Gate,
- Faringdon: Market Place – No Motor Vehicles,
- Kidlington: A44 – U-Turn,
- Kidlington: High Street – Pedestrian Zone,
- Marsh Baldon: Baldon Lane – No Motor Vehicles,
- Oxford: A420 (into St Clements) – Bus Lane,
- Oxford: Barracks Lane – No Motor Vehicles,
- Oxford: North Way – U-Turn,
- Oxford: North Way – Left Turn,
- Oxford: Rectory Road – No Entry,
- Oxford: St Clements – Bus Lane,
- Oxford: West Way/Botley Road – Bus Lane,
- Witney: Market Square/High Street – No Motor Vehicles.

Executive Summary

2. This report presents responses to the statutory consultation on the proposed introduction of ANPR camera enforcement at numerous potential sites around the county, as shown in **Annexes 1a to 1t**.

3. The County council wants to ensure that Oxfordshire's roads remain as safe and accessible for designated users as possible. Using intelligence provided by Thames Valley Police, traffic & congestion monitoring, members and members of the public - the council has identified several sites they consider appropriate for enforcement on the basis of ensuring the safety of the transport network, and to minimise congestion on the road network.
4. In 2022, Oxfordshire County Council applied for and obtained powers to enforcement Moving Traffic Offences, using Part 6 of the Traffic Management Act 2004. This was granted and the Statutory Instrument enabling the Council to use these powers was made in June 2022.
5. All proposed sites have existing restrictions in place, with associated Traffic Regulation Orders (TROs). ANPR enforcement will allow the Council to enforce these. The locations chosen for proposed ANPR enforcement have been selected based on several criteria, including:
 - Identified as being subject of regular contravention of the TRO as determined by advice from Thames Valley Police or on-site observations; and/or
 - 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/or
 - 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 or near misses; and/or
 - Support the success of wider initiatives being implemented such as, but not limited to, Schools Streets, active travel initiatives, Low Traffic Neighbourhoods and Bus Journey Time Improvement.

Corporate Policies and Priorities

6. Introduction of Part 6 supports the following Fair Deal Alliance priorities:
 - Put action to address the climate emergency at the heart of our work.
 - Prioritise the health and wellbeing of residents.
 - Invest in an inclusive, integrated, and sustainable transport network.
 - Work with local businesses and partners for environmental, economic, and social benefit.
7. In addition, the proposal supports the deliver the ambition within the Local Transport and Connectivity Plan (LTCP), Network Management Plan and Local Transport Policies. The specific LTCP policies it supports include:
 - *Policy 1 – Transport User Hierarchy*
 - *Policy 2 – Cycling and Walking Networks*
 - *Policy 15 – Vision Zero*
 - *Policy 18 – Bus Strategy*

- *Policy 28 - Clean Air and Zero Emissions Zones*
- *Policy 33 – Parking Management*
- *Policy 34 – Parking Enforcement*

Financial Implications

8. Funding for new ANPR sites is included within the Highways Network Programmes that form part of the capital programme agreed by Council in February 2025.

Narrative	2024/25	2025/26	2026/27	Total
Part 6 Moving Vehicles Violations Cameras	£300,000	£900,000	£1,147,000	£2,347,000

9. Under the proposed enforcement, motorists who contravene the restriction may be subject to a Penalty Charge Notice (PCN) payable at a rate of £70, discounted to £35 if paid within 21 days. An appeals process is in place for motorists who believe a PCN has been issued unfairly.

Comments checked by:

Kathy Wilcox (Head of Corporate Finance)

Kathy.Wilcox@oxfordshire.gov.uk

Legal Implications

10. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant regulations.
11. If approved, the enforcement regime would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.
12. The County Council is required to adhere to requirements set out by the Department for Transport and ensure that the site-specific Traffic Regulation Orders comply with legal requirements and the site-specific consultations are carried out correctly.
13. The County Council can enforce Moving Traffic Offences under Part 6 of the Traffic Management Act 2004.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

Equality and Inclusion Implications

14. An Equalities Impact Assessment (EIA) has been undertaken for the proposal, with one negative impact being identified. This was under the Disability protected characteristic and relates to blue badge holders. Currently blue badge holders are exempt from some of the proposed restrictions. ANPR enforcement will not be able to determine which vehicles belong to blue badge holders, and therefore some form of application/exemption system will need to be implemented to enable blue badge holders to continue to be exempt.
15. It is important to note that the proposed sites will be enforced in accordance with the existing Traffic Regulation Orders, and the Council will maintain the existing exemptions (where they apply) for those with a right of access/exemption. It is only the manner of enforcement that is changing.

Sustainability Implications

16. The proposals would help to reduce contraventions by motorists, improve safety for pedestrians and cyclists, improve motorist safety, save time for emergency vehicles on response, and improve traffic flow at peak periods.

Formal Consultation

17. Formal consultation was carried out between 17 December 2024 and 31 January 2025. An online consultation page (including survey) was published on the County Councils 'Let's Talk Oxfordshire' engagement portal, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, all District Councils, and the local District Cllrs, Parish/Town Councils, and the local County Councillors representing the various divisions/wards/parishes within which the proposed ANPR camera would be sited.
18. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals locally amongst residents as necessary.
19. 524 responses were received via the online survey during the course of the formal consultation, and these are summarised in the tables below:

Table 1: Number of responses by respondent capacity.

Proposal	Number	Percentage
Local resident	458	85%
Member of public	47	9%
County Cllr	2	0.5%
Local Cllr (i.e. Town/Parish/District)	10	2%
As a business	11	2%
As part of a group/organisation	5	1%

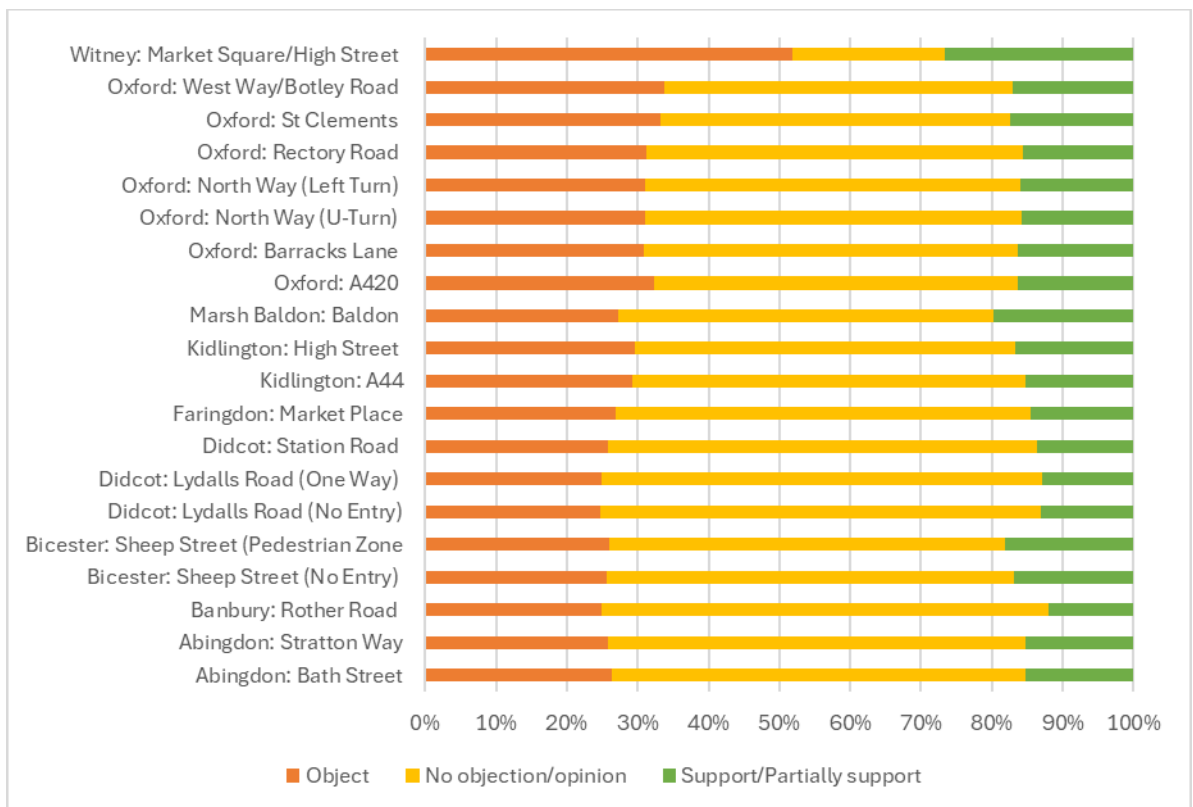
Rather not say	7	1%
Other	2	0.5%
Total	542	100

Table 2: number of responses by proposal & view.

Proposal	Support	Partially support	Object	No objection	No opinion
Abingdon: Bath Street	79	4	143	24	292
Abingdon: Stratton Way	78	5	140	25	294
Banbury: Rother Road	64	1	135	23	319
Bicester: Sheep Street (No Entry)	89	3	139	24	287
Bicester: Sheep Street (Pedestrian Zone)	93	5	141	22	281
Didcot: Lydalls Road (No Entry)	69	2	134	23	314
Didcot: Lydalls Road (One Way)	67	3	135	24	313
Didcot: Station Road	70	4	140	23	305
Faringdon: Market Place	74	5	146	23	294
Kidlington: A44	74	9	158	19	282
Kidlington: High Street	84	7	160	22	269
Marsh Baldon: Baldon	102	5	148	22	265
Oxford: A420	79	7	170	18	251
Oxford: Barracks Lane	80	6	162	17	260
Oxford: North Way (U-Turn)	76	7	163	21	258
Oxford: North Way (Left Turn)	78	6	163	22	256
Oxford: Rectory Road	78	4	164	23	256
Oxford: St Clements	85	7	174	19	240
Oxford: West Way/Botley Road	83	7	177	22	236

Witney: Market Square/High Street	131	9	272	11	102
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Chart 1: Percentage of responses by proposal.



20. Additionally, a further 15 emails were received directly – with Thames Valley Police offering no objection, confirming that many of the proposed sites had a long-standing history of contravention & complaint. Both Oxford Bus Company, and its parent company (Go Ahead group) were supportive, citing that enforcement of existing traffic regulations is considered a key area that the County should be focusing on to help reduce unnecessary congestion and improve bus journey speeds.

21. Cherwell District Councils 'Development Management' team had no specific observations to make, whilst the 'Parking Services' team (who manage the distribution of 'Exemption Certificates') were supportive – particularly of the Bicester & Kidlington restrictions. Faringdon, and Witney Town Councils were both supportive of the proposals within their boundary, with Deddington Parish Council supportive of the proposals, however they were keen to have the traffic lights at the A4260 High Street & B4031 Hempton Road crossroad junction included for consideration for ANPR enforcement.

22. Three of the emails received were from residents of Deddington, specifically concerned about the wishes of the Parish Council to have the traffic lights at the A4260 High Street & B4031 Hempton Road crossroad junction included for consideration.
23. A joint response from 'Oxfordshire Liveable Streets' & 'Cyclox' was supportive of all proposed locations, and suggested further locations to be considered in the future. Two members of the public also offered their support, suggesting that the proposals would help make the spaces safer and quicker for active travellers, and help enforce bus priority.
24. Finally, a local District Cllr from Bicester raised concerns regarding the fact that 'powered two wheeled motor vehicles' had been singled out in terms of breaching enforcement at current restrictions.
25. The responses are shown in **Annex 2** (separate document), and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

26. Having appraised and considered the responses received, Officers have identified several objections & concerns raised during the consultation process, and responses to these are provided below.

Insufficient signage in place to enforce the restrictions

27. Reviews of the proposed sites have been undertaken and new traffic signage infrastructure will be installed at all proposed sites, in line with The Traffic Signs Regulations and General Directions and the Traffic Signs Manual. This will comprise of both enforcement signage and advanced warning signage and will be positioned in such a way to provide drivers with enough advance warning.

Privacy concerns

28. There were several comments over concerns that the cameras are observing people, cyclists or private areas such as gardens. The ANPR camera enforcement equipment is designed to detect vehicles and registration numbers. Other vehicles, pedestrians and cyclists will be blurred from the video footage and still images. Any private areas such as gardens are blacked out so that no video footage or still images show these areas.

Surveillance

29. Many expressed concerns that ANPR is a form of surveillance. ANPR is designed to enforce traffic regulations and not to monitor individuals. The data collected is used solely for traffic enforcement purposes.

Exemptions for vehicles requiring access as per the current exemptions

30. It was clear in the responses that there is concern for those that currently have a requirement for access, and how this will be managed. Officers are aware that some locations allow access for certain activities, such as loading, access to disabled parking or for access only. The Council will use journey management times to limit the contraventions picked up by the cameras and will provide an application system to enable exemptions to be obtained. Officers will work with the Council's Comms team to communicate the details effectively.

E-bikes

31. The Council is unable to enforce e-bikes contravening the restrictions as they do not have a vehicle number plate. Problems with e-bikes speeding should be addressed with Thames Valley Police.

Motorcycles driving on pavements to avoid the ANPR camera

32. Officers are aware of the problem with motorcycles driving on the pavement and are exploring different options to prevent this from happening at existing and proposed sites.

The money should be spent on other services e.g. potholes

33. The Council has an approved budget specifically for the implementation of the ANPR scheme. Other services have their own budgets as agreed at Cabinet.

A revenue raising exercise

34. Several comments suggested that this is merely a revenue-generating scheme for the council. However, this is not the case. The restrictions are already in place, and this is the Council's legal method of enforcing them. Many comments supported the use of cameras, noting that numerous restrictions are being ignored and that the police lack the time and capacity to enforce them. Highway authorities can only enforce moving traffic restrictions using ANPR cameras.

No contraventions seen

35. Monitoring surveys have been undertaken at each site and the data suggests that there is a level of non-compliance. For locations that had a high level of compliance, this still causes concerns around safety.

Change the times

36. There were suggestions to change the hours that the restrictions are in force. The restrictions are not new, and the Council is only changing the method of enforcement. No changes are proposed to the restricted hours.

Will cause more congestion

37. Several responses included comments about ANPR enforcement causing additional congestion on the road network. By enforcing restrictions effectively, this discourages drivers from using incorrect routes and therefore helps keep traffic moving smoothly. It enhances road safety which can indirectly reduce congestion that could be caused by accidents. Additionally, it helps keep routes clear for public transport, cyclists and emergency vehicles.

Fly tipping

38. Some residents in Marsh Baldon mentioned problems with fly tipping in the village. Enforcing by ANPR will not enable the Council to tackle this problem. Any reports should be made directly to the local district council.

Waste of money

39. Many responses stated that the scheme is a waste of money. The benefits of ANPR enforcement include improved traffic flow, enhanced safety and improved air quality.

Unfair fines

40. Some responses showed concern for the fact that the fines will only dissuade the poor, and people with money can afford to pay and won't be dissuaded not to contravene again. It is important to consider that the primary goal of fines is to deter motorists from contravening and promote compliance with regulations. The amount that can be charged for fines is set nationally; this is not something the council is able to change locally.

Harm to economy and local businesses

41. Several comments expressed concerns that additional restrictions could negatively impact local businesses and jobs. However, the locations targeted for ANPR enforcement are not new restrictions. These restrictions are already in place, and the ANPR cameras will enable the Council to enforce them effectively.

Misuse of data

42. Some comments were received regarding the secure storage of data and the potential misuse or breaches. The ANPR reviewers work in secure locations, use a Virtual Private Network when processing sensitive data, and are trained and comply with the Council's and contractors GDPR and security policies.

Motorist consent

43. 1 response asked when motorists giving consent. The Council has the authority to install structures and equipment on or near a highway for the detection of contraventions of Traffic Regulation Orders and to use the information provided by them, to serve a PCN on the registered owner/keeper/hirer of a vehicle which contravenes the traffic regulations. Under the provisions of the legislation, a

driver's consent is not required where authorities use approved devices in the collection of evidence of PCN contraventions.

Exemption request

- 44.1 response asked for taxis to be allowed access through the no entry on Rectory Road. Only emergency service vehicles are allowed exemption through no entries, and there is no plan to review this.

Cyclists

45. It was asked if the cameras will pick up cyclists that have no lights. This is a matter for Thames Valley Police and the ANPR cameras will not pick this up nor enforce this.

Reasons for entering

46. A few responses highlighted that ANPR cameras cannot pick up the road condition, weather and reason behind the person contravening, such as being blocked by another vehicle. Any motorist who receives a PCN will have the opportunity to submit a representation, and the Council is obliged to consider their points. Should the Council enforce the PCN, and the motorist still want to pursue it, they have a right of appeal to the Traffic Penalty Tribunal which is an Independent Adjudication Service.

Suggestions of other sites for enforcement

47. Other locations were suggested for enforcement in the responses. Officers will keep a record of these and will assess them for suitability in the next financial year. If members or members of the public wish to alert the Council to additional potential sites this can be done using the following link:

www.oxfordshire.gov.uk/movingtraffic

48. Deddington Parish Council requested that ANPR camera be installed at the traffic lights in the village, as the camera on the lights was removed a number of years ago. It is important to note that whilst Oxfordshire County Council are responsible for the maintenance of about 70 fixed speed camera sites & 5 red-light cameras at junctions, the management & operation of these sites (including existing & new) rests with Thames Valley Police, so this is not a site that can be added to the Council's list of potential enforcement sites.

Witney High Street reopening

49. A high number of responses asked for Witney High Street to be reopened, following its partial closure during Covid-19. Officers within ANPR Enforcement are proposing to enforce the current restriction in place and there is no proposal to reverse previous decisions in relation to the closure.

Annexes

Annex 1a-1t: Consultation plans

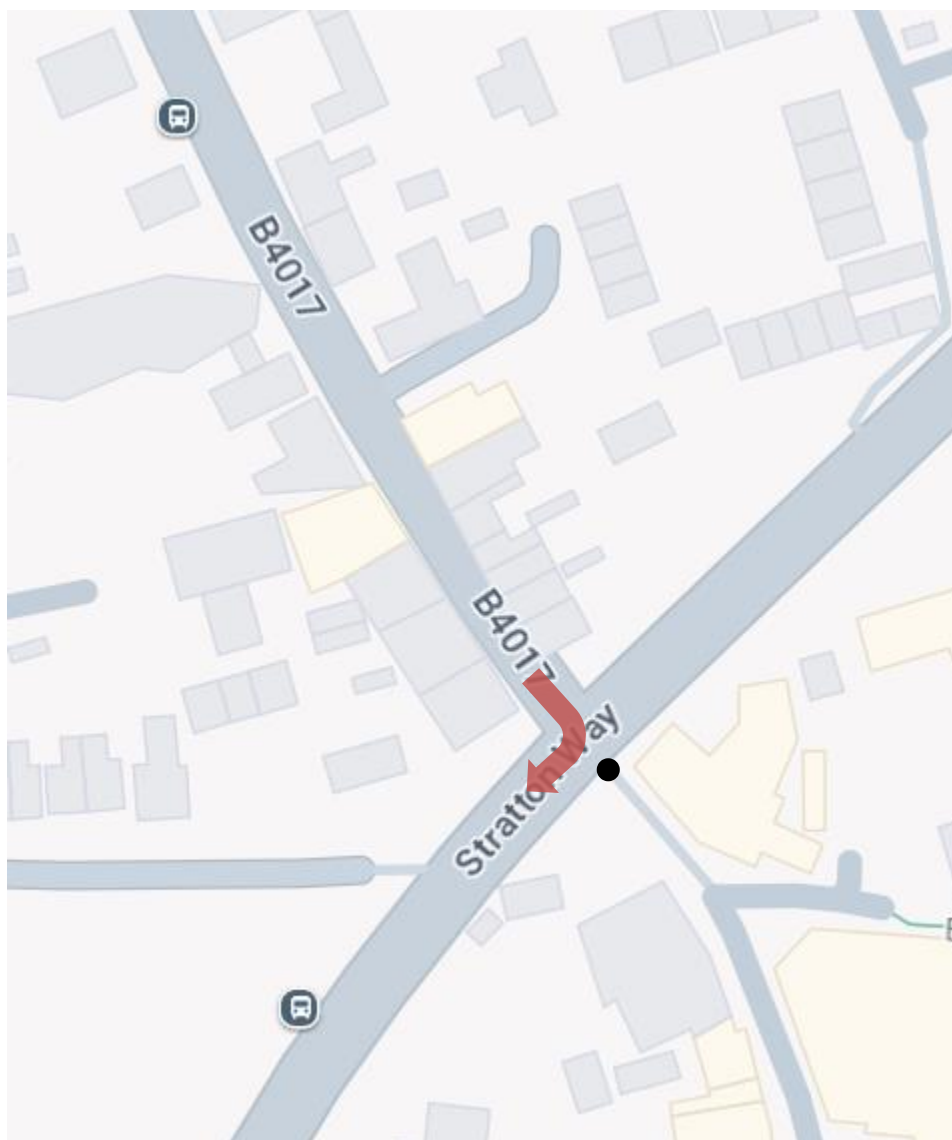
Annex 2 (*separate document*): Consultation responses

Contact Officers: Cathy Champion (Operations Manager – Civil Enforcement),
Lauren Jones (Team Leader – ANPR Enforcement)

Location: Abingdon - Bath Street into Stratton Way

Contravention: Banned right turn

Signage:

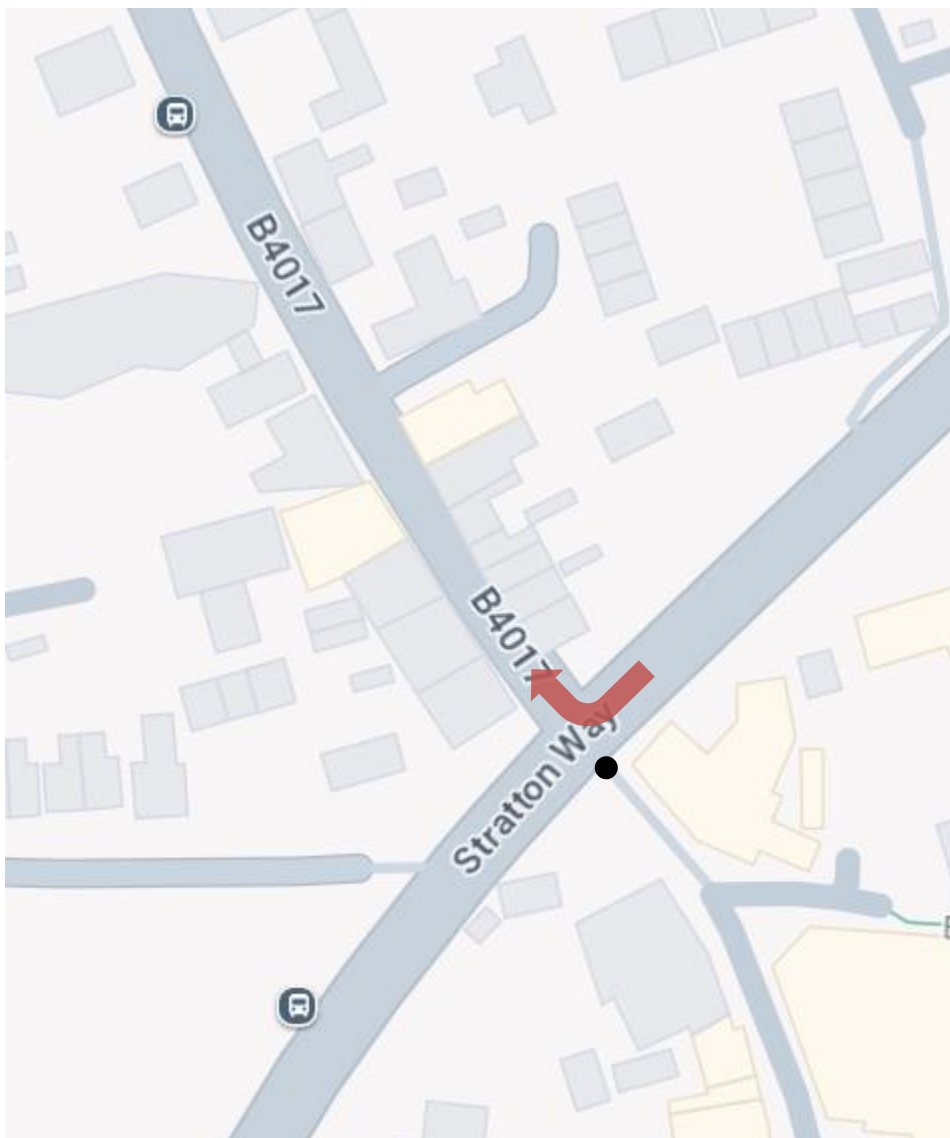


● Proposed ANPR camera location

Location: Abingdon Stratton Way into Bath Street

Contravention: Banned right turn

Signage:

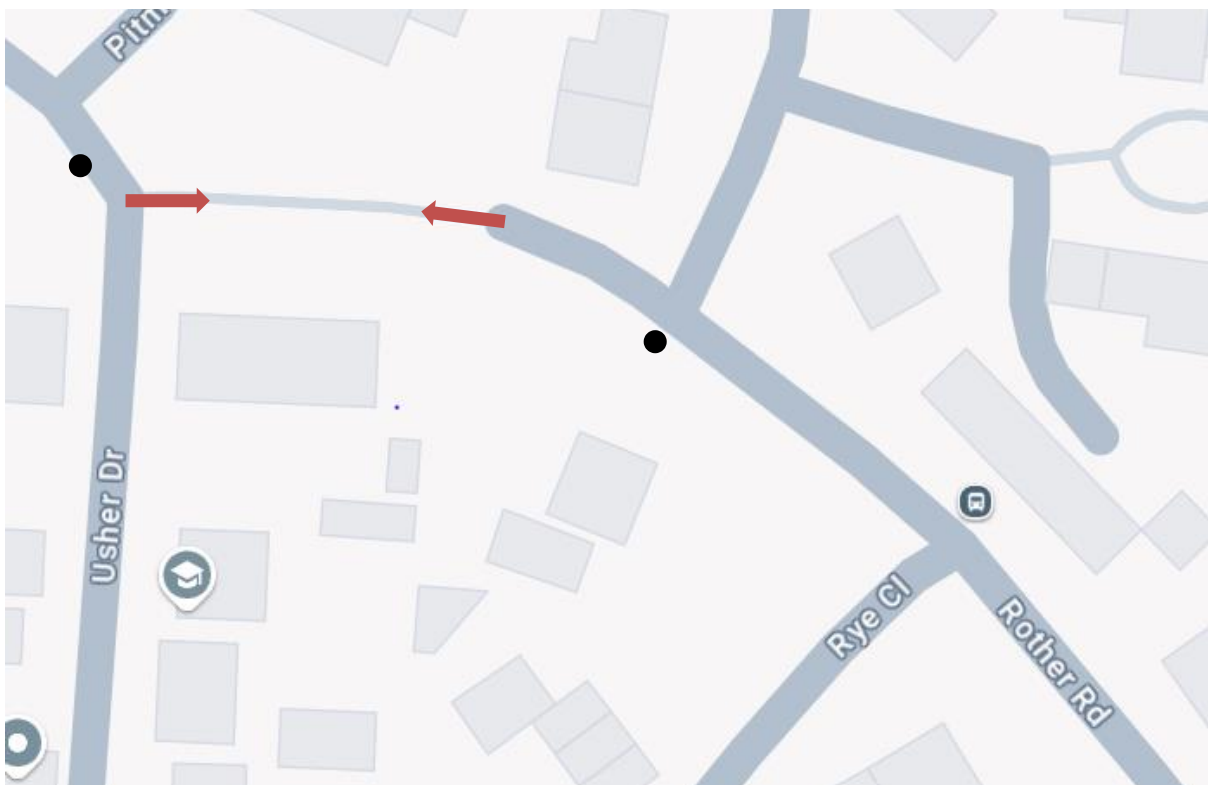


● Proposed ANPR camera location

Location: Banbury - Rother Road

Contravention: Bus lane

Signage:

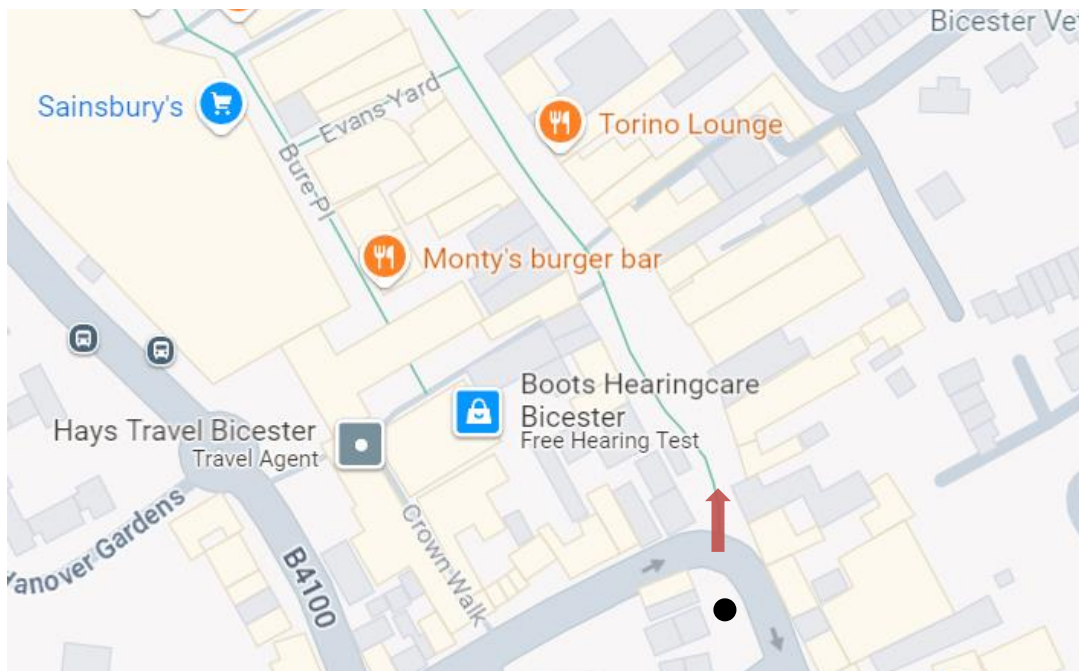


● Proposed ANPR camera location

Location: Bicester - Sheep Street

Contravention: No entry

Signage:

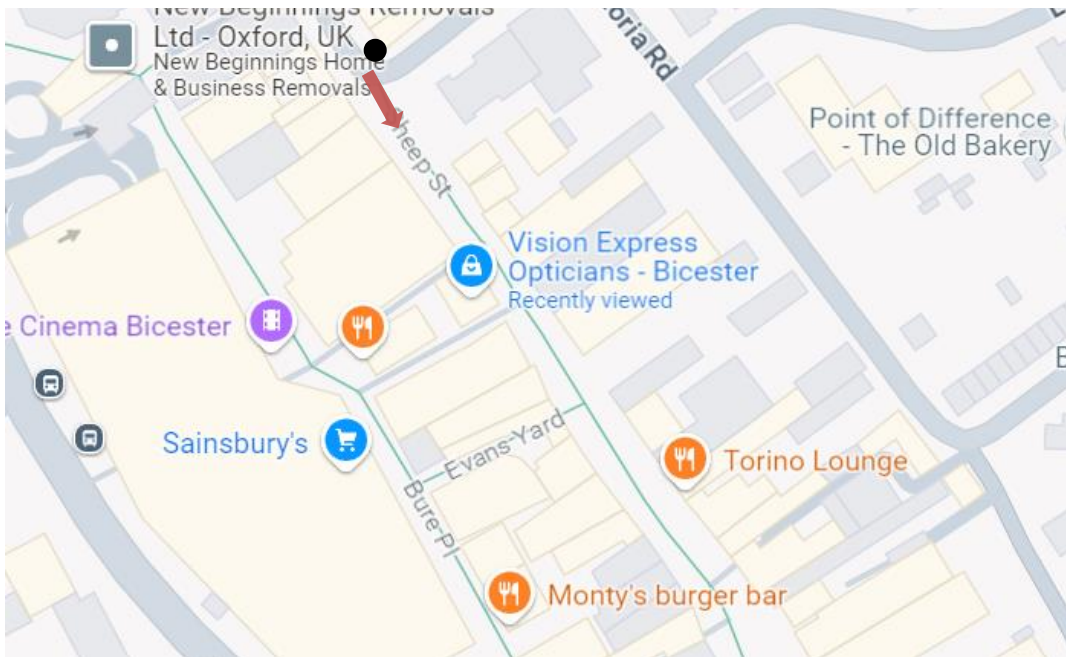


● Proposed ANPR camera location

Location: Bicester - Sheep Street

Contravention: Pedestrian zone

Signage:

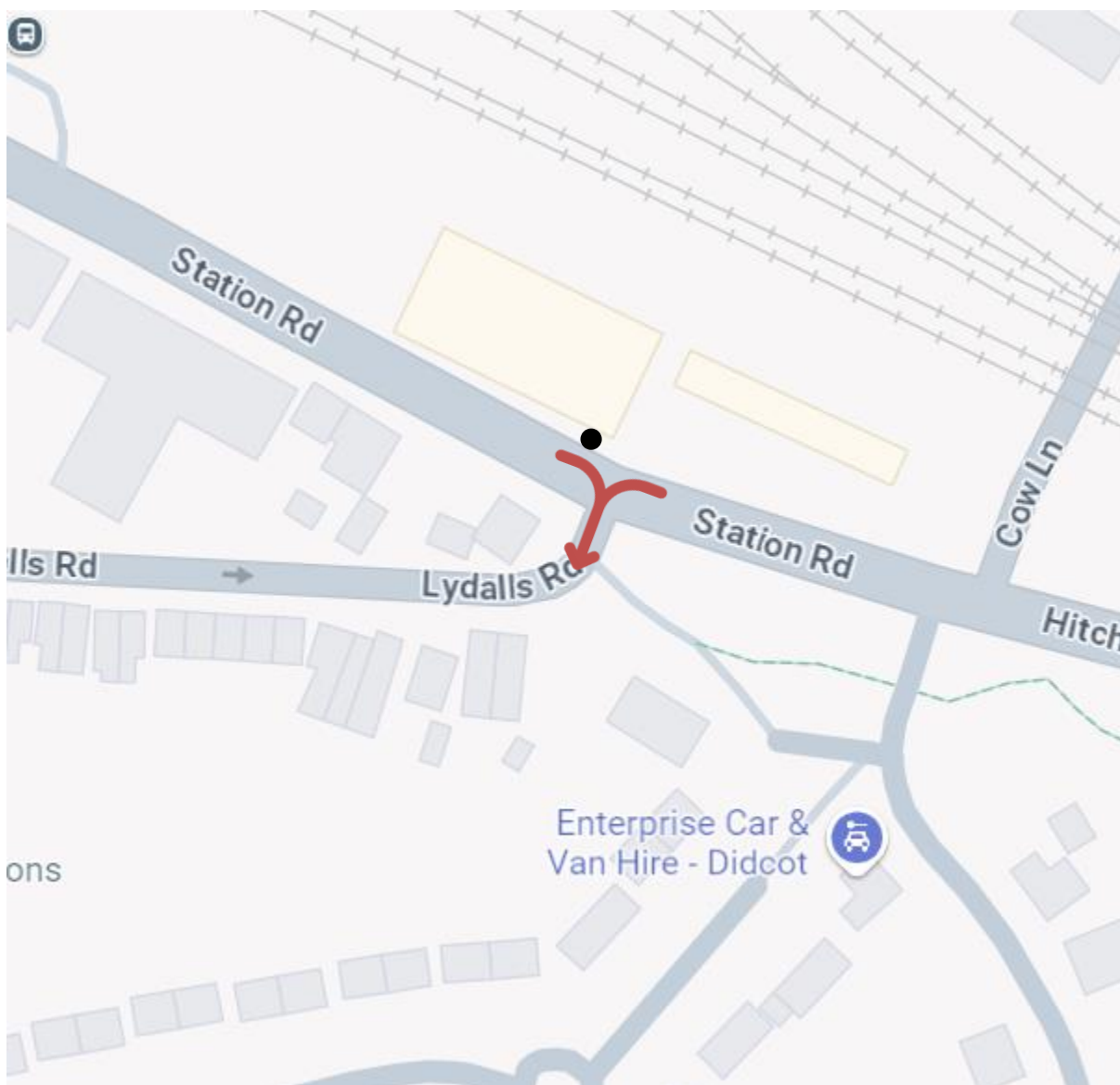


● Proposed ANPR camera location

Location: Station Road into Lydalls Road

Contravention: No entry

Signage:



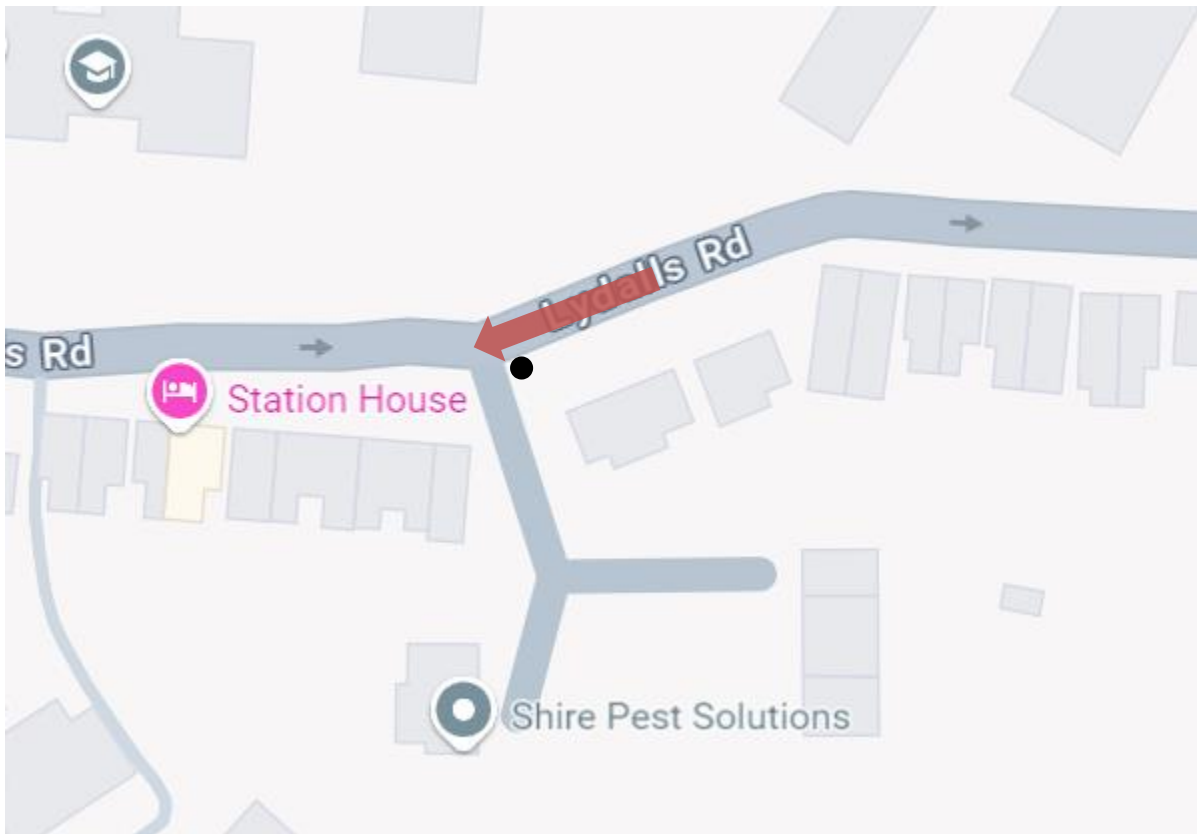
● Proposed ANPR camera location

ANNEX 1g

Location: Didcot - Lydalls Road

Contravention: One Way

Signage:

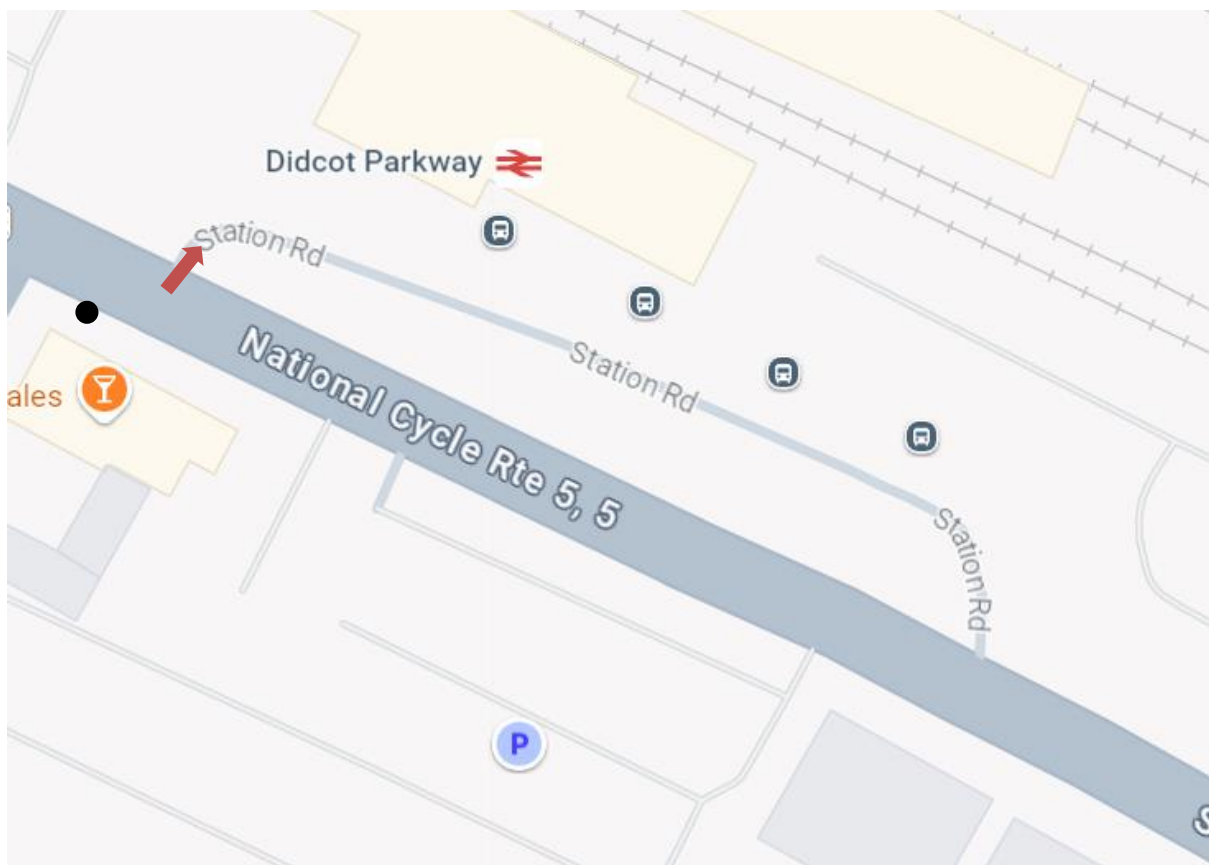


● Proposed ANPR camera location

Location: Didcot - Station Road

Contravention: Motor vehicles prohibited

Signage:



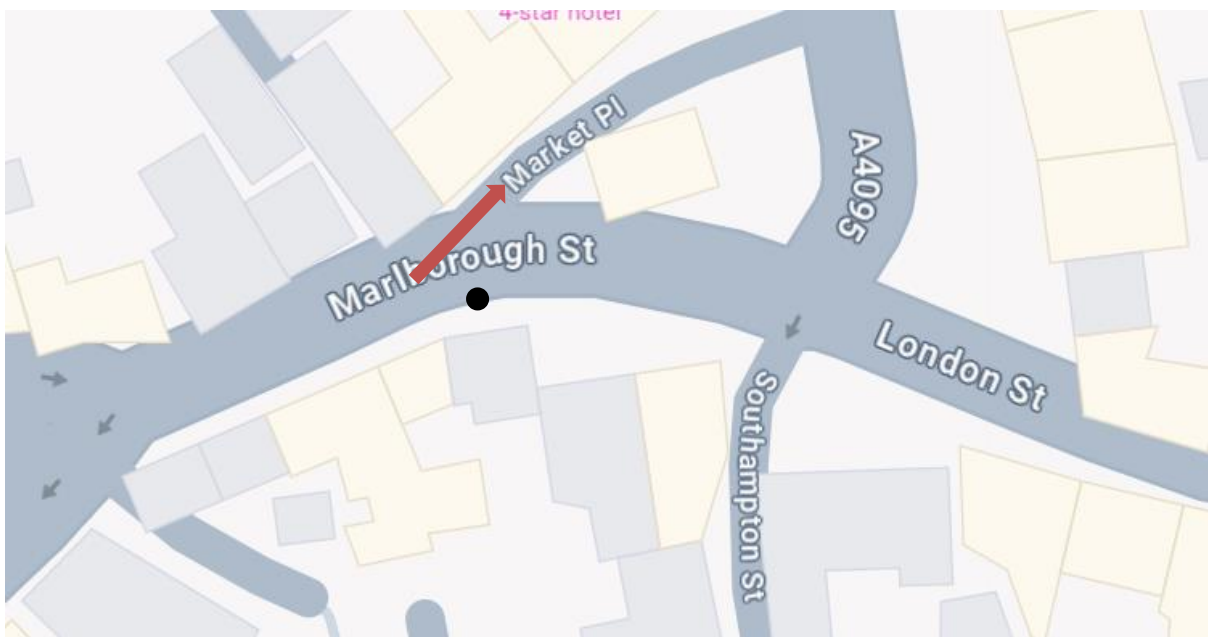
● Proposed ANPR camera location

ANNEX 1i

Location: Faringdon - Market Place

Contravention: Motor vehicles prohibited

Signage:

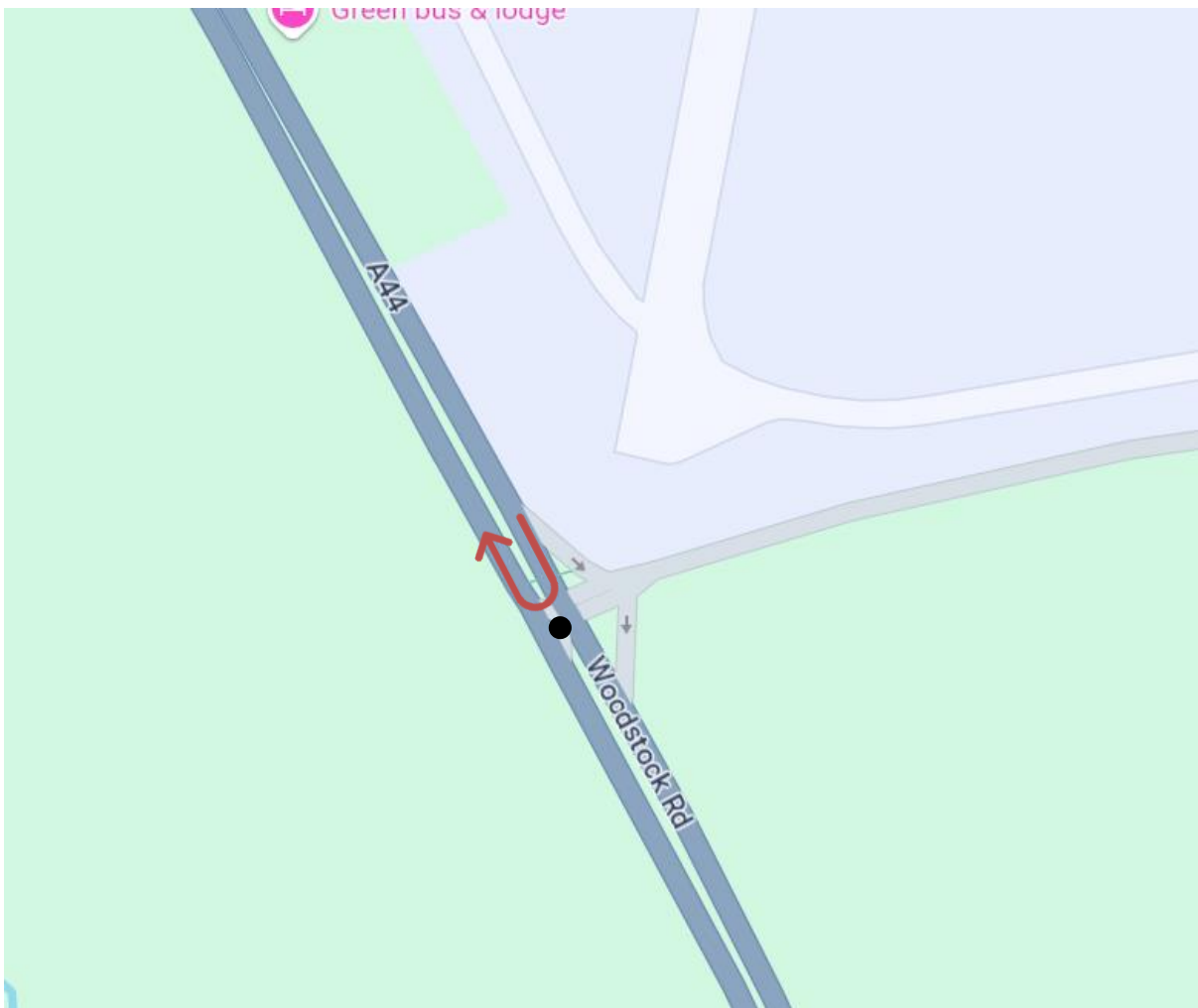


● Proposed ANPR camera location

Location: Kidlington - A44 / Woodstock Road

Contravention: Banned U-turn

Signage:



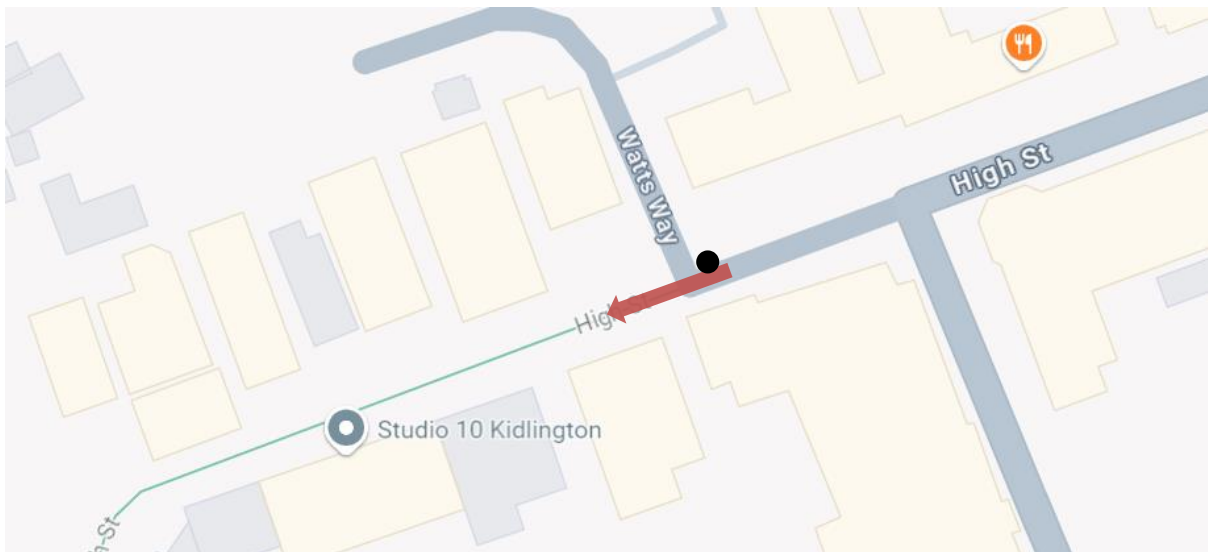
● Proposed ANPR camera location

ANNEX 1k

Location: Kidlington - High Street

Contravention: Pedestrian zone

Signage:



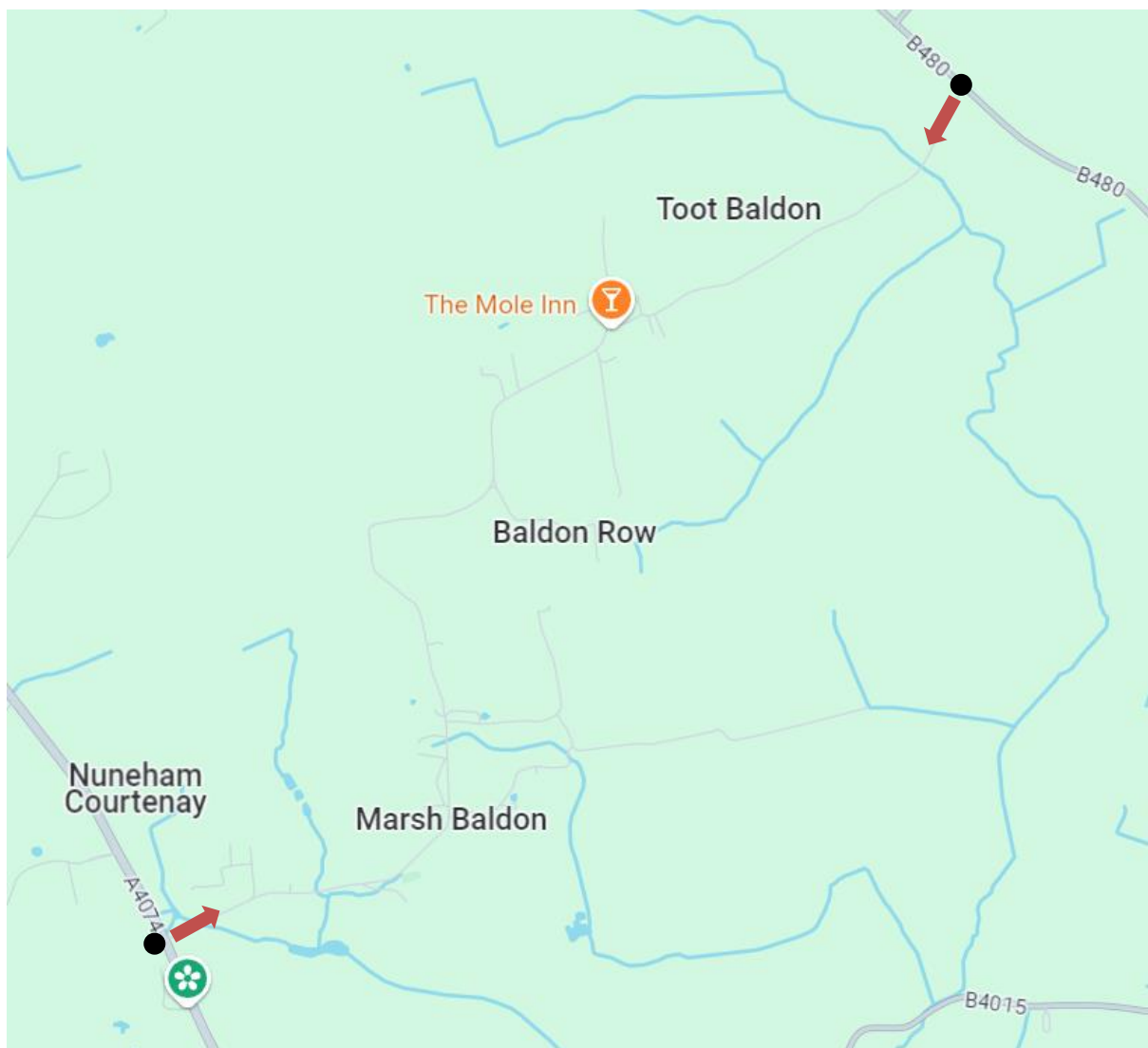
● Proposed ANPR camera location

ANNEX 11

Location: The Baldons - Baldon Lane/ Un-named Rd

Contravention: Motor vehicles prohibited (except for access)

Signage:



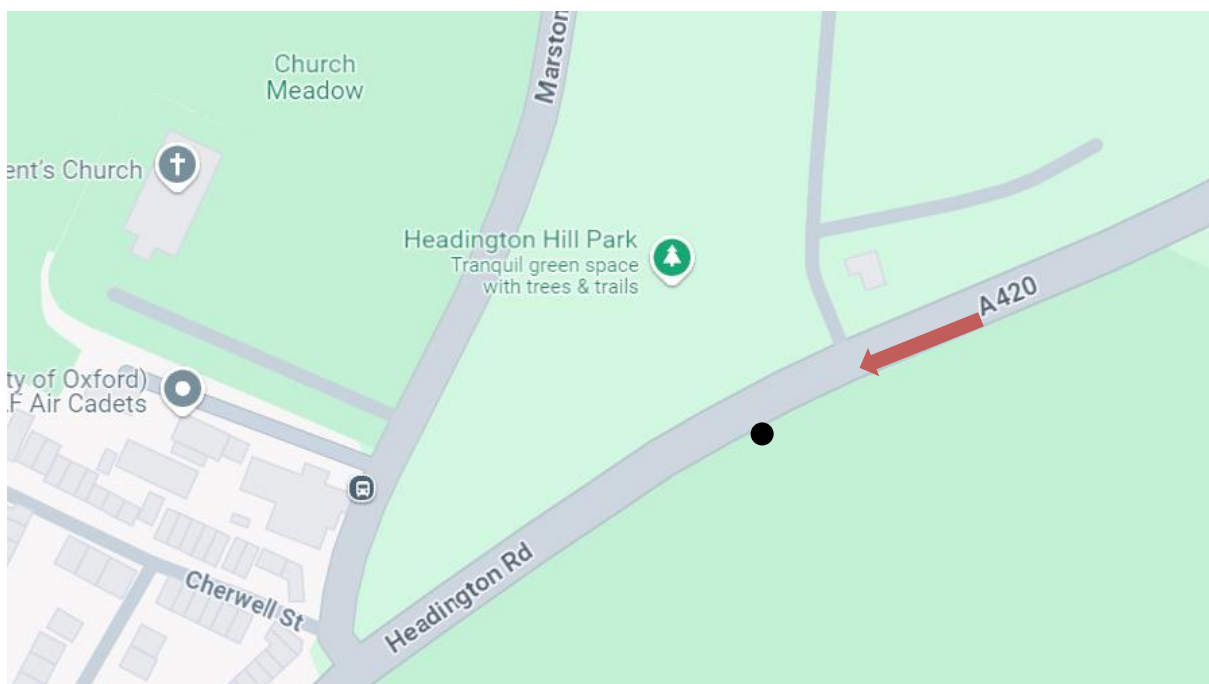
● Proposed ANPR camera location

ANNEX 1m

Location: Oxford - A420 (St Clement's)

Contravention: Bus lane

Signage:



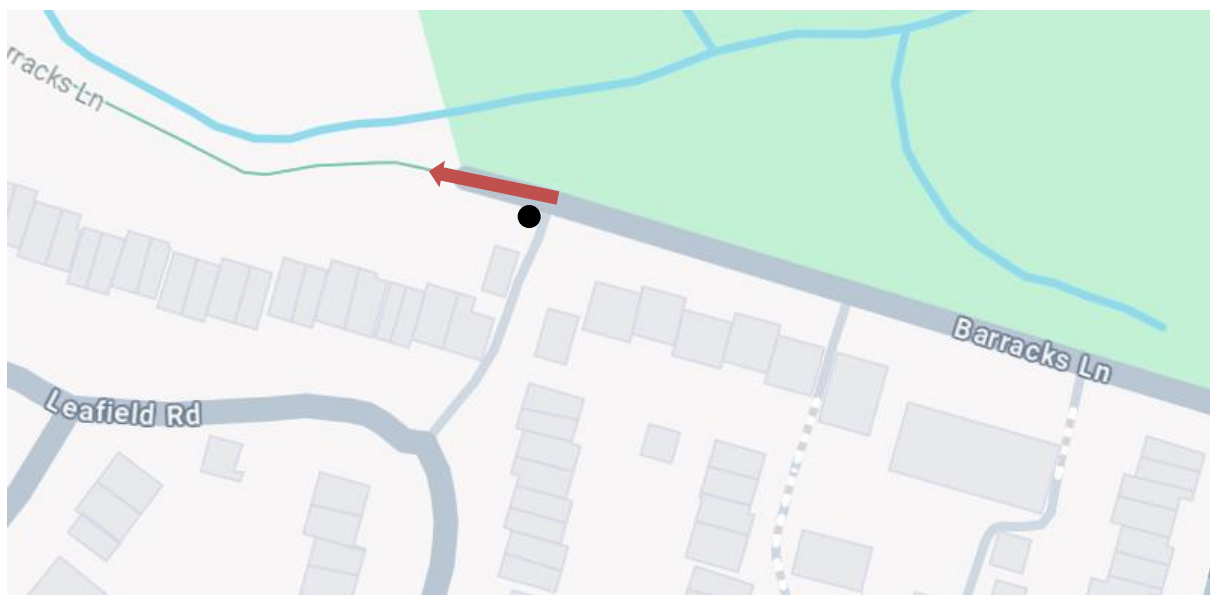
● Proposed ANPR camera location

ANNEX 1n

Location: Oxford - Barracks Lane (Cowley)

Contravention: Motor vehicles prohibited

Signage:



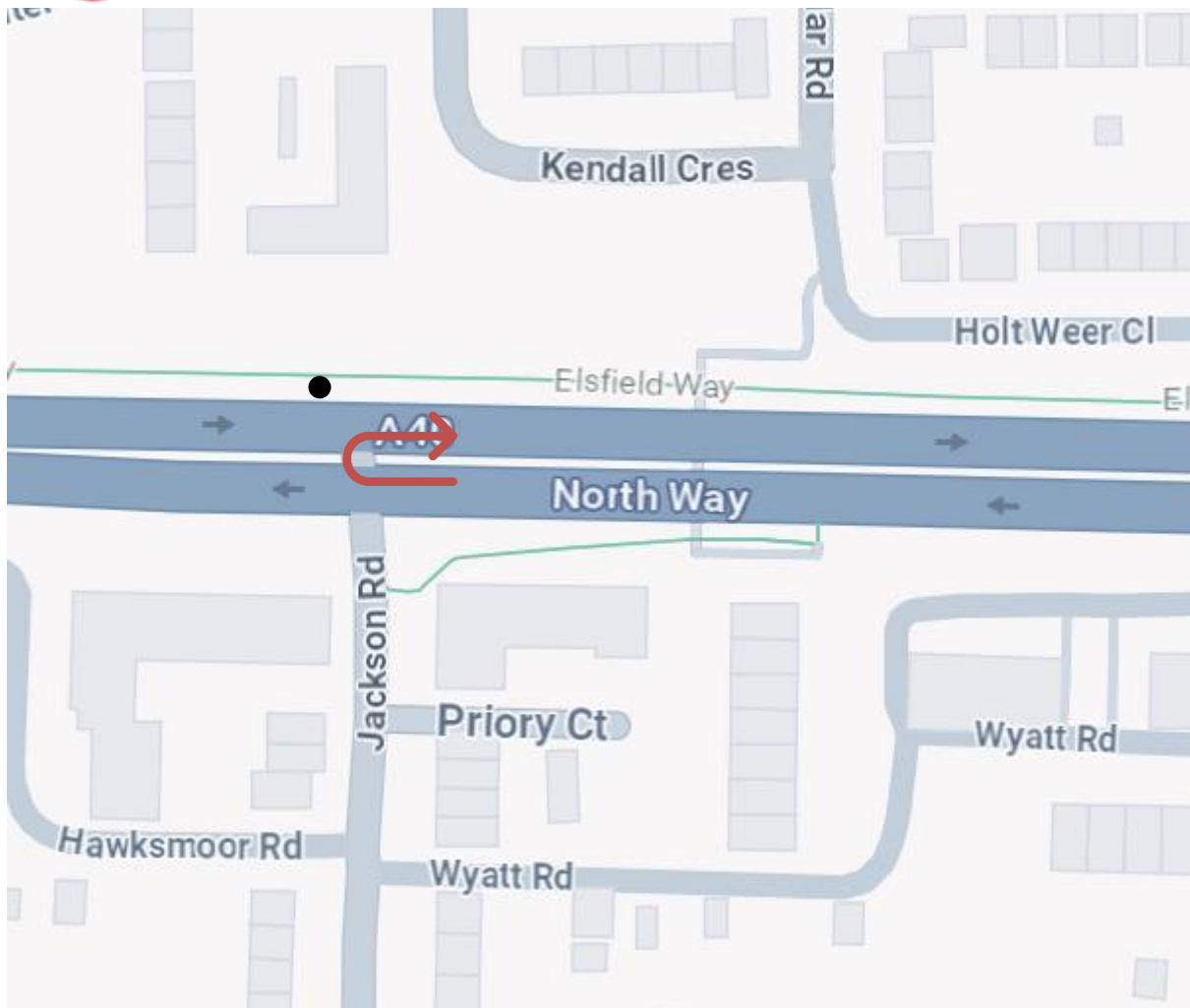
● Proposed ANPR camera location

ANNEX 1o

Location: Oxford – A40 North Way (Cutteslowe)

Contravention: Banned U-turn

Signage:



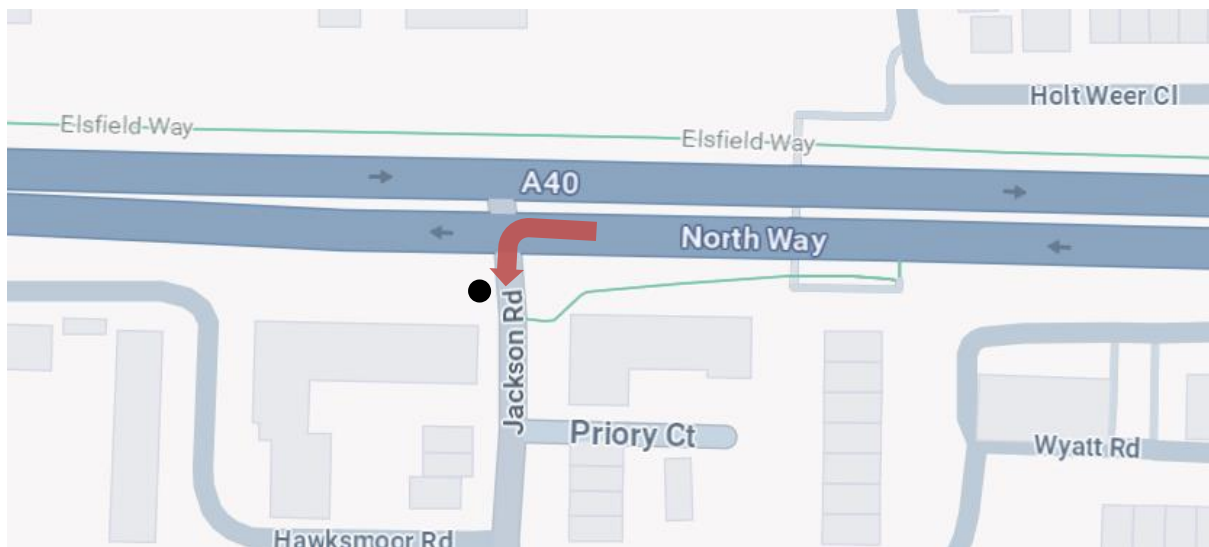
● Proposed ANPR camera location

ANNEX 1p

Location: Oxford – A40 North Way into Jackson Road (Cutteslowe)

Contravention: Banned left turn

Signage:



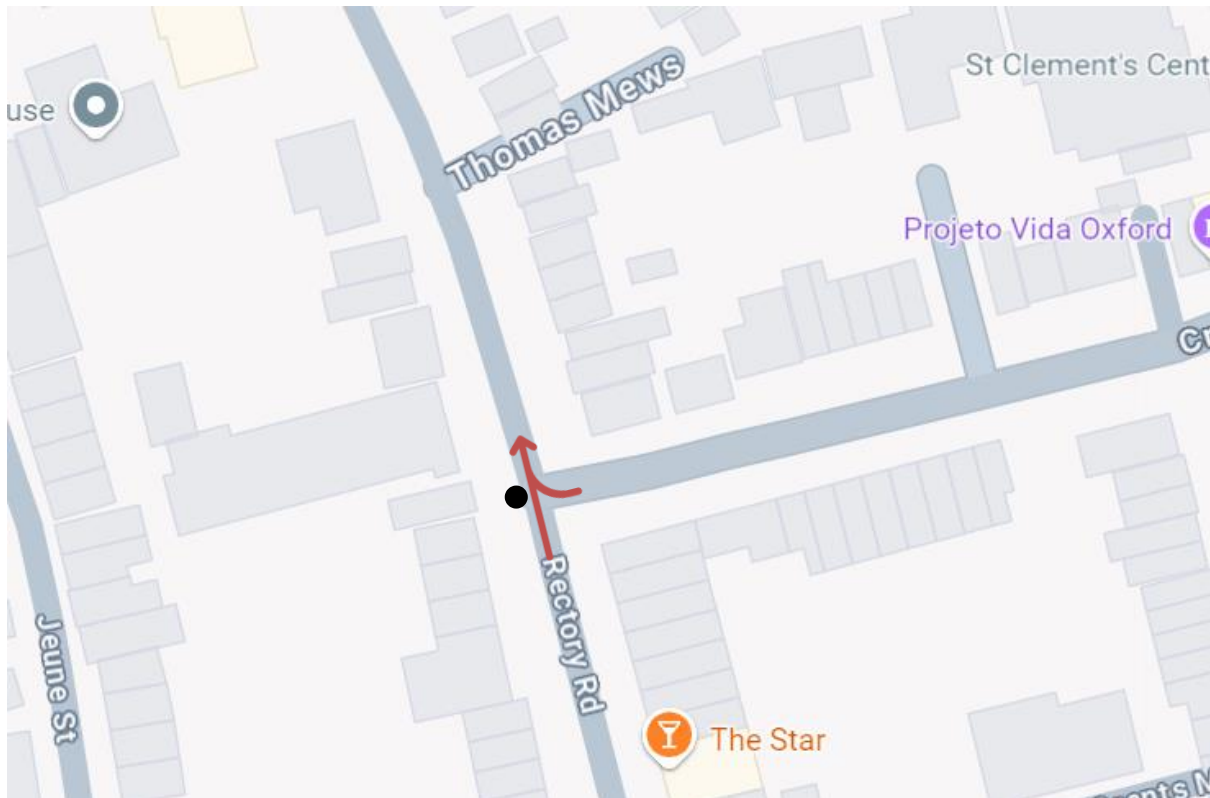
● Proposed ANPR camera location

ANNEX 1q

Location: Oxford - Rectory Road (St Clement's)

Contravention: No entry

Signage:



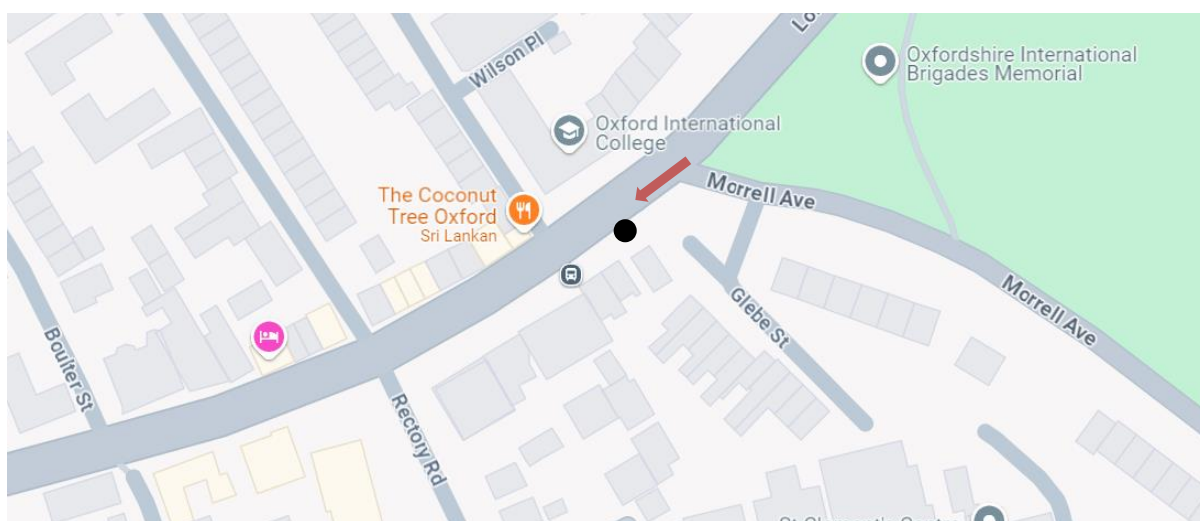
● Proposed ANPR camera location

ANNEX 1r

Location: Oxford – A420 St Clement's

Contravention: Bus lane

Signage:



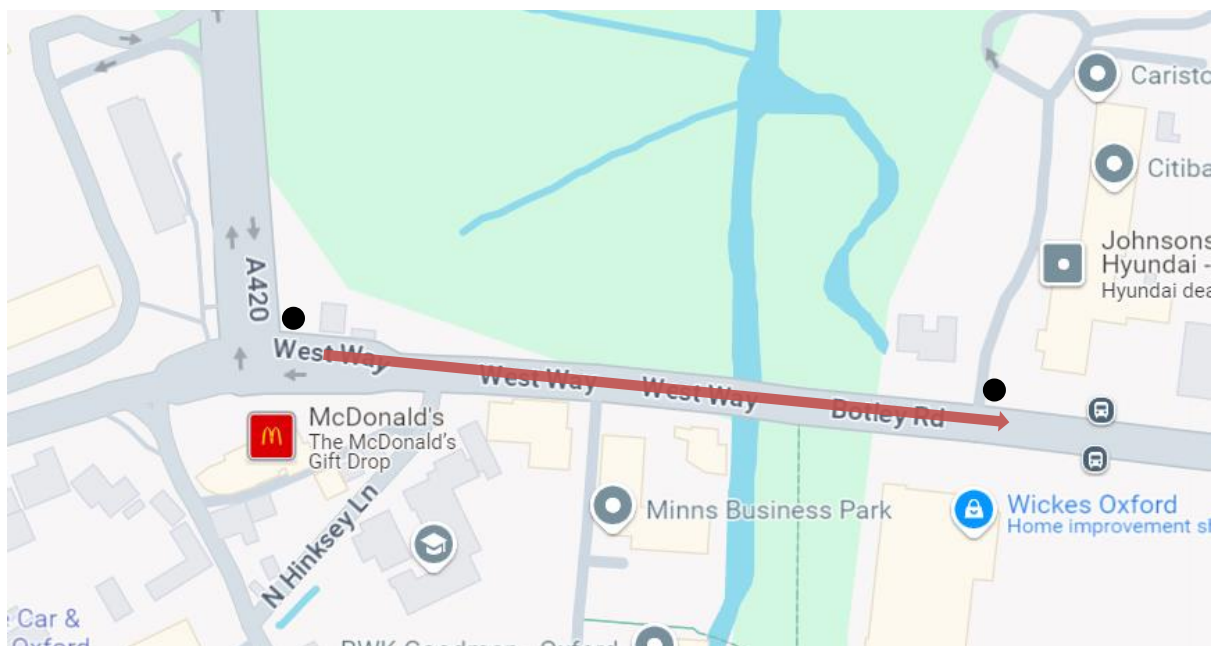
● Proposed ANPR camera location

ANNEX 1s

Location: Oxford - West Way into A420 Botley Road

Contravention: Bus lane

Signage:

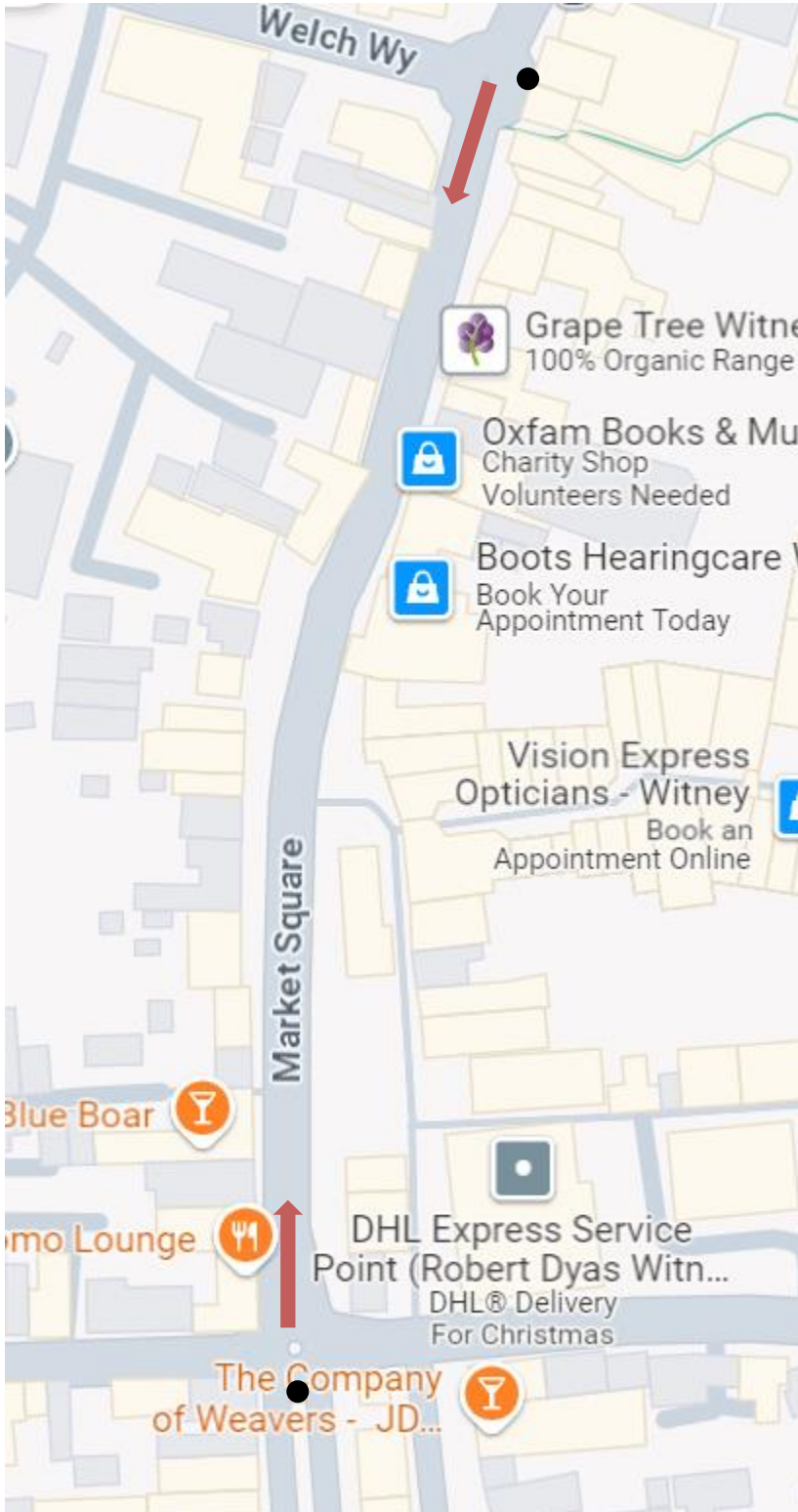


● Proposed ANPR camera location

Location: Witney - Market Square

Contravention: No motor vehicles

Signage:



● Proposed ANPR camera location