

**From:** Oxfordshire County Council

**Sent:** 17 December 2024 10:14

**Subject:** CONSULTATION – Countywide proposed Traffic Restriction ANPR Camera Enforcement

We are writing to seek your views on the proposal to install 'Automatic Number Plate Recognition' (ANPR) cameras at a number of locations across the County to help enforce the current restrictions in place.

Using intelligence provided by Thames Valley Police, traffic & congestion monitoring, and members of the public - the council has identified several sites (see attached selection criteria) they consider appropriate for enforcement on the basis of ensuring the safety of road users, and to minimise congestion on the road network.

The proposed sites have existing restrictions in place and ANPR enforcement will help the Council better enforce these, and are as follows:

<b>Locality</b>	<b>Location</b>	<b>Contravention Type</b>	<b>Notes</b>
Abingdon	Bath Street into Stratton Way	Banned Right Turn	
Abingdon	Stratton Way into Bath Street	Banned Right Turn	
Banbury	Rother Road	No Entry	Except buses
Bicester	Sheep Street	No Entry	
Bicester	Sheep Street	Pedestrian Zone	Except permit holders, blue badge holders, and for loading.
Didcot	Lydalls Road	One Way	
Didcot	Lydalls Road	No Entry	
Didcot	Station Road	Bus Gate	
Faringdon	Market Place	No Motor Vehicles	Except buses, taxis, and HGVs for loading.
Kidlington	A44	Banned U-Turn	
Kidlington	High Street	Pedestrian Zone	Except permit holders, blue badge holders, and for loading.
Marsh Baldon	Baldon Lane	No Motor Vehicles	Except for access.
Oxford	A420 into St Clements	Bus Lane	
Oxford	Barracks Lane	No Motor Vehicles	
Oxford	North Way	Banned U-Turn	
Oxford	North Way into Jackson Road	Banned 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	Except buses, taxis, blue badge holders, and for loading.

The expected benefits for ANPR enforcement at these sites include, but are not limited to, the following:

- Further reduce contraventions by motorists (particularly two-wheeled motor vehicles),
- Improved safety for pedestrians & cyclists,
- Improved motorist safety,
- Time saving for emergency vehicles, and
- Improved traffic flow at peak time periods.

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. Further details – including plans of the proposed locations – are also available to view on the Councils consultation portal at the address below:

[https://letstalk.oxfordshire.gov.uk/countywide\\_anpr2024](https://letstalk.oxfordshire.gov.uk/countywide_anpr2024)

Any objections or other representations on the proposals should be submitted by **Friday 31st January 2025**.

**Note.** parish & town councils and local Cllrs (County, District, Parish etc..) are all encouraged to use the information contained within & attached to this email to publicise the proposals locally amongst their residents as necessary

## Traffic Management Act 2004

### Part 6 Powers – Civil Enforcement of Moving Traffic Offences

#### **Site Selection Criteria**

1. Part 6 enforcement of Traffic Regulation Orders will be subject to:
  - a. Full communication and engagement with the local county councillor and town or parish council.
  - b. Support from Thames Valley Police for powers to be enacted.
  - c. A legal and enforceable Traffic Regulation Order.
  - d. Designed to maximise clarity and understanding to members of the public.
  - e. An Equality and Climate Impact Assessment. (ECIA).
  - f. A public consultation as part of the process.
  
2. Locations should be:
  - i. 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
  - ii. 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
  - iii. Support the overall ambitions within the Local Transport & Connectivity Plan, Network Management Plan and developing Area Strategies; and/or
  - iv. Be adjacent or close to a bus route; and/or.
  - v. Have recorded evidence of accidents, or ancillary information relating to accidents of near misses; and/or
  - vi. Support the success of wider initiatives being implemented such as, but not limited to, Schools Streets, Low Traffic Neighbourhoods, Bus Journey Time Improvement.

Keith Stenning – Head of Service (Network Management)  
January 2022