

Danny Yee (Oxfordshire Liveable Streets) – CMD Transport Management (09/10/25) Oxford and Didcot: Various Locations – Proposed Permanent School Streets and ANPR Enforcement

We support making all of these schemes permanent.

The need to expand the Sandhills scheme is already being addressed - there is an open consultation on an add-on expansion to include Delbush Ave.

It is clear that the SS Mary & John scheme is, while useful, not really satisfactory. A scheme with two cameras, on the Chester and Bedford junctions with Warwick St, would be the most straightforward expansion, but as other schemes expand -- and a proposed scheme in Didcot appears to involve six cameras -- a five camera scheme covering the whole of Iffley Fields starts to seem plausible. This probably needs the school and local councillors to decide what plan they support.

The Tyndale scheme has been a big success and the layout is straightforward. The traffic displaced to Horspath Rd is a problem, but much less of a problem than it was on Barracks Lane.

The Manor scheme appears to be working well.

The New Hinksey scheme probably needs a third camera to cover Wytham St. But this would then be looking quite expensive for its effects, given this is a half form entry school. The all-schools prioritisation survey that has been carried out might make schemes like this less likely.

We urge that the outcomes of that prioritisation survey, and in particular the criteria used, be made public. It is important that we have some kind of objective framework for prioritising schemes, but any such scheme is likely to have made some mistakes. The commitment of school leaders and local councillors will still be important. And some School Streets schemes will bring strategic gains, in that they will improve important cycling routes - Barracks Lane or Charlbury Rd in Oxford, for example - and this has probably not been included in the prioritisation metrics.