

Overview & Scrutiny Recommendation Response Pro forma

Under section 9FE of the Local Government Act 2000, Overview and Scrutiny Committees must require the Cabinet or local authority to respond to a report or recommendations made thereto by an Overview and Scrutiny Committee. Such a response must be provided within two months from the date on which it is requested¹ and, if the report or recommendations in questions were published, the response also must be so.

This template provides a structure which respondents are encouraged to use. However, respondents are welcome to depart from the suggested structure provided the same information is included in a response. The usual way to publish a response is to include it in the agenda of a meeting of the body to which the report or recommendations were addressed.

Issue: **School Streets**

Lead Cabinet Member(s): **Cllr Gareth Epps, Cabinet Member for Transport**

Date response requested:² **19 June 2026**

Response to recommendations:

Recommendation	Accepted, rejected or partially accepted	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
1. That the Council should strengthen early engagement and sign-off arrangements for School Streets proposals, including clearer involvement of county councillors and town and parish councils, drawing on	Accepted	A pipeline of future school streets schemes is being developed, as part of this there will be early engagement with the local member, Schools and town and parish councils. Phase 4 to be delivered by Summer 2027, phase 5 to be developed for delivery in summer 2028.

¹ Date of the meeting at which report/recommendations were received

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established processes used for other traffic interventions.		Lead officer – Mark Gregory, Team Leader, Behavior Change and Travel plans Team
2. That the Council should ensure adequate officer capacity and funding is made available to support expansion of the School Streets programme, including consideration within future budget planning.	Accepted	Budget is available for phase 4 (2026/27) and phase 5 (2027/28) delivery, this includes an allowance for staff time recharge for the delivery of the projects. As part of the Place Shaping service redesign a new role in the Infrastructure Delivery Team has been created, this role will in part support the delivery of the school streets infrastructure. As part of the report from WSP consultants a prioritisation list for the roll out school streets to sites that are suitable is being developed. Development of prioritisation list October 2026 Lead officer – Mark Gregory, Team Leader, Behavior Change and Travel plans Team
3. That the Council should accelerate engagement with independent schools to reduce traffic impacts associated with school travel.	Accepted	The school engagement team will continue to work with and engage independent schools to reduce the traffic impacts associated with school travel including developing school travel plan. The independent schools are offered the same range of supporting measures as other schools; Magdalen College schools have signed up to the living streets WOW (walk once a week) scheme and several of the schools offer bike-ability training to their pupils. Work is ongoing with the independent schools to enable them to use the park and ride sites that the County Council Control as a

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		pickup stop for their school bus services. There are ongoing discussion with Oxford City Council to enable access to the Park and Ride site in their control. Ongoing work as part of Business as normal. Lead officers – Kathryn Horsepool and Alice Dale, School Engagement officers, Behavior Change and Travel plans Team
4. That the Council should review exemptions and enforcement arrangements for School Streets, within legislative constraints, and considers options to tighten controls where persistent issues arise.	Partially accepted	A school street is underpinned by a Traffic Regulation Order (TRO) which sets out the timing of the restrictions and if any exemptions are made, for example for residents of the street. Legislatively the council must enforce against the TRO. Officers are currently reviewing the TROs and propose to have the same exemptions for each school street to allow for consistency across Oxfordshire. In terms of how enforcement is undertaken, this is though part 6 powers of the Traffic Management Act. The legislation on how local traffic authorities enforce is set out, which officers must adhere to. Therefore, how the council enforces with cameras is not something that can be changed. In areas where non-compliance is higher, officers will consider introducing additional measures, where funding is available, such as additional advanced signage to make it clear to drivers that there are restrictions. Ongoing work as part of Business as normal. Lead officers – Cathy Champion, Operational Manager Civil Enforcement

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5. That the Council ensures School Streets principles and wider active travel measures are prioritised within planning, section 106 agreements, and developer-funded infrastructure for new schools and housing developments.	Accepted	The school engagement team work with the Developers, District Councils Planning teams and OCC Transport Development Management (TDM) to secure a school street design as part of the master planning for any new developments that have a school. It is a planning requirement for all new and expanding school to develop a school travel plan to mitigate the impact of their opening or increase in pupil numbers. Ongoing work as part of Business as normal. Lead officers – Kathryn Horsepool and Alice Dale, School Engagement officers, Behavior Change and Travel plans Team