

Divisions Affected – Burford & Carterton West; Bampton & Carterton South; Banbury Easington; Didcot South; Didcot West; Barton, Sandhills & Risinghurst, Wheatley

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

11 DECEMBER 2025

BANBURY, DIDCOT, CARTERTON & OXFORD – EXPERIMENTAL SCHOOL STREETS ACTIVE TRAVEL MEASURES

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- a) **Approve the introduction of Experimental Traffic Regulation Orders (ETROs) to facilitate the introduction of ‘school streets’ for the following schools:**
 - **Edith Moorhouse Primary School and St Joseph’s Catholic Primary School, Carterton**
8:15 – 9:15 -x am and 2:30 – 3:30x – x pm Term time only.
 - **Harriers Banbury Academy, Banbury**
8:15 – 9:15 am and 2:30 – 4:00 pm Term time only.
 - **Willowcroft Community Primary School and St Birinus Boys School, Didcot**
8- 9 am and 2:30 – 3:30pm Term time only.
- b) **Approve the introduction of Experimental Traffic Regulation Order (ETRO) to extend the school street for the following school:**
 - **Sandhills Community Primary School, Oxfordshire County Council**
8-9 am and 2:30 – 3:30 pm Term time only.
- c) **Approve the use of Automatic Number Plate Recognition (ANPR) cameras at the school streets as the method of enforcement of the road closures during the operational hours, as set out in the consultation.**

Executive Summary

2. This report presents responses received to a statutory consultation on proposals to introduce experimental school streets as part of active travel measures as shown in **Annex 3a**.

3. This report sets out the proposal to trial school streets a ERTO at each location, the five schools are in three locations: Banbury, Carterton & Didcot and the proposal to trial the extension of one permanent school street in Oxford, under each Experimental Traffic Regulation Orders (ETRO). The proposals would see school streets restrictions introduced during the school week (Monday to Friday) during the morning 'drop-off' & afternoon 'pick-up' peak periods within term time only (i.e. not during school holidays). Plans outlining the roads covered by each proposal can be found in **Annex3 b**.

The Schools Streets programme has been developed in collaboration with the school community in response to concerns they have raised on parental parking, congestion around the school gate and road safety issues. They have been developed using the criteria set out in the Department for transport's guidance on setting up and managing a School Streets scheme. Other options have been considered as part of the development of the school streets.

Background

4. A school street is an active travel initiative to create a safer and more welcoming environment around the school gate, and encourage walking, wheeling, cycling and scooting to schools, while reducing the level of motor vehicle traffic around the school gate during the morning drop off and the afternoon pick up times.
5. School streets help create places where children can thrive, be healthier and happier because they are: being more active, enjoying improved air quality, getting a boost to confidence from active travel, and getting more chances to be sociable.
6. During the school street operational times, the roads around the school sites would only be open to people walking, wheeling, scooting and cycling, and anyone in a vehicle who is exempt. Exempt motorists include the school street residents with vehicles registered to an address on the school street, blue badge holders, any businesses located on the school street, emergency vehicles, and council organised home to school transport for students with additional needs.
7. During the school streets trials, there will be automatic number plate recognition (ANPR) cameras in operation during the agreed school street time periods to support compliance and enforcement.
8. During the school street trials there will be a requirement for school street residents and their visitors, delivery drivers, any businesses located on the school street, and any other exempt vehicles to apply for a school street exemption. Any exempt vehicles will need to apply for an exemption through Oxfordshire County Council's website. School staff and parents of SEND children will need to apply for an exemption through the school.

9. During the school street trials there will be ongoing traffic and parking monitoring, and a full public consultation will be held to gather views and feedback on whether the school streets should become permanent and whether, if they do become permanent, school streets should continue to be monitored by Automatic Number Plate Recognition (ANPR) Cameras.

Corporate Policies and Priorities

10. The school streets programme supports the ambitions of the 'Oxfordshire Strategic Plan 2025-2028' by contributing to its vision for a 'Greener, Fairer and Healthier Oxfordshire'.
11. The school streets programme also supports the delivery of the Council's Local Transport and Connectivity Plan (LTCP) aim to increase the numbers of trips made by active travel modes and is one of the programmes of work contained within our Sustainable School Travel Strategy (SSTS).

Financial Implications

12. Funding for consultation on the proposals (and implementation if approved) has been provided by the Active Travel England Tranche 4 extension grant, as part of the School Streets Phase 3 programme.
13. The ongoing cost for the management of the ANPR enforcement and the operating of the cameras is fully funded by the income generation from the ANPR charges.

Comments checked by:

Rob Finlayson, Strategic Finance Business Partner,
(rob.finlayson@oxfordshire.gov.uk)

Legal Implications

14. An initial consultation took place on introducing the ETROs in this report and on the use of ANPR cameras for enforcement. A further 6-month public consultation will take place in respect of each ETRO once in force. If any of the ETROs is amended, a further 6-month consultation will take place on that amended ETRO. Following the consultations the council will be able to decide whether to make each of the ETROs permanent, with or without modifications. Officers have ensured and will continue to ensure that these consultations comply 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 legislation.

15. These schemes have been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.
16. The council will use its powers under the Traffic Management Act 2004 to enforce the order and will comply with its duties and responsibilities under the UK data monitoring and protection laws in respect of the operation of the scheme.

Comments checked by: Jennifer Crouch, Principal Solicitor (Environmental)
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Staff Implications

17. There are no additional staffing implications as a result of this decision. The appraisal of the proposals, as well as the consultation process have been undertaken by Officers from the Behavioural Change & Travel Plans Team, Public Affairs Policy Partnerships Team and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

18. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals. The impact on equalities and inclusion will also be considered during the operation of the ETRO considered. The Equality impact assessment and the Climate impact Assessment have been included in the Appendix.

Sustainability Implications

19. The school street trial scheme seeks to encourage higher levels of walking, wheeling, cycling and scooting, whilst simultaneously reducing the level of motor vehicle traffic in the vicinity of the schools during the morning drop off and afternoon pick up peak periods. The sustainability implications are improved air quality due to the reduced carbon emissions and reduced road safety risks due to the reduction in vehicles.

Risk Management

20. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

21. Formal consultation was carried out between 1 September and 13 October 2025. An email was 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, Cherwell, West Oxfordshire & South Oxfordshire District Council, Oxford City Council, relevant local District Cllrs, Carterton & Didcot Town Councils, local County Councillor(s) representing the Bampton & Carterton South, Banbury Easington, Barton, Sandhills & Risinghurst, Didcot West and South division(s).

22. During the formal consultation, 913 responses were received via the online survey with mixed sentiments across the different school streets proposals. The overall levels of support, in **percentages**, for the different school streets proposals are summarised briefly in the table below:

School street	Strongly support	Partly support	Strongly oppose	Partly oppose	Neutral/no answer
Harriers Banbury Academy	73	7	13	6	1
Edith Moorhouse & St Joseph's Catholic Primary School	21	4	68	5	2
Willowcroft Community Primary School & St Birinus Boys School	33	11	45	8	2
Sandhills Community Primary School	54	8	35	2	2

23. Additionally, 56 emails were received directly relating to the proposals for the four school streets.

24. The survey was presented in four sections – one for each separate phase three school street proposal, and one for the proposed extension to the phase two school street serving Sandhills primary school in Headington, with the standard end questions following them.

Each proposed school street is examined separately in the survey analysis document **Annex 3a**. This ensures the specific feedback including suggestions and concerns for each individual school street area is accurately presented, taking into account the different geographies and local user needs.

25. The full responses are shown in **Annex 3b**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer response to objections/concerns

26. School communities, local residents and businesses adjacent or near to the school street, and key stakeholders were written to with provisional details of the school street trial proposals. They were invited to email and write back with any comments they had on the school street trial proposals.

27. The comments received have ranged from those who are fully supportive of the school street trial proposals, to those who oppose the school street trial. The responses have ranged in length depending on the level of context provided in a response.
28. Every response has been reviewed to capture the key themes raised by each respondent.
29. Different key themes have been raised for each proposed school street. The specific key these and officer responses re detailed below for each proposed scheme.
30. The survey was designed to enable residents and parents to complete the survey for each proposed school street separately, so it has been possible to identify which trial school street proposal each respondent was commenting on. The main items raised by respondents for each school are detailed below, and this allows for more detailed officer responses.
31. It is important to note that each of the school street proposals is different, due to the geographical positioning of the school and its local surrounding areas. As a result, the officer responses to the consultation feedback have been set out below specifically to address items raised for each school.
32. Following feedback from a local councillor and survey feedback, officers will be exploring the option to add a double yellow line on the Bloxham Road A361, to deter people from parking dangerously across the junction with Harriers View.

Paul Fermer
Director of Environment & Highways

Annex(es):

Annex 1: Equalities Impact Assessment

Annex 2: Carbon Impact Assessment.

Annex 3a: Consultation responses (analysis of survey feedback)

Annex 3b: Consultation materials (consultation and engagement materials)

Contact Officer(s):

Mark Gregory (Team Leader, Behaviour Change and Travel Plans Team)

Melissa Goodacre (Sustainable Transport Manager)

December 2025