

Banbury, Didcot, Carterton and Oxford – experimental school streets active travel measures (Oxfordshire school streets phase 2/3) consultation and engagement report

ANNEX 3b(i)

Author(s):

Active Travel Delivery Team
Communications and Engagement Team

Date: 1 December 2025

Contents – this document

Engagement and consultation information	3
• Consultation summary of proposals	3
• Website information and links.....	5
• Social media posts	5
• Press release.....	7
• Survey questions	9
Banbury – Harriers Banbury Academy	21
• Plan	21
• Letter	22
• Emails and other engagement.....	23
Carterton – Edith Moorhouse Primary Sch. and St Joseph's Catholic Primary Sch.	26
• Plan	26
• Letter	27
• Emails and other engagement.....	28
Didcot – Willowcroft Community Primary School and St Birinus Boys School	41
• Plans (showing proposed extension; and with existing school street)	41
• Letter	43
• Emails and other engagement.....	44
• Traffic survey	61
Headington – Sandhills Community Primary School	70
• Plan	70
• Letter	71
• Emails and other engagement.....	72
Survey responses – full comments received are separate documents: ANNEX 3b(ii) ...	

**This document accompanies the
Phase 3 cabinet report - School streets report, together with:
ANNEX 3a_CMD School streets survey report, and the ANNEX 3b(ii)_School streets
consultation responses lists**

Notes:

Oxfordshire County Council asks all survey respondents to confirm they are over 13 years of age.

Any comments or correspondence received that contain personal information or offensive language are redacted as appropriate.

Under the [Data Protection Act 2018](#), Oxfordshire County Council has a legal duty to protect any personal information we collect. View Oxfordshire County Council's privacy notice online at www.oxfordshire.gov.uk - search for 'privacy notice'.

Engagement and consultation information

Consultation summary of proposals

Oxfordshire County Council asked to hear people's thoughts on proposals to introduce school streets for the following schools in the county:

- Banbury – Harriers Banbury Academy
- Carterton – Edith Moorhouse Primary School and St Joseph's Catholic Primary School
- Didcot – Willowcroft Community Primary School and St Birinus Boys School
- Headington – Sandhills Community Primary School to extend the existing school street coverage to include Delbush Avenue

The survey was open from 12pm on Monday 1 September 2025 until 11:59pm on Monday 13 October 2025.

What are school streets?

The school streets programme was introduced through the UK government's Department for Transport funded active travel programme in 2021. Creating a car-free environment makes it easier and safer for children and their families to travel by walking, cycling, or scooting to school and means that they can leave the car at home. They are intended to create safer and healthier environments outside schools, and work by minimising the volume of motorised vehicles entering the road outside a school during their busy drop-off and pick-up times.

A key priority for Oxfordshire County Council is to create a transport network that makes active travel the first choice for short journeys. The term 'active travel' includes walking, cycling and wheeling. School streets is a part of our safe streets policy in our Local Transport and Connectivity Plan ([LTCP](#)), and is in our [Active Travel Strategy](#). The aim is to create a safer, healthier, and more welcoming environment where pupils, parents and carers, and staff can walk, wheel, cycle, scoot or park and walk to school whilst benefiting from better air quality and less traffic congestion. [Getting to school without a car | Oxfordshire County Council](#)

A school street is developed by working in collaboration with schools, implementing additional active travel measures to support the increase in travelling to school by walking, wheeling, cycling, and scooting, whilst reducing car-use, and car-dependence. School streets aim to:

- reduce traffic congestion and inappropriate vehicle use
- open streets up to people walking, wheeling, cycling, and scooting
- improve road safety
- improve air quality
- provide opportunities to improve physical and mental health
- provide opportunities for children to travel to school together with friends, building social skills
- support children so they arrive at school, energised and ready to learn
- teach children road safety and travel independence, increasing their travel confidence

What we are proposing

We are proposing to introduce school streets at the schools below. These will close a section of the road outside the school's entrance for a short period of time during school drop-off and pick-up times on school days only. The period of time is usually for 45 minutes - 1 hour.

School/s	Proposed school street times	Proposed school street coverage
Banbury - Harriers Banbury Academy	8.15am - 9.15am and 2.30pm - 4.00pm	Harrier's View from the junction with Bloxham Road.
Carterton – Edith Moorhouse Primary School and St	8.15am - 9.15am and 2.30pm - 3.30pm	Carter's Close, Edgeworth Drive, Home Close, Lavender Place, Richens Drive, Rose Close and Spurrett Gardens, and Lawton Avenue

Joseph's Catholic Primary School		between Alvescot Road junction and Arkell Avenue/Rock Close junction.
Didcot – Willowcroft Community Primary School and St Birinus Boys School	8.00am - 9.00am and 2.30pm - 3.30pm	Abbott Road, The Croft, Glebe Road, Kynaston Road between Mereland and Ridgeway Road junctions, Mereland Road between Abbott and Kynaston Road junctions, Richmere and Ridgeway Roads.

Headington – Sandhills Community Primary School. We are also consulting on proposals to make minor amendments to improve the existing school street for Sandhills Community Primary School in Headington so that it works better for the school and school neighbourhood. This is to address concerns raised about vehicles using Delbush Avenue for school run parking and presenting potential hazards for accessing properties in the road, or walking/wheeling safely on the pavement.

The school street currently covers Terrett Avenue, Elton Close and Sweet Green Close. It is proposed to add Delbush Avenue – from the Merewood Avenue junction up to the Hill View junction to the existing school street arrangement. The operating times for the Sandhills Community Primary School school street would remain as they are currently: between 8.00am - 9.00am and 2:30 - 3:30pm on school days.

All of the above school streets proposals are to operate the school street during a set, short time-period – during drop-off and pick-up time, in term-time only, and enforced by one or more automatic number plate recognition (ANPR) cameras.

The cameras would be located at the access point to the school street and only be active during these set time-periods. They would send an automatic penalty charge notice to the address associated with the license plate details of non-exempt vehicles entering the school street area during that period.

Exemptions: People living in the school street (or streets only accessible from the school street) can register their cars to ensure they are registered as exempt for that school street and preserve their access to their homes while the school street is operating. Vehicles such as emergency service vehicles, and blue badge holders' vehicles, would also be exempt. You can see the full list of exemptions (including taxis, carers, school buses, Royal Mail and waste and utilities vehicles) [here](#).

Note that addresses in Sinodun Road, Abbott Close and Bridge Close in Didcot would also be exempt as they are reliant on streets within the school street for access [\[see plan\]](#).

What happens next?

The county council reviews the responses and reports to the council's cabinet. This is a public meeting at which members of the public can apply to speak. The agenda and reports for meetings are available on the Oxfordshire County Council website about a week before the meeting. If the decision is made to trial the school street this would begin in early 2026. The council writes to addresses within the school streets to be trialled with details for ensuring a vehicle exemption for the school street ahead of this and a formal consultation opens allowing people to share their feedback.

Please note: This survey and proposal is separate to proposals for: [Proposed permit parking area – Didcot Centre South](#) which the county council consulted on from 10 September until 10 October 2025: Further to councillor engagement with residents in roads south of Didcot Broadway, officers consulted on proposals for the introduction of a permit parking area. The proposed zone would cover an area including roads south of the Broadway, up to and including Kynaston Road and from Hagbourne Road, across to Newlands Avenue.

Website information

General information about school streets, earlier phases of the school streets programme, vehicle exemptions

[About school streets](#)

[School streets and our active travel strategy](#)

[School streets exemptions](#)

[Local transport and connectivity plan](#)

[Sustainable school travel strategy](#)

Social media posts

The school streets survey was promoted through social media posts on X (Twitter) and NextDoor (geotargeted to the relevant areas). The survey was also promoted through the consultation, and travel bulletin e-newsletters that the county council produces.

Example of posts shared in e-newsletter

[Oxfordshire school streets](#)

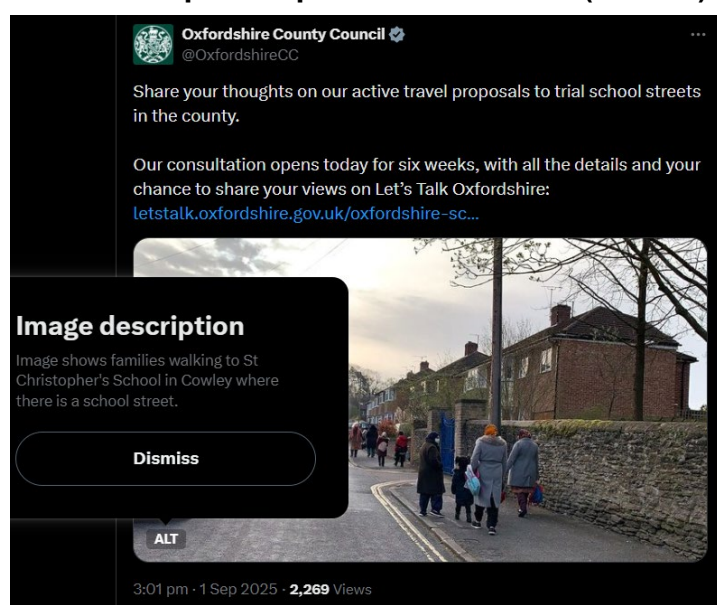
We would like to hear residents' thoughts on our active travel proposals to trial new school streets for pupils in the county. The proposed trial school streets are:

- Banbury – Harriers Banbury Academy
- Carterton – Edith Moorhouse Primary School and St Joseph's Catholic Primary School
- Didcot – Willowcroft Community Primary School and St Birinus Boys School
- And to extend the existing school street for Sandhills Community Primary School in Headington so it works better for the school and school neighbourhood.

A school street is a timed road closure to reduce traffic around the school gate at school start and finish times (residents in the school street, or streets only accessible from the school street) are eligible for exemption from its restrictions; and other necessary [exemptions](#) (including blue badge holders and carers apply). The aim is to create a safe, welcoming and attractive environment where children can walk, wheel, cycle, or scoot with lower risks from air pollution and moving vehicles.

The consultation is open for six weeks **from 1 September until the end of 13 October 2025**, with all the details on Let's Talk Oxfordshire: <https://letstalk.oxfordshire.gov.uk/oxfordshire-school-streets>

Examples of posts shared on X (Twitter)



Examples of posts shared on NextDoor

Headington (geotargeted to Headington)

Don't forget to share your thoughts on our proposals to extend the existing school street for Sandhills Community Primary School in Headington so that it works better for the school and school neighbourhood.

A school street is a timed road closure to reduce traffic around the school gate at school start and finish times (residents in the street are eligible for exemption from its restrictions; and other necessary exemptions including blue badge holders apply). The aim is to create a safe, welcoming and attractive environment where children can walk, wheel, cycle, or scoot with lower risks from air pollution and moving vehicles.

Our consultation closes on 13 October, with all the details and your chance to share your views on Let's Talk Oxfordshire: <https://letstalk.oxfordshire.gov.uk/oxfordshire-school-streets>

Banbury (geotargeted to Banbury)

Don't forget to share your thoughts on our active travel proposals to trial new school streets for pupils in the county, including Harriers Banbury Academy.

A school street is a timed road closure to reduce traffic around the school gate at school start and finish times (residents in the proposed school street are eligible for exemption from its restrictions; and other necessary exemptions including blue badge holders apply). The aim is to create a safe, welcoming and attractive environment where children can walk, wheel, cycle, or scoot with lower risks from air pollution and moving vehicles.

Our consultation closes on 13 October, with all the details and your chance to share your views on Let's Talk Oxfordshire: <https://letstalk.oxfordshire.gov.uk/oxfordshire-school-streets>

Carterton (geotargeted to Carterton)

Don't forget to share your thoughts on our active travel proposals to trial new school streets for pupils in the county, including Edith Moorhouse Primary School and St Joseph's Catholic Primary School in Carterton.

A school street is a timed road closure to reduce traffic around the school gate at school start and finish times (residents in the proposed school street are eligible for exemption from its restrictions; and other necessary exemptions including blue badge holders apply). The aim is to create a safe, welcoming and attractive environment where children can walk, wheel, cycle, or scoot with lower risks from air pollution and moving vehicles.

Our consultation closes on 13 October, with all the details and your chance to share your views on Let's Talk Oxfordshire: <https://letstalk.oxfordshire.gov.uk/oxfordshire-school-streets>

Didcot (geotargeted to Didcot)

Don't forget to share your thoughts on our active travel proposals to trial new school streets for pupils in the county, including Willowcroft Community Primary School and St Birinus Boys School in Didcot.

A school street is a timed road closure to reduce traffic around the school gate at school start and finish times (residents in the proposed school street and streets which have to use those streets for access are eligible for exemption from its restrictions; and other necessary exemptions including blue badge holders apply). The aim is to create a safe, welcoming and attractive environment where children can walk, wheel, cycle, or scoot with lower risks from air pollution and moving vehicles.

Our consultation closes on 13 October, with all the details and your chance to share your views on Let's Talk Oxfordshire: <https://letstalk.oxfordshire.gov.uk/oxfordshire-school-streets>

Press release

02 September 2025

Have your say on new school streets proposals



Residents are now able to share their views on Oxfordshire County Council's proposals for more school streets initiatives, improving walking, wheeling and cycling experiences to some schools in Banbury, Carterton and Didcot. A survey about the proposals is open online at letstalk.oxfordshire.gov.uk/oxfordshire-school-streets until 13 October.

School streets is a popular programme in Oxfordshire, with nine schools so far implementing the temporary road closures around schools for most motor vehicles, during the school's start and finish times. This creates safer, more welcoming spaces for children and encourages active travel to school, reducing congestion and improving air quality for local residents.

The council is asking for views about school streets proposals for the following schools:

- Banbury – Harriers Banbury Academy
- Carterton – Edith Moorhouse Primary School and St Joseph's Catholic Primary School
- Didcot – Willowcroft Community Primary School and St Birinus Boys School
- Oxford – extending the existing school street for Sandhills Community Primary School in Headington to include Delbush Avenue.

Councillor Andrew Gant, Oxfordshire County Council Cabinet Member for

Transport said: "I am exceptionally proud of the success of our school streets programme and the great feedback we get from the schools benefitting from a school street. It's an example of positive action to create a better environment for our children and young people.

"The benefits of an active journey to school are well known, helping set children up for a day of learning and boosting wellbeing. School streets bring extra safety and enjoyment to the final stretch of the school run.

"I look forward to hearing people's thoughts on the proposals as this will help to shape the final plans so that they work best for everyone."

The county already has nine school streets – in Abingdon, Didcot, Headington, east Oxford, and south Oxford, with Larkrise Primary School in Oxford now benefitting from a 21 per cent reduction in car use for pupil travel to school.

School streets are enforced by automatic number plate recognition (ANPR) cameras. Residents on the designated school street, and some other vehicles, are still able to drive through it during times of operation – including emergency vehicles, public service vehicles and blue badge holders.

School streets are developed in collaboration with schools. They contribute to a school's travel plan, which could also include initiatives such as Bikeability cycling training, and park and stride (where parents and carers who need to drive for that trip can walk into the school street from a designated parking site close by).

Residents can request a paper copy of the survey if required by calling our customer services team who will ask a member of the school streets team to contact you) or emailing [us](#). Residents can also share their views by email.

<https://news.oxfordshire.gov.uk/have-your-say-on-new-school-streets-proposals/>

Notes to editors

- [Frequently asked questions](#) about our Oxfordshire school streets proposal
- The school streets programme is part of the council's countywide [Local Transport and Connectivity Plan \(LTCP\)](#). The travel to school policy (Policy no. 11, page 53) was approved at the council's [cabinet meeting on 21 June 2022](#). It contributes to its vision to make walking, cycling, public and shared transport the natural first choice for journeys. It supports the 2030 LTCP target of replacing or removing one out of every four current car trips in Oxfordshire.
- School streets are also a part of the council's [sustainable school travel strategy](#) for promoting sustainable travel to and from school and college across Oxfordshire. This supports its vision to improve the health and wellbeing of children and young people by enabling active and sustainable travel to school and college on a safe, ecofriendly Oxfordshire transport system. The sustainable school travel strategy was approved at the council's [cabinet meeting on the 17 September 2024](#).
- More about the school streets initiative on our website: [About School Streets | Oxfordshire County Council](#)

Oxfordshire school streets public consultation survey

We'd like to hear your thoughts on proposals to introduce school streets for the following schools in the county. Maps of the proposed school street locations are enclosed.

- Banbury – Harriers Banbury Academy between 8.15am and 9.15am and 2.30pm and 4.00pm
- Carterton – Edith Moorhouse Primary School and St Joseph's Catholic Primary School between 8.15am and 9.15am and 2.30pm and 3.30pm
- Didcot – Willowcroft Community Primary School and St Birinus Boys School between 8.00am and 9.00am and 2.30pm and 3.30pm
- Headington – Sandhills Community Primary School to extend the existing school street coverage to include Delbush Avenue

What are school streets?

The school streets programme was introduced through the UK government's Department for Transport funded active travel programme in 2021. Creating a car-free environment makes it easier and safer for children and their families to travel by walking, cycling, or scooting to school and means that they can leave the car at home. They are intended to create safer and healthier environments outside schools, and work by minimising the volume of motorised vehicles entering the road outside a school during their busy drop-off and pick-up times.

A key priority for Oxfordshire County Council is to create a transport network that makes active travel the first choice for short journeys. The term 'active travel' includes walking, cycling and wheeling. School streets is a part of our safe streets policy in our Local Transport and Connectivity Plan (LTCP) and is in our Active Travel Strategy. The aim is to create a safer, healthier, and more welcoming environment where pupils, parents and carers, and staff can walk, wheel, cycle, scoot or park and walk to school whilst benefiting from better air quality and less traffic congestion.

A school street is developed by working in collaboration with schools, implementing additional active travel measures to support the increase in travelling to school by walking, wheeling, cycling, and scooting, whilst reducing car-use, and car-dependence. School streets aim to:

- reduce traffic congestion and inappropriate vehicle use
- open streets up to people walking, wheeling, cycling, and scooting
- improve road safety
- improve air quality
- provide opportunities to improve physical and mental health
- provide opportunities for children to travel to school together with their friends, building social skills
- support children so they arrive at school, energised and ready to learn
- teach children road safety and travel independence, increasing their travel confidence especially as they transition into secondary schools

What we are proposing

We are proposing to introduce school streets at the schools below. These will close a section of the road outside the school's entrance for a short period of time during school drop-off and pick-up times on school days only. The period of time is usually for 45 minutes to one hour.

Banbury - Harriers Banbury Academy between **8.15am and 9.15am** and then between **2.30pm and 4.00pm** from the junction with Bloxham Road for the length of Harrier's View.

Carterton – Edith Moorhouse Primary School and St Joseph's Catholic Primary School between **8.15am and 9.15am** and then between **2.30pm and 3.30pm** covering the lengths of Carter's Close,

Edgeworth Drive, Home Close, Lavender Place, Richens Drive, Rose Close and Spurrett Gardens, and Lawton Avenue between the Alvescot Road junction and the Arkell Avenue/Rock Close junction.

Didcot – Willowcroft Community Primary School and St Birinus Boys School between **8.00am and 9.00am** and then between **2.30pm and 3.30pm** covering Abbott Road, The Croft, Glebe Road, Kynaston Road between the Mereland and Ridgeway Road junctions, Mereland Road between the Abbott and Kynaston Road junctions, Richmere and Ridgeway Roads

Headington – Sandhills Community Primary School

We are also consulting on proposals to make minor amendments to improve the existing school street for Sandhills Community Primary School in Headington so that it works better for the school and school neighbourhood. This is to address concerns raised about vehicles using Delbush Avenue for school run parking and presenting potential hazards for accessing properties in the road, or walking/wheeling safely on the pavement.

The school street currently covers Terrett Avenue, Elton Close and Sweet Green Close. It is proposed to add Delbush Avenue – from the Merewood Avenue junction up to the Hill View junction to the existing school street arrangement. The operating times for the Sandhills Community Primary school street would remain as they are currently: between 8.00am and 9.00am and 2:30 and 3:30pm on school days.

All of the above school streets proposals are to operate the school street during a set, short time-period – during drop-off and pick-up time, in term-time only, and enforced by one or more automatic number plate recognition (ANPR) cameras. The cameras would be located at the access point to the school street and only be active during these set time-periods. They would send an automatic penalty charge notice to the address associated with the license plate details of non-exempt vehicles entering the school street area during that period.

People living in the school street can register their cars to ensure they are registered as exempt for that school street and preserve their access to their homes while the school street is operating. Vehicles such as emergency service vehicles, and blue badge holders' vehicles, would also be exempt. You can see the full list of exemptions on our webpage: <https://www.oxfordshire.gov.uk/residents/school-streets/exemptions>

What happens next?

The county council will review the responses and prepare a report to be presented to the council's cabinet later this year. This will be a public meeting at which members of the public can apply to speak. The reports for meetings will be made available on the Oxfordshire County Council website about a week before the meeting. If the decision is made to trial the school street this would begin in early 2026. We would write to addresses within the school streets to be trialled with details for ensuring a vehicle exemption for the school street ahead of this and a consultation would open allowing you to share your feedback.

This survey covers all of the proposed school streets and the proposed school street extension. You will have the options to skip sections and only answer the sections of the survey you would like to if you do not wish to comment on the proposals for all of the schools.

Have your say

Once completed, you can post your survey to: Freepost OXFORDSHIRE COUNTY COUNCIL to arrive by Monday 13 October 2025. Please write 'School streets ANPR' on the top left corner of the envelope, so we can easily identify what is inside the envelope. You can also view this information, and/or complete this survey online if you would like to: <https://letstalk.oxfordshire.gov.uk/oxfordshire-school-streets>. The survey is open from **12pm on 1 September 2025** until **11:59pm on 13 October 2025**. All responses must be received by **11:59pm on 13 October 2025**.

You can send a question, share your feedback or request a paper survey form by emailing: enquiriesschoolstreets@oxfordshire.gov.uk or calling Oxfordshire County Council's customer services team on 01865 792422 (who will ask a member of the School Streets team to contact you).

If you, or anyone you know, needs an alternative format of the survey or consultation documents (e.g., Easy Read, large text, audio, Braille, or a community language), or help with sharing their thoughts, please email: enquiriesschoolstreets@oxfordshire.gov.uk or call Oxfordshire County Council's customer services team on 01865 792422 and we will work with you to meet your needs.

PLEASE COMPLETE THE SECTION/S FOR THE SCHOOL STREET/S PROPOSALS YOU WOULD LIKE TO SHARE YOUR VIEWS ON, AND THEN THE 'ABOUT YOU' SECTION AT THE END. YOU DO NOT NEED TO ANSWER THE SECTION FOR EVERY SCHOOL UNLESS YOU WISH TO.

Harrier's Banbury Academy, Banbury (see plan at end of document)

The following questions relate to Harrier's Banbury Academy in Banbury. We would like to hear your views on proposals to trial a school street for Harriers Banbury Academy school between 8.15am and 9.15am and 2.30pm and 4.00pm on school days.

A school street is a timed road closure (normally lasting up to an hour) that restricts access for motor vehicles at school start and finish times. The aim is to reduce traffic around the school entrance and create a safe, welcoming and attractive environment where children can walk, wheel, cycle, or scoot with lower risks from air pollution and moving vehicles.

The school street is proposed to cover Harrier's View only – during the hours stated above, in term-time only, and enforced by automatic number plate recognition (ANPR) camera. The cameras would be located at the access point to the school street and only be active during these set time-periods. They would send an automatic penalty charge notice to the address associated with the license plate details of non-exempt vehicles entering the school street area during that period.

Vehicles registered to addresses within the proposed extension to the school street arrangement would be able to be exempted from that school street's restrictions so it would not impact your entering or leaving your property during the school street operating times. Emergency vehicles and specific service vehicles are also exempt.

Your responses to the following questions will help us to identify any changes we need to make to the designs for a school street for this school before the proposals are finalised and the school street is potentially approved and implemented.

QHA1. What is your relationship to Harrier's Banbury Academy (please tick all that apply)?

Parent/carers (e.g. family member collecting a relative's child from school)	<input type="checkbox"/>	I work at the school full-time	<input type="checkbox"/>
	<input type="checkbox"/>	I work at the school part-time	<input type="checkbox"/>
Childminder	<input type="checkbox"/>	Regular school visitor - professional	<input type="checkbox"/>
I live near the school	<input type="checkbox"/>	Regular school visitor - volunteer	<input type="checkbox"/>
My business premises is near the place	<input type="checkbox"/>		<input type="checkbox"/>
Other (please specify)			

QHA2. How do you feel about the proposed location point/s for a school street for Harrier's Banbury Academy?

Strongly support	<input type="checkbox"/>	Partly oppose	<input type="checkbox"/>
Partly support	<input type="checkbox"/>	Strongly oppose	<input type="checkbox"/>
Neither support nor oppose	<input type="checkbox"/>	I don't know	<input type="checkbox"/>

QHA3. Is there anything else you would like to say on the proposed location point/s for a school street for Harrier's Banbury Academy?

QHA4. How do you feel about the proposed use of ANPR cameras to enforce the proposed school street for Harrier's Banbury Academy?

Strongly support		Partly oppose	
Partly support		Strongly oppose	
Neither support nor oppose		I don't know	

QHA5. Is there anything else you would like to say on the proposed use of ANPR cameras to enforce the proposed school street for Harrier's Banbury Academy?

--

QHA6. How do you feel overall about the proposed school street for Harrier's Banbury Academy?

Strongly support		Partly oppose	
Partly support		Strongly oppose	
Neither support nor oppose		I don't know	

QHA7. Is there anything else you would like to tell us about your thoughts on the proposed school street for Harrier's Banbury Academy?

--

QHA8. How do you normally travel near to/or to and from Harrier's Banbury Academy (please mark all that apply)?

	Most days	1-2 times a week	Every two weeks	Monthly	Rarely or never
Own car - driving					
Own car - passenger					
Car share					
Park & stride – drive part of the journey, park your car and then walk the remainder of the journey					
Taxi					
Bus					
Mobility scooter/wheelchair/rollator					
Walk					
Cycle					
Public hire e-scooter					
Other (please specify)					

QHA9. If the Harrier's Banbury Academy school street were to be implemented, how often do you think you might use the travel options below (please mark all that apply)?

	More often	Same as before	Less often
Own car - driving			
Own car - passenger			
Car share			
Park & stride – drive part of the journey, park your car and then walk the remainder of the journey			
Taxi			
Bus			

Mobility scooter/wheelchair/rollator			
Walk			
Cycle			
Public hire e-scooter			
Other (please specify)			

Edith Moorhouse Primary School and St Joseph's Catholic Primary School, Carterton (see plan at end of document)

The following questions relate to Edith Moorhouse Primary School and St Joseph's Catholic Primary School in Carterton. We would like to hear your views on proposals to trial a school street for Edith Moorhouse school and St Joseph's Catholic school between 8.15am and 9.15am and 2.30pm and 3.30pm on school days.

A school street is a timed road closure (normally lasting up to an hour) that restricts access for motor vehicles at school start and finish times. The aim is to reduce traffic around the school entrance and create a safe, welcoming and attractive environment where children can walk, wheel, cycle, or scoot with lower risks from air pollution and moving vehicles.

The school street is proposed to cover the lengths of Carter's Close, Edgeworth Drive, Home Close, Lavender Place, Richens Drive, Rose Close and Spurrett Gardens, and Lawton Avenue between the Alvescot Road junction and the Arkell Avenue/Rock Close junction – during the hours stated above, in term-time only, and enforced by automatic number plate recognition (ANPR) camera. The cameras would be located at the access point to the school street and only be active during these set time-periods. They would send an automatic penalty charge notice to the address associated with the license plate details of non-exempt vehicles entering the school street area during that period.

Vehicles registered to addresses within the proposed extension to the school street arrangement would be able to be exempted from that school street's restrictions so it would not impact your entering or leaving your property during the school street operating times. Emergency vehicles and specific service vehicles are also exempt.

Your responses to the following questions will help us to identify any changes we need to make to the designs for a school street for this school before the proposals are finalised and the school street is potentially approved and implemented.

QEMSJ1. What is your relationship to Edith Moorhouse Primary School and St Joseph's Catholic Primary School (please tick all that apply)?

Parent/carer (e.g. family member collecting a relative's child from school)		I work at the school full-time	
		I work at the school part-time	
Childminder		Regular school visitor - professional	
I live near the school		Regular school visitor - volunteer	
My business premises is near the place			
Other (please specify)			

QEMSJ2. How do you feel about the proposed location point/s for a school street for Edith Moorhouse Primary School and St Joseph's Catholic Primary School?

Strongly support		Partly oppose	
Partly support		Strongly oppose	
Neither support nor oppose		I don't know	

QEMSJ3. Is there anything else you would like to say on the proposed location point/s for a school street for Edith Moorhouse Primary School and St Joseph's Catholic Primary School?

--

QEMSJ4. How do you feel about the proposed use of ANPR cameras to enforce the proposed school street for Edith Moorhouse Primary School and St Joseph's Catholic Primary School?

Strongly support		Partly oppose	
Partly support		Strongly oppose	
Neither support nor oppose		I don't know	

QEMSJ5. Is there anything else you would like to say on the proposed use of ANPR cameras to enforce the proposed school street for Edith Moorhouse Primary School and St Joseph's Catholic Primary School?

--

QEMSJ6. How do you feel overall about the proposed school street for Edith Moorhouse Primary School and St Joseph's Catholic Primary School?

Strongly support		Partly oppose	
Partly support		Strongly oppose	
Neither support nor oppose		I don't know	

QEMSJ7. Is there anything else you would like to tell us about your thoughts on the proposed school street for Edith Moorhouse Primary School and St Joseph's Catholic Primary School?

--

QEMSJ8. How do you normally travel near to/or to and from Edith Moorhouse Primary School and St Joseph's Catholic Primary School (please mark all that apply)?

	Most days	1-2 times a week	Every two weeks	Monthly	Rarely or never
Own car - driving					
Own car - passenger					
Car share					
Park & stride – drive part of the journey, park your car and then walk the remainder of the journey					
Taxi					
Bus					
Mobility scooter/wheelchair/rollator					
Walk					
Cycle					
Public hire e-scooter					
Other (please specify)					

QEMSJ9. If the Edith Moorhouse Primary School and St Joseph's Catholic Primary School school street were to be implemented, how often do you think you might use the travel options below (please mark all that apply)?

	More often	Same as before	Less often
Own car - driving			
Own car - passenger			
Car share			
Park & stride – drive part of the journey, park your car and then walk the remainder of the journey			
Taxi			
Bus			
Mobility scooter/wheelchair/rollator			
Walk			
Cycle			
Public hire e-scooter			
Other (please specify)			

Willowcroft Community Primary and St Birinus Boys School, Didcot (see plan at end of document)

The following questions relate to **Willowcroft Community Primary and St Birinus Boys School** in **Didcot**. We would like to hear your views on proposals to trial a school street for Willowcroft primary school and St Birinus secondary school between 8.00am and 9.00am and 2.30pm and 3.30pm on school days.

A school street is a timed road closure (normally lasting up to an hour) that restricts access for motor vehicles at school start and finish times. The aim is to reduce traffic around the school entrance and create a safe, welcoming and attractive environment where children can walk, wheel, cycle, or scoot with lower risks from air pollution and moving vehicles.

The school street is proposed to cover Abbott Road, The Croft, Glebe Road, Kynaston Road between the Mereland and Ridgeway Road junctions, Mereland Road between the Abbott and Kynaston Road junctions, Richmere and Ridgeway Roads – during the hours stated above, in term-time only, and enforced by automatic number plate recognition (ANPR) camera. The cameras would be located at the access point to the school street and only be active during these set time-periods. They would send an automatic penalty charge notice to the address associated with the license plate details of non-exempt vehicles entering the school street area during that period.

Vehicles registered to addresses within the proposed extension to the school street arrangement would be able to be exempted from that school street's restrictions so it would not impact your entering or leaving your property during the school street operating times. Emergency vehicles and specific service vehicles are also exempt.

Your responses to the following questions will help us to identify any changes we need to make to the designs for a school street for this school before the proposals are finalised and the school street is potentially approved and implemented.

QWCSB1. What is your relationship to Willowcroft Community Primary and St Birinus Boys School (please tick all that apply)?

Parent/carer (e.g. family member collecting a relative's child from school)		I work at the school full-time	
		I work at the school part-time	
Childminder		Regular school visitor - professional	
I live near the school		Regular school visitor - volunteer	
My business premises is near the place			
Other (please specify)			

QWCSB2. How do you feel about the proposed location point/s for a school street for Willowcroft Community Primary and St Birinus Boys School?

Strongly support		Partly oppose	
Partly support		Strongly oppose	
Neither support nor oppose		I don't know	

QWCSB3. Is there anything else you would like to say on the proposed location point/s for a school street for Willowcroft Community Primary and St Birinus Boys School?

--

QWCSB4. How do you feel about the proposed use of ANPR cameras to enforce the proposed school street for Willowcroft Community Primary and St Birinus Boys School?

Strongly support		Partly oppose	
Partly support		Strongly oppose	
Neither support nor oppose		I don't know	

QWCSB5. Is there anything else you would like to say on the proposed use of ANPR cameras to enforce the proposed school street for Willowcroft Community Primary and St Birinus Boys School?

--

QWCSB6. How do you feel overall about the proposed school street for Willowcroft Community Primary and St Birinus Boys School?

Strongly support		Partly oppose	
Partly support		Strongly oppose	
Neither support nor oppose		I don't know	

QWCSB7. Is there anything else you would like to tell us about your thoughts on the proposed school street for Willowcroft Community Primary and St Birinus Boys School?

--

QWCSB8. How do you normally travel near to/or to and from Willowcroft Community Primary and St Birinus Boys School (please mark all that apply)?

	Most days	1-2 times a week	Every two weeks	Monthly	Rarely or never
Own car - driving					
Own car - passenger					
Car share					
Park & stride – drive part of the journey, park your car and then walk the remainder of the journey					
Taxi					
Bus					
Mobility scooter/wheelchair/rollator					
Walk					

Cycle					
Public hire e-scooter					
Other (please specify)					

QWCSB9. If the Willowcroft Community Primary and St Birinus Boys School school street were to be implemented, how often do you think you might use the travel options below (please mark all that apply)?

	More often	Same as before	Less often
Own car - driving			
Own car - passenger			
Car share			
Park & stride – drive part of the journey, park your car and then walk the remainder of the journey			
Taxi			
Bus			
Mobility scooter/wheelchair/rollator			
Walk			
Cycle			
Public hire e-scooter			
Other (please specify)			

Proposed amendments to the existing school street for Sandhills Community Primary School, Headington (see plan at end of document)

The following questions relate to the proposed amendments to the existing school street for **Sandhills Community Primary School** in **Headington**. We would like to hear your views on proposals to trial extending the boundary of the existing school street arrangement for Sandhills Community Primary school between 8am-9am and 2:30-3:30pm on school days.

A school street is a timed road closure that restricts access for motor vehicles at school start and finish times. The aim is to reduce traffic around the school entrance and create a safe, welcoming and attractive environment where children can walk, wheel, cycle, or scoot with lower risks from air pollution and moving vehicles.

The school street currently covers Terrett Avenue, Elton Close and Sweet Green Close. It is proposed to add Delbush Avenue – from the Merewood Avenue junction up to the Hill View junction to the existing school street arrangement. This is to address concerns raised about vehicles using Delbush Avenue for school run parking and presenting potential hazards for accessing properties in the road, or walking/wheeling safely on the pavement.

Vehicles registered to addresses within the proposed extension to the school street arrangement can be exempted from that school street's restrictions so it would not impact your entering or leaving your property during the school street operating times. Emergency vehicles and specific service vehicles are also exempt.

Your responses to the following questions will help us to identify any changes we need to make to the current design of the school street for this school before the revision to the current school street is finalised and the school street is potentially approved and implemented.

QSC1. What is your relationship to Sandhills Community Primary School (please tick all that apply)?

Parent/carer (e.g. family member collecting a relative's child from school)		I work at the school full-time	
		I work at the school part-time	
Childminder		Regular school visitor - professional	
I live near the school		Regular school visitor - volunteer	
My business premises is near the place			
Other (please specify)			

QSC2. How do you feel about the proposed amendment to the location point/s for the entry point and ANPR camera for the Sandhills Community Primary School school street?

Strongly support		Partly oppose	
Partly support		Strongly oppose	
Neither support nor oppose		I don't know	

QSC3. Is there anything else you would like to say on the proposed amendment to the location point/s for the entry point and ANPR camera for the Sandhills Community Primary School school street?

--

QSC4. How do you normally travel near to/or to and from Sandhills Community Primary School (please mark all that apply)?

	Most days	1-2 times a week	Every two weeks	Monthly	Rarely or never
Own car - driving					
Own car - passenger					
Car share					
Park & stride – drive part of the journey, park your car and then walk the remainder of the journey					
Taxi					
Bus					
Mobility scooter/wheelchair/rollator					
Walk					
Cycle					
Public hire e-scooter					
Other (please specify)					

QSC5. If the Sandhills Community Primary School school street were to be implemented, how often do you think you might use the travel options below (please mark all that apply)?

	More often	Same as before	Less often
Own car - driving			
Own car - passenger			
Car share			
Park & stride – drive part of the journey, park your car and then walk the remainder of the journey			
Taxi			
Bus			
Mobility scooter/wheelchair/rollator			
Walk			
Cycle			
Public hire e-scooter			
Other (please specify)			

About you

In the following questions we would like to hear a little more about you. These help us to understand more about the different travel activities of people in the county, how people interact with and their experience of a particular road space, and about people's travel and access needs. This can help to further inform officers' recommendations when reporting to the county council cabinet.

The council is committed to keeping your information secure and we will not share any personal data outside the organisation except in an anonymised format for data analysis purposes. We would like to know a little about you so that we can understand more about our customers and residents. It helps us to know if we are hearing the views of a wide range of people and communities. If you do not want to provide any of this information, please select 'prefer not to say.' All information given is anonymous and is governed by the Data Protection Act 2018: <https://www.gov.uk/data-protection>.

QAY1. In what capacity are you responding to this consultation? (Tick one option only)

Resident living in Banbury	
Resident living in Carterton	
Resident living in Didcot	
Resident living in Headington	
Resident living in another part of Oxfordshire	
Member of the public living outside Oxfordshire	
Work locally	
A commuter/using the bus interchange	
A visitor to the area	
Representative of a business, faith group, interest group, charity/organisation or education establishment – please state its name	
Parish, town, district, or county councillor – please state which parish, town, ward, division you represent	
Other (please specify)	

QAY2. Please provide the first four or five digits of your postcode (but not the letters at the end e.g. OX26 1) OR If responding as a business please provide the first four digits of the business' postcode.

--

QAY3. What is your sex?

Male		Female		Prefer not to say	
I use another term (please specify)					

QAY4. What is your age? (Tick one option only)

15 or under		16-24		25-34		35-44	
45-54		55-64		65-74		75-84	
85 or over		Prefer not to say					

QAY5. Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?

Yes – a lot		Yes – a little		No		Prefer not to say	
-------------	--	----------------	--	----	--	-------------------	--

QAY6. What is your ethnic group? (Tick one option only)

Asian or Asian British (Indian, Pakistani, Bangladeshi or other Asian background)	
Black or Black British (Caribbean, African, or other Black background)	
Chinese	

Mixed or multiple ethnic groups (White and Black Caribbean, White and Black African, White, and Asian and other mixed background)	
White (British, Irish, Scottish, Welsh or other white background)	
Prefer not to say	
Other ethnic background (please specify)	

QAY7. How did you find out about this consultation? (Please check all that apply)

Oxfordshire County Council social media post	
Oxfordshire County Council newsletter (Your Oxfordshire or Travel Bulletin)	
Letter or leaflet from Oxfordshire County Council	
Other social media	Local news item (newspaper, online, TV, radio)
Oxfordshire.gov website	Friend / relative / neighbour / colleague
A local councillor	Other (please specify)

Data protection and privacy

Under the Data Protection Act 2018, we (Oxfordshire County Council) have a legal duty to protect any personal information we collect from you. Oxfordshire County Council is committed to open government and this may include quoting extracts from your consultation response in our report.

We will not however, disclose the names of people who have responded unless they have provided consent. For this purpose, we ask that you are careful not to disclose personal information in your comments – for example the names of service users or children. If you do not want all or part of your response to be made public, or shared with councillors, please state below which parts you wish us to keep confidential. View Oxfordshire County Council's privacy notice online at www.oxfordshire.gov.uk/privacy-notice

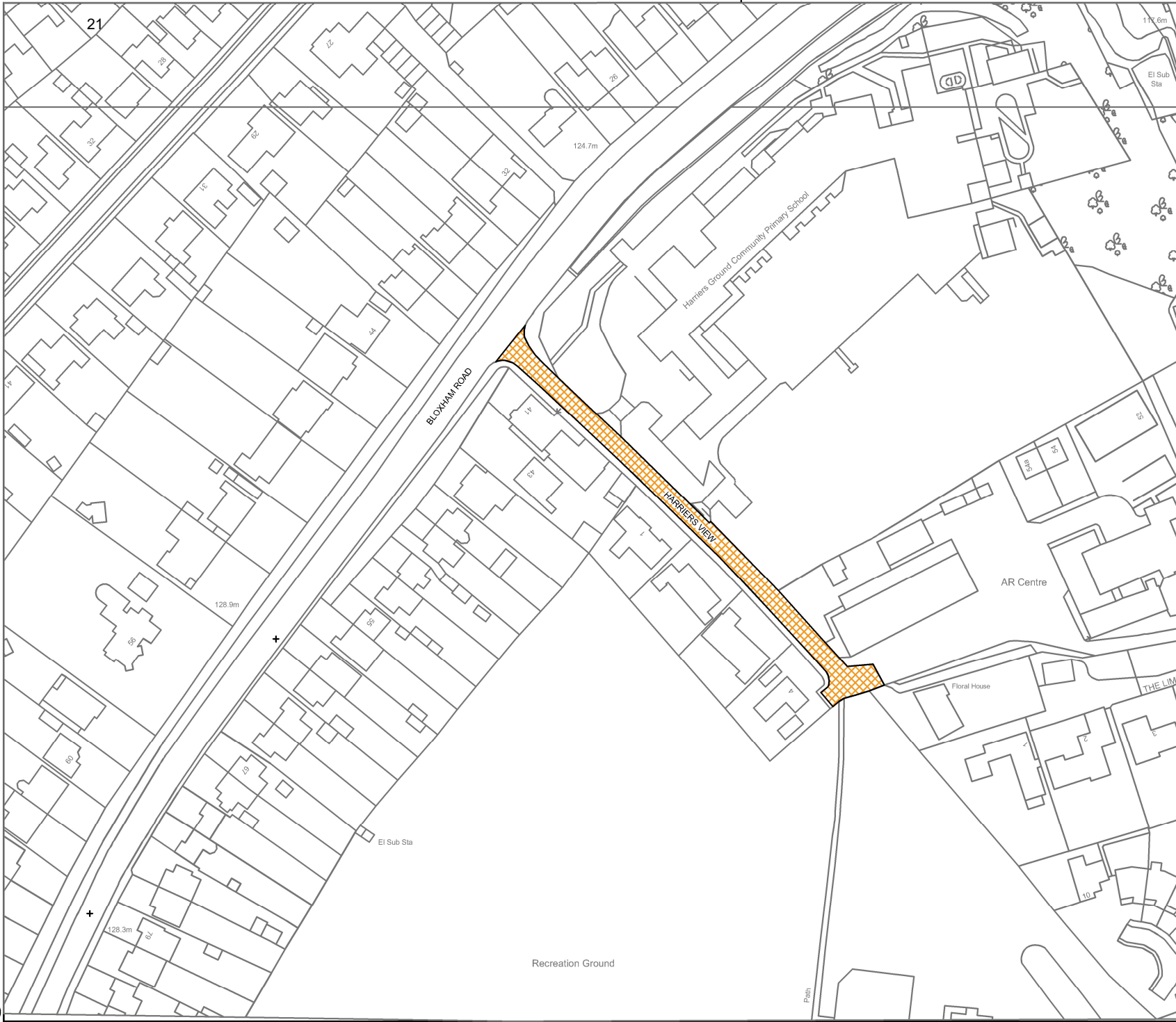
You have the right to withdraw your consent at any time via email to: enquiries@oxfordshire.gov.uk or by writing a letter to this address as one line in the middle of the envelope: **Freepost OXFORDSHIRE COUNTY COUNCIL** (No further address details are required and you do not need a stamp). Please also write 'Oxfordshire school streets' on the top left corner of the envelope, so we can easily identify what is inside.



Would you like to find out more about what's happening in Oxfordshire?

We'd like to invite you to receive email updates on news, events and developments across Oxfordshire and opportunities to have your say. The email contact details you provide will be separated from the feedback you have shared in this survey. Would you like to sign up to any of the following? (Please tick any/all that apply).

Your Oxfordshire – our residents e-newsletter	
Consultations e-newsletter – with opportunities to have your say and updates on our response to residents' feedback	
Updates specifically about this consultation	
If you responded 'Yes' to any of the sign-up options above, please provide your email address	

Thank you for taking the time to respond to this consultation.



Drawing No.		OX/SSE/011		Revision		v1	
		KEY					
		SCHOOL STREET RESTRICTED AREA - MON - FRI 8:15-9:15AM & 2.30PM - 4PM					
		EXCEPT PERMIT HOLDERS, EMERGENCY SERVICES, TAXI'S, DISABLED BADGE HOLDERS					
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION							
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS							
CONSTRUCTION							
(ENTER 'NONE' IF APPLICABLE)							
MAINTENANCE/CLEANING							
(ENTER 'NONE' IF APPLICABLE)							
USE							
(ENTER 'NONE' IF APPLICABLE)							
DECOMMISSIONING/DEMOLITION							
(ENTER 'NONE' IF APPLICABLE)							
© Crown Copyright and Database rights 2023 OS AC0000851087							
Rev.	Date	Purpose of revision			Drawn	Checked	Approved
 OXFORDSHIRE COUNTY COUNCIL Paul Ferner Director of Environment & Highways Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111							
Project title		ANPR School Street Enforcement Harriers Banbury Academy					
Drawing title		School Streets Harriers View Banbury					
Drawing Status							
Scale @ A4	Drawn by	VN	Checked by	JW	Approved by	JW	
1:1500	Date drawn	28.07.25	Date checked		Date approved		
Oxfordshire Project No. & File Ref.							
Drawing No.		OX/SSE/011		Revision		v1	

Reference: School streets/Harriers Banbury Academy

**Active Travel Team
Transport Policy
County Hall
4 New Rd, Oxford OX1 1AY**

The resident/occupier



**Paul Farmer
Environment and Highways**

28 August 2025

Dear Resident/Occupier

Re: Proposed school street trial for Harriers Banbury Academy School

We would like to hear your views on proposals to trial a school street for Harriers Banbury Academy school between 8.15am and 9.15am and 2.30pm and 4.00pm on school days.

A school street is a timed road closure (normally lasting up to an hour) that restricts access for motor vehicles at school start and finish times. The aim is to reduce traffic around the school entrance and create a safe, welcoming and attractive environment where children can walk, wheel, cycle, or scoot with lower risks from air pollution and moving vehicles.

The school street is proposed to cover Harrier's View only – during the hours stated above, in term-time only, and enforced by automatic number plate recognition (ANPR) camera. The cameras would be located at the access point to the school street and only be active during these set time-periods. They would send an automatic penalty charge notice to the address associated with the license plate details of non-exempt vehicles entering the school street area during that period.

Vehicles registered to addresses within the proposed extension to the school street arrangement would be able to be exempted from that school street's restrictions so it would not impact your entering or leaving your property during the school street operating times. Emergency vehicles and specific service vehicles are also exempt.

You can see the proposed location on the plan overleaf and share your views in a survey which will be open from 12pm on September 1 until 11.59pm on October 13 2025. The survey is online at: <https://letstalk.oxfordshire.gov.uk/oxfordshire-school-streets> (or by scanning the QR code above) or you can contact our school streets team at enquirieschoolstreets@oxfordshire.gov.uk or call our Customer Services Team on 01865 792422 to ask for a paper copy or other support sharing your views.

After the survey closes, we will review everyone's feedback and report to a Cabinet Member Decision meeting later this year. If the decision is made to trial the school street this would begin in early 2026. We would write to you again with details for ensuring a vehicle exemption for the school street ahead of this and a consultation would open allowing you to share your feedback.

Yours faithfully,

Oxfordshire County Council school streets team
Email: enquirieschoolstreets@oxfordshire.gov.uk
www.oxfordshire.gov.uk

Email responses: Proposed school street trial for Harriers Banbury Academy School

RESPONDENT	COMMENTS
(e1) Local resident, Banbury	<p><i>First email:</i> photo Please forward this to the survey as i dont seem able to acces this ? and let me know it has been done? [photo shows vehicles parked on pavement on Bloxham Road]</p> <p><i>Second email:</i> [Sent second email with vehicle parked of pavement of Bloxham Road].</p> <p><i>Third email:</i> [Sent second email with vehicle parked of pavement of Bloxham Road].</p>
(e2) Local resident, Banbury	<p>Please could you clarify the following:</p> <ol style="list-style-type: none"> 1. Permits for vehicles registered to addresses - are there are any limitations on numbers? [vehicle descriptions redacted]. 2. Regular visitors - again any limit on permit numbers? 3. Contractor visits - plumbers, electricians, building contractors. Often emergency same day/day after visits how are these to be dealt with as you won't have car/van registrations at least 10 days in advance? 3. Penalty charge - do you have any idea how much this will be? 4. Visitors - any irregular/unannounced visitors during these prohibition times will it be possible to have penalty notices waived if they confirm they are visiting a resident in the street and we confirm. 5. Self registration - has the OCC looked into whether it will be possible for residents to self register vehicles to avoid 10 day delay and the raising of unnecessary penalty charges by providing a password for online registration to residents?

	Thanking you in anticipation of your reply.
(e3) Parent, Banbury	<p>I am a parent of a child attending Banbury Harriers Academy. I support the implementation of school streets as we have had a number of near misses on this road, and despite the best efforts of the school including the student body, demonstrating, people continue to park on this street.</p> <p>A question though. I am a member of the parent teacher association and when we run events straight after school we often have to bring supplies and equipment onto school campus. As the majority of us a balancing careers alongside being on the PTA, we usually have to drive up to school to drop said items off to coincide with collecting our children and setting up the event. In addition, sometimes we cannot gain access to school grounds to set up events earlier than end of school day due to activities taking place on campus.</p> <p>How would we avoid PCN when these events occur?</p>
(e4) Local resident, Banbury	<p>I am writing to inform you of my objection to the school street trial for Harriers Banbury Academy. I live [address redacted] from Harriers View and already have major issues with parents parking across my driveway at school times. Most of the time it is impossible to get in or out of my driveway even though white lines have been put across it. Making Harriers View a school street will mean there will be even more vehicles parking in Bloxham Road making it even worse for residents.</p>
(e5) Oxfordshire Liveable Streets	<p>This is a response to the consultation "Oxfordshire School Streets" https://letstalk.oxfordshire.gov.uk/oxfordshire-school-streets on behalf of Oxfordshire Liveable Streets</p> <p>We support all four of these schemes.</p> <p>The need for an expansion of the Sandhills scheme was already anticipated when the initial scheme</p>

	<p>went in, so this comes as no surprise now.</p> <p>At Harriers Banbury Academy, it would have seemed sensible for the A361 20mph scheme just consulted on to have extended 250 metres further down the A361 Bloxham Rd, to include its junction with Harriers View. This would be a useful accompaniment to the School Streets scheme, providing support for walking or cycling to the school from that direction (and reducing any concerns about motor vehicles stopping abruptly when encountering the School Streets restrictions). Are the officers managing the 20mph programme talking to the officers managing the School Streets schemes?</p> <p>And it would require more funding, but ideally this scheme would have been coupled with a continuous footway across Harriers View, including removal of the horrible anti-pedestrian guard railing.</p> <p>At St Joseph's and Edith Moorhouse schools, it is good to see the streets proposed for the School Streets restrictions are included in the recently consulted on 20mph scheme for Carterton. We wonder if pre-empting the need for later expansion might not have gone too far here: is it really necessary for the scheme to cover Edgeworth Drive? It is further from there to either school front gate than it is from the Aldi car park, so unless there are back gates in use that seems unlikely to attract displaced traffic.</p> <p>The Willowcroft and St Birinus scheme would be the largest one in the county yet. This does not look like it will cause any problems but, in the longer-term and broader context, this area may perhaps need integrated planning of its traffic flows. This scheme will certainly need to be reconsidered if any of the "town square" designs suggested for Broadway in 2023 ever eventuate.</p> <p>There appears to be an error on the map: access to the eastern loop of Sinodun Rd will be restricted by the scheme, so residents of that will need to be eligible for exemptions.</p>
--	---



Drawing No. OX/SSE/012		Revision v1			
KEY					
					
SCHOOL STREET RESTRICTED AREA - MON - FRI 8:15-9:15AM & 2.30PM - 3.30PM					
EXCEPT PERMIT HOLDERS, EMERGENCY SERVICES, TAXI'S, DISABLED BADGE HOLDERS					
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS					
CONSTRUCTION (ENTER 'NONE' IF APPLICABLE)					
MAINTENANCE/CLEANING (ENTER 'NONE' IF APPLICABLE)					
USE (ENTER 'NONE' IF APPLICABLE)					
DECOMMISSIONING/DEMOLITION (ENTER 'NONE' IF APPLICABLE)					
© Crown Copyright and Database rights 2023 OS AC00000851087					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
					
Paul Ferrer Director of Environment & Highways Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111					
Project title ANPR School Street Enforcement Edith Moorhouse & St Joseph's					
Drawing title School Streets Various roads Carterton					
Drawing Status					
Scale @ A4	Drawn by VN	Checked by JW	Approved by JW		
1:3000	Date drawn 15.08.25	Date checked	Date approved		
Oxfordshire Project No. & File Ref.					
Drawing No. OX/SSE/012		Revision v1			

**Reference: School streets/Edith Moorhouse
and St Joseph's primary schools**

**Active Travel Team
Transport Policy
County Hall
4 New Rd, Oxford OX1 1AY**

The resident/occupier



**Paul Farmer
Environment and Highways**

28 August 2025

Dear Resident/Occupier

Re: Proposed school street trial for Edith Moorhouse and St Joseph's primary schools

We would like to hear your views on proposals to trial a school street for Edith Moorhouse school and St Joseph's Catholic school between 8:15-9:15am and 2:30-3:30pm on school days.

A school street is a timed road closure (normally lasting up to an hour) that restricts access for motor vehicles at school start and finish times. The aim is to reduce traffic around the school entrance and create a safe, welcoming and attractive environment where children can walk, wheel, cycle, or scoot with lower risks from air pollution and moving vehicles.

The school street is proposed to cover the lengths of Carter's Close, Edgeworth Drive, Home Close, Lavender Place, Richens Drive, Rose Close and Spurrett Gardens, and Lawton Avenue between the Alvescot Road junction and the Arkell Avenue/Rock Close junction – during the hours stated above, in term-time only, and enforced by automatic number plate recognition (ANPR) camera. The cameras would be located at the access point to the school street and only be active during these set time-periods. They would send an automatic penalty charge notice to the address associated with the license plate details of non-exempt vehicles entering the school street area during that period.

Vehicles registered to addresses within the proposed extension to the school street arrangement would be able to be exempted from that school street's restrictions so it would not impact your entering or leaving your property during the school street operating times. Emergency vehicles and specific service vehicles are also exempt.

You can see the proposed location on the plan overleaf and share your views in a survey which will be open from 12pm on September 1 until 11.59pm on October 13 2025. The survey is online at: <https://letstalk.oxfordshire.gov.uk/oxfordshire-school-streets> (or by scanning the QR code above) or you can contact our school streets team at enquirieschoolstreets@oxfordshire.gov.uk or call our Customer Services Team on 01865 792422 to ask for a paper copy or other support sharing your views.

After the survey closes, we will review everyone's feedback and report to a Cabinet Member Decision meeting later this year. If the decision is made to trial the school street this would begin in early 2026. We would write to you again with details for ensuring a vehicle exemption for the school street ahead of this and a consultation would open allowing you to share your feedback.

Yours faithfully,

Oxfordshire County Council school streets team
Email: enquirieschoolstreets@oxfordshire.gov.uk
www.oxfordshire.gov.uk

Email responses: Proposed school street trial for Edith Moorhouse and St Joseph's primary schools

RESPONDENT	COMMENTS
(e1) Local resident, Carterton	<p>I am writing in response to your letter dated 28 August 2025 regarding the proposed trial of a school street for Edith Moorhouse School and St Joseph's Catholic School. I initially attempted to access the consultation via the QR code provided in the letter, however this led to a "page not found" error. I have also copied in neighbours who will be directly affected by this proposal, whom have not yet been informed about it at the time of writing me writing this email.</p> <p>While I fully support the aim of creating safer environments for children, I must strongly oppose this proposal due to the significant negative impact it would have on residents in the affected area.</p> <p>I live [address redacted]. As a result, we already face significant traffic, congestion, and inconsiderate parking during school drop-off and pick-up times. This regularly includes dangerous parking at junctions and parents blocking our driveway, and when we ask them to move, we are often met with hostility and abuse. I have attached photos as evidence of the ongoing issues we are subjected to on a regular basis. [Photo redacted as it shows the view opposite the resident's house, photo shows car parked in front of drive and garage.]</p> <p>I am deeply concerned that the proposed restrictions will worsen these issues. By preventing vehicles from entering the designated school street zone, parents and carers will inevitably seek alternative parking in nearby residential roads, leading to:</p> <ul style="list-style-type: none"> • Dangerous and inconsiderate parking on surrounding streets, including on corners, pavements, and verges. • Increased blocking of residents' driveways, making it difficult or impossible for those who live locally to access or leave their own homes. • Greater congestion displaced to adjacent roads, creating additional hazards for both residents and children walking or cycling to school. <p>In my view, the proposal does not adequately address the knock-on effects for local residents and risks simply shifting the traffic and safety problems elsewhere. A better solution would be to focus on improving school travel planning, encouraging staggered drop-off times, or creating designated safe drop-off zones away from residential streets.</p>

	<p>For these reasons, I cannot support the proposed school street trial and urge the Council to reconsider the approach. I would ask that the significant concerns of residents, who live with the daily realities of traffic at school times, are taken into full account before any decision is made.</p>
(e2) Local resident, Carterton	<p>Re. Your letter dated 28 August 2025 – Proposed school street trial for Edith Moorhouse and St Joseph's primary schools – in which you give notice that certain roads in Carterton will be closed during the schools start and finish times. Your reasoning for this trial is to reduce traffic around the schools to create a safe environment etc.</p> <p>While at first sight this may seem a reasonable step, have you considered the 'knock-on effect on the nearby road system, notably the Alvescot Road and the Upavon Way? Clearly, this plan is to discourage the number of cars depositing and collecting children in the roads close to the schools, but have you estimated where these vehicles will go?</p> <p>The Alvescot Road and Upavon Way are busy thoroughfares, especially at the times that children are arriving or leaving school. Each of them is a bus route and a major connection for traffic going to, from, and through Carterton and can be busy at the best of times. I predict that the parents of many of the children of these schools will now park their cars along these two roads, thus causing tailback and traffic jams in those periods.</p> <p>In addition, have you also considered the extra distance that the children will have to walk between the cars and their school? This will mean longer durations of parking for the parents who will wish to accompany their child through the now closed off roads to the school gate. This scenario will, of course, be repeated in the afternoons when the children are collected.</p> <p>Could I ask you please to review this plan which, on the face of it is quite virtuous, but will cause problems in other areas.</p>
(e3) Local resident, Carterton	<p>I am writing in response to the proposed "School Street Trial" as detailed in your letter dated 28th of August.</p>

As a resident of [address redacted] and therefore someone who is affected by the changes, I would like to state the suggested changes are an exceedingly poor idea and should be scrapped forthwith.

My first question is to ask; who requested this scheme, and if it was not requested by a significant number of people who live in the area, then who suggested it? Is it the Paul Fermer whose name appears on the letter? Secondly, on what grounds is this being implemented? My family and I have lived here for 6 years and in Carterton for more than a decade and have never heard of an incident where someone has been struck by a car in the affected area, either at school drop-off or at any time in or out of school hours. Therefore I would be very interested to know where/who this idea has come from.

My objections to the proposed scheme are numerous and for the sake of brevity, I have detailed them in the list below:

1. **Delivery Drivers/Couriers** - any company delivering to any addresses along the route will be affected by the proposed scheme. Deliveries take place throughout the day, including during the proposed time windows. The vehicles used for these deliveries range from vans to personal cars. The cars are usually self-employed people trying to earn a living and it seems incredibly harsh to penalise them by banning them from delivering their parcels during certain times or fining them for doing so. Furthermore, what of tradespeople visiting houses to perform work/services? Most builders start early in the morning and are likely to be affected by the scheme.
2. **Family members/carers** - a substantial percentage of the residents along the Arkell/Lawton Avenue route are elderly, something clearly evidenced by the high number of bungalows. Under the proposed scheme, family members and carers will be prevented from easily visiting these family members within the restricted times. Anyone hoping to visit on their way to work in the morning will now have to park some distance away and walk to their loved one's property. It is either that or face paying a fine for visiting them. In the event of someone responding to an emergency/call for help, they are then faced with the prospect of having to appeal a fine.
3. **Courtesy Cars** - As only vehicles registered to residents are exempt, anyone who has to use a courtesy car (for instance if their car is being repaired/serviced etc) is now faced with being restricted as to when they can move around or else they face being fined for simply going about their business. From what I have read, registering vehicles is an onerous task including the need

	<p>to prove ownership. Why must law-abiding citizens be forced to go through such bureaucracy in order to come and go to their own property (which they are forced to pay thousands in council tax to live in)?</p> <p>4. Overspill/Car parking - If the road is closed to non-residents, then where exactly do you expect the parents to park their cars when they drop their children off for school? In all likelihood, they will park their cars on the Alvescot Road, which is a main road through the centre of the town. This will pose a far greater risk to pedestrians as well as to disrupt the traffic flow. Any idea that parents will simply start walking their children to school is absurd, many are doing drop-off on their way to work and simply don't have the time to do so. Likewise, it is ridiculous to expect small children to walk miles to and from school. The disruption that this scheme would cause would likely run the risk of both children and parents being late. Furthermore, when parents drop their children off in person at the school gates, they are reassured that their children are attending school. Anything which impacts this runs the risk of increasing truancy, something the government has stated causes major harm to the prospects of children.</p> <p>5. Cost - How much will the proposed ANPR camera system cost to install and maintain? How much will the collection/appeals system cost? It seems a very expensive way to achieve something which (if it were deemed critical) could be achieved with time restricted double yellow lines and the use of a traffic warden. Also, how much does the council expect to collect in fines and to whom will it be given? The money could be far better spent on improving the roads in the county, which are in a truly horrific state. The stretch between Filkins and Kencott is so cratered it would not look out of place in the Donetsk region of Ukraine.</p> <p>Yesterday, when out for a run I saw workmen surveying Upavon Way, in what I would estimate would be the approximate position of the proposed ANPR cameras. Please could you clarify if surveying/preparation is already underway for the scheme and therefore this consultation is nothing other than mere lip service to residents?</p> <p>Oxford County Council's poor reputation in Carterton is only superseded by that of West Oxfordshire District Council's. Since living here, I have yet to hear a single resident say anything remotely positive about either organisation, This is highlighted by the howls of despair that can be heard when residents are informed of the annual above inflation rise of Council tax every year. The proposed scheme is yet another example of wasting taxpayers money on something that was neither requested or is wanted by the people who live in the town. Since the leaflets were delivered yesterday, the town's Facebook page</p>
--	---

	<p>has been alight with negative comments about the proposed scheme. I hope, for once, that the council will listen to what the residents of a town, whose taxes are supposed to be used to improve their lives, actually want. Rather than thinking it knows best and simply doing what it wants.</p> <p>I look forward to your response detailing answers to the questions I have posed, preferably without having to go through the chore of submitting a freedom of information request.</p>
(e4) Local resident, Carterton	<p>As a resident of [address redacted] for over 30 years congestion at certain times of the day has always been a problem, caused not only by parents on a school run, but residents of Lavender close parking their vehicles in Edgeworth drive, causing the congestion at the school gate leading from the end of Edgeworth drive, for your information, your supplied drawing needs to be updated as the entrance gate and pathway to both school is located on the other side of Edgeworth drive opposite number 45. Not directly adjacent to number 45. In principle the proposal seems plausible apart from the fact no provision has been made for delivery vehicles, who arrive in the streets at various times in any given day or week, how would this be managed Using ANPR camera's?</p> <p>Older residents have home helps and again this would be an issue at certain times of the day, especially in an emergency. Some residents have over 3 vehicles and have to park the odd vehicle on the street, many parked outside other residents houses, causing unrest to home some home owners along the street.</p> <p>Roads are an issue in Carterton as the western length of Upavon way is disgustingly. Full of pot holes and badly repaired sections of road, this road is unsafe and is a hazard and is only getting worse with the lack of upkeep, the Eastern end has been resurfaced, why has the improvement stopped, when entrances to schools and residential areas are mainly based along the western stretch of this major bypass of the town centre, potholes and imperfections of the residential roads along this stretch needs attention as well and many pavements are falling into dis-repair and you are proposing that the young and old use these to get to school and the town, these are a hazard with over grown vegetation and an un-level camber mixed with holes, THEY NEED ATTENTION!, as I believe someone will get hurt.</p> <p>It sounds very much that a decision has been made already, and this is just to close the loop and I very much think the roost causes will not be rectified.</p>

(e5) Local resident, Carterton	I live on [address redacted] in Carterton and my neighbours have received letters telling them about their exemption from proposed school street restrictions. We, however, haven't received anything at all. Do you know if there would be a reason for this? We live at [address redacted].
(e6) Local resident, Carterton	<p>I have been informed that you are proposing the above. I live at [address redacted].</p> <p>Having checked, none of the dwellings off Edgeworth Drive, without direct vehicle access, have been sent your proposal.</p> <p>We have a massive interest in this matter as parents dropping off children take our parking places every school day and we also have to enter and leave Edgeworth Drive too!</p> <p>Please ensure that all affected dwellings are sent you proposal and have a chance to respond.</p>
(e7) Local resident, Carterton	<p>My wife and I live at [address redacted] area. We have recently recieved notification of proposed road restrictions around Edith Moorhouse school area and instalation of ANPR cameras. WE understand the need for safety but we are both elderly and we have carers coming to the property at all hours and frequently during the school hours. It is too inconvenient for us to alter the hours to suit you so it is unfortunate that we have to officially object to the proposal.</p> <p>We also understand that that the number of passes is limited to only a few cars per household which is a stupid thing to offer as apart from carers we also have friends/dogwalkers/food and medicine suppliers etc who come.</p> <p>Have to ask if school run drivers will still be able to park their vehicles along Home Close and surrounding restricted areas?</p> <p>We have lived here for over 25 years how many accidents have occured regarding vehicle injury to children over that period of time? None as I know of so no need for extra safety.</p> <p>So please register our official objections to this scheme</p>
(e8) Local resident's relative, Carterton	I am writing on behalf of my father – [name redacted] – who lives at [address redacted], with regard to your proposed school street arrangement which would affect my dad. He lives alone and his car is parked on street outside his house. He doesn't have many visitors although health care workers do

	<p>have to get to him at times, also he has a regular cleaning company every other Tuesday, they don't always stick to the regular time which is between 10.45 and 1.00 pm. I also regularly visit dad (could be called his carer) to check he is ok, take him to various hospital/doctor appointments, do his shopping etc. I therefore would like to know how we can go about ensuring we don't get fined if and when this scheme is up and running please?</p> <p>On the plus side we both agree it is a great idea and should stop so many cars from potentially causing problems for the residents (some of whom are disabled) and ensure the safety of the school children which, of course, is paramount.</p> <p>Thank you for taking the time to read this and I look forward to hearing from you. I have put my mobile number at the bottom of this note should you wish to call me.</p>
(e9) Local resident's relative, Carterton	<p><i>First email:</i></p> <p>I just want it noted that if the camera on our street is to record the amount of cars at school times then it won't be accurate. I assume the schools have informed parents as the amount of drop offs and pickups has decreased significantly.</p> <p>If it was like this constantly we wouldn't need the measures outlined. It is the consistent speeding along pavements and inconsiderate parking in front of drives and garages that causes ill feeling.</p> <p><i>Second email:</i></p> <p>As I suspected the car volume has returned to normal busy levels now the monitoring has stopped. Seems a pointless exercise when people are given the chance to temporarily change there behaviour to stop a decent initiative.</p>
(e10) Local resident's relative, Carterton	<p>I understand that you are proposing a school street scheme for Edith moorhouse school Carterton. I think this is a great idea but I believe you should include Alderley Close OX18 3 QP in the plan. Lots of families walk down Alderley close to use the alleyway across Alvescot rd from there that leads into the school. It is already difficult for residents to get in or out of the close at school drop off / pick up times because of parents abandoning their vehicles dangerously down the close and particularly by the junction with Alvescot road. But more importantly it is extremely dangerous for all the children that walk through from mayfield, oakfield , Ashfield, milestone rd etc to get to school. It is already very dangerous</p>

	<p>crossing because of parents parking badly and will only be much worse when the already proposed streets are closed and even more parents fight for the few spaces in Alderley Close. I understand that you wish to cause as little inconvenience as possible but I really believe that if you do not include Alderley close then it is a serious accident waiting to happen.</p>
(e10) Oxfordshire Living Streets	<p>This is a response to the consultation "Oxfordshire School Streets" https://letstalk.oxfordshire.gov.uk/oxfordshire-school-streets on behalf of Oxfordshire Liveable Streets</p> <p>We support all four of these schemes.</p> <p>The need for an expansion of the Sandhills scheme was already anticipated when the initial scheme went in, so this comes as no surprise now.</p> <p>At Harriers Banbury Academy, it would have seemed sensible for the A361 20mph scheme just consulted on to have extended 250 metres further down the A361 Bloxham Rd, to include its junction with Harriers View. This would be a useful accompaniment to the School Streets scheme, providing support for walking or cycling to the school from that direction (and reducing any concerns about motor vehicles stopping abruptly when encountering the School Streets restrictions). Are the officers managing the 20mph programme talking to the officers managing the School Streets schemes?</p> <p>And it would require more funding, but ideally this scheme would have been coupled with a continuous footway across Harriers View, including removal of the horrible anti-pedestrian guard railing.</p> <p>At St Joseph's and Edith Moorhouse schools, it is good to see the streets proposed for the School Streets restrictions are included in the recently consulted on 20mph scheme for Carterton. We wonder if pre-empting the need for later expansion might not have gone too far here: is it really necessary for the scheme to cover Edgeworth Drive? It is further from there to either school front gate than it is from the Aldi car park, so unless there are back gates in use that seems unlikely to attract displaced traffic.</p> <p>The Willowcroft and St Birinus scheme would be the largest one in the county yet. This does not look like</p>

	<p>it will cause any problems but, in the longer-term and broader context, this area may perhaps need integrated planning of its traffic flows. This scheme will certainly need to be reconsidered if any of the "town square" designs suggested for Broadway in 2023 ever eventuate.</p> <p>There appears to be an error on the map: access to the eastern loop of Sinodun Rd will be restricted by the scheme, so residents of that will need to be eligible for exemptions.</p>
(e11) Carterton Town Council	<p>At its recent meeting, Carterton Town Council considered the current School Streets proposals for Carterton. The Council heard directly from residents during public participation, discussed the matter at length, and passed a unanimous motion to object to the scheme in its current form.</p> <p>We ask that our comments (attached) are considered alongside the individual responses being submitted by residents.</p> <p style="text-align: center;">Consultation Response:</p> <p style="text-align: center;">Carterton Town Council Objection to School Streets Proposals</p> <p>Dear Schools Active Travel Team,</p> <p>At its recent meeting, Carterton Town Council considered the current School Streets proposals for Carterton. The Council heard directly from residents during public participation, discussed the matter at length, and passed a unanimous motion to object to the scheme in its current form.</p> <p>We ask that our comments below are considered alongside the individual responses being submitted by residents.</p>

	<p>Key Concerns Raised</p> <ol style="list-style-type: none"> 1. Impact on Residents and Businesses <ul style="list-style-type: none"> • Restrictions will cause significant inconvenience to households with multiple cars, visitors using hire or loan vehicles, tradespeople, carers, and business clients. • Residents with home-based businesses expressed concern about loss of income and disruption to appointments, particularly where timings clash with the restricted hours. • Concerns were raised about elderly relatives and family members being able to drop off or collect children. 2. Privacy and Surveillance <ul style="list-style-type: none"> • Strong unease was expressed about cameras monitoring vehicle movements in residential streets, with fears this represents a “Big Brother” approach. • Residents require absolute assurance that monitoring will not extend beyond restricted hours. 3. Traffic Displacement and Road Safety <ul style="list-style-type: none"> • Many residents believe the scheme will push traffic onto already congested and more dangerous roads such as Upavon Way and Alvescot Road, both of which carry buses and HGVs. • Concern that vehicles will instead park in neighbouring residential streets (Alderley Close, Foxcroft Drive, etc.), creating new safety risks and inconvenience. 4. Consultation and Transparency <ul style="list-style-type: none"> • The community and Town Council only became aware of the scheme when letters were sent to residents, which has created distrust and frustration. • Concerns were expressed about the design of the survey, steering parents toward walking but offering little space for residents’ views. • Monitoring equipment (cameras and rubber strips) appeared in place before the consultation closed, fuelling perceptions that decisions had already been made. 5. Fairness and Need
--	---

	<ul style="list-style-type: none"> Residents question the evidence base: accident and injury statistics have not been published, nor has a clear case been made for the necessity of this intervention. Some residents feel that while school traffic is inconvenient, it is something they “live with” and does not justify the scale of restrictions proposed. Questions were raised about whether permits, although free initially, may incur charges in the future. <p>6. Suitability of the Solution</p> <ul style="list-style-type: none"> There is strong feeling that this is an “inner-city solution” being imposed on a rural town without tailoring to local circumstances. Reducing pollution was not seen as a convincing argument given the proximity of RAF Brize Norton, a major air base. <p>Alternative Solutions Suggested</p> <ul style="list-style-type: none"> Closing the school gates at Edgeworth Drive and Richens Drive (with main access via Alvescot Road and Lawton Avenue), which would remove school traffic from residential streets. Investment in crossings (e.g. on Lawton Avenue), which had previously been discussed and allocated funding. Additional yellow lines to prevent dangerous overtaking and double parking near schools. Targeted enforcement through police officers or traffic wardens to issue penalty notices for illegal or unsafe parking, rather than blanket restrictions. Consideration of a residents’ parking only scheme in affected streets. Greater emphasis on education and engagement with parents to encourage walking where feasible. A more genuinely community-based approach, with proper consultation involving schools, parents, residents, and local authorities working together.
--	--

Conclusion

The Council wishes to make clear that it supports initiatives that improve child safety and encourage active travel. However, in this instance the balance between potential benefits and the very significant impacts on residents has not been achieved.

Carterton Town Council therefore **objects to the scheme in its current form** and urges Oxfordshire County Council to:

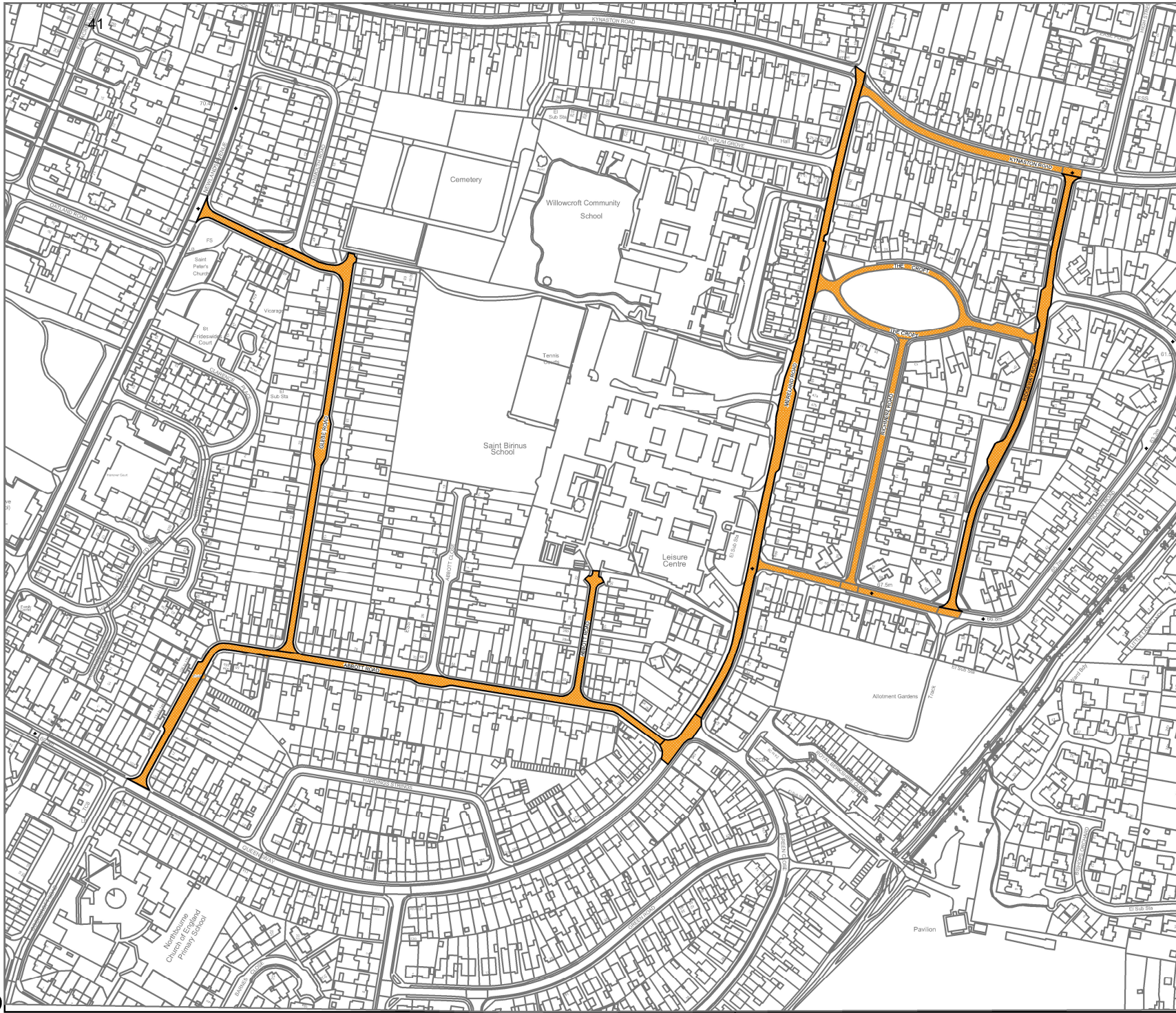
- Halt progression until full and transparent consultation has been undertaken.
- Publish evidence on accident statistics and road safety risks.
- Engage directly with the community, schools, and the Town Council to co-develop a solution better suited to Carterton's local context.



We would welcome further discussions with your officers and schools to identify practical, proportionate, and community-led measures that genuinely address the issues without displacing the problems or unfairly restricting residents' freedoms.

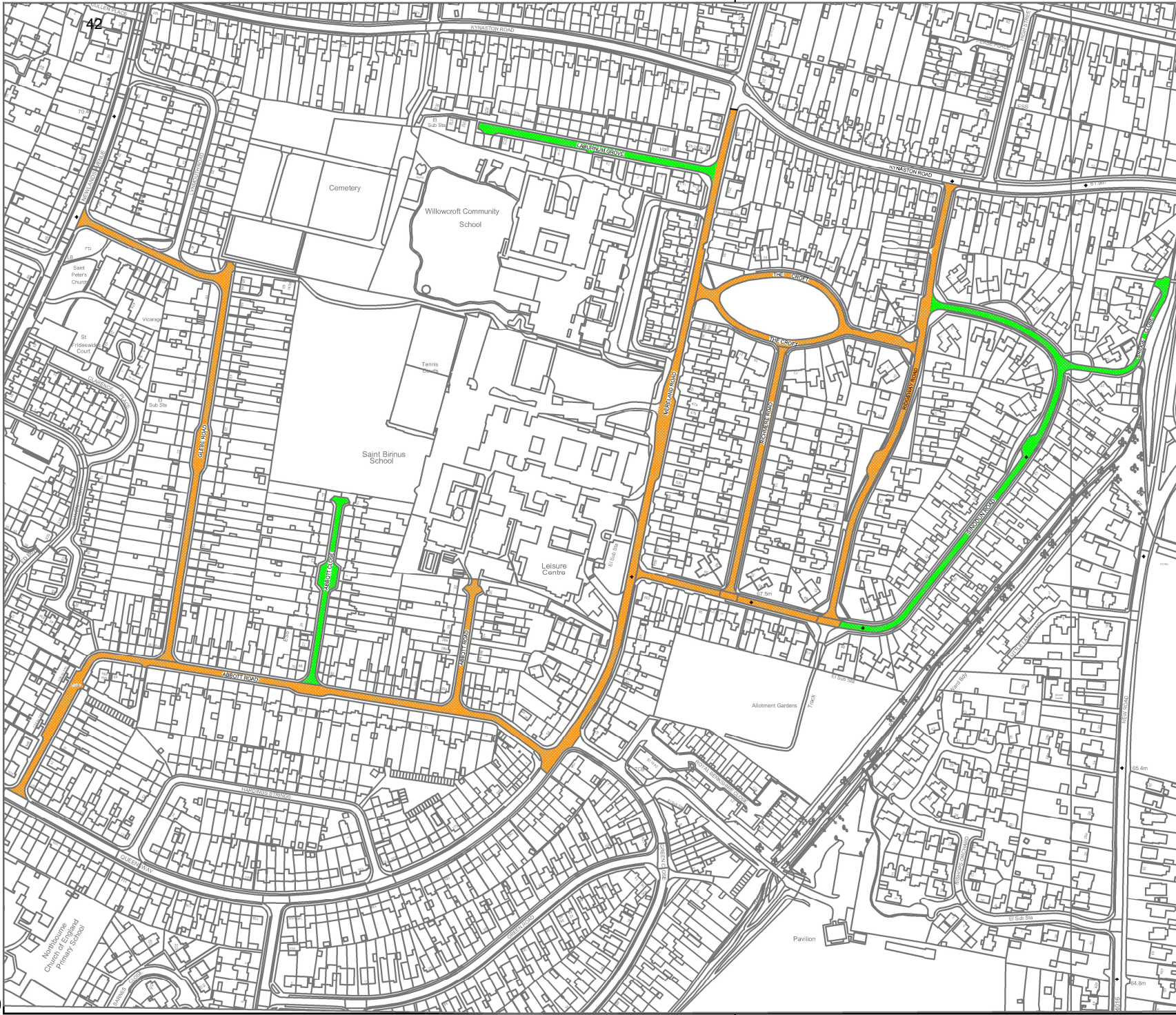
Telephone responses: Proposed school street trial for Edith Moorhouse and St Joseph's primary schools

RESPONDENT	COMMENTS
(p1) Local resident, Carterton	<p>Phone call with resident.</p> <p>Asked the following questions:</p> <ul style="list-style-type: none"> • Can residents have exemptions for the school street? • Can their friends and family have exemptions for the school street? • What is the value of the PCN issued when driving through the school street without an exemption? • How will plumbers be able to visit their property? • How can they register for an exemption if they don't use the internet? <p>Raised the following concerns:</p> <ul style="list-style-type: none"> • Many pupils on the pavement with bikes and scooters making it unsafe for them to walk on the pavement.
(p2) Local resident, Carterton	<p>Phone call with resident.</p> <p>Raised the following concerns:</p> <ul style="list-style-type: none"> • Thinks the school street has been badly organised. • Shared information and consultation with family members who agree. • Doesn't want the inconvenience of having to apply for an exemption. • Worried it will mean family and health workers will not be able to visit them.

C:\Users\j973679\OneDrive - OxfordshireCounty Council\Desktop\School Streets locations.dwg




Drawing No.	OX/SSE/010	Revision	v1			
KEY  SCHOOL STREET RESTRICTED AREA - MON - FRI 8:00-9:00AM & 2.30PM - 3.30PM EXCEPT PERMIT HOLDERS, EMERGENCY SERVICES, TAXI'S, DISABLED BADGE HOLDERS						
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS						
CONSTRUCTION (ENTER 'NONE' IF APPLICABLE)						
MAINTENANCE/CLEANING (ENTER 'NONE' IF APPLICABLE)						
USE (ENTER 'NONE' IF APPLICABLE)						
DECOMMISSIONING/DEMOLITION (ENTER 'NONE' IF APPLICABLE)						
© Crown Copyright and Database rights 2023 OS AC0000851087						
Rev.	Date	Purpose of revision	Drawn	Checked	Approved	
 OXFORDSHIRE COUNTY COUNCIL Paul Ferner Director of Environment & Highways Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111						
Project title ANPR School Street Enforcement Willowcroft Primary & St Birinus						
Drawing title School Streets Mereland Rd & Surrounding area Didcot						
Drawing Status						
Scale @ A4	Drawn by	VN	Checked by	JW	Approved by	JW
1:4000	Date drawn	28.07.25	Date checked		Date approved	
Oxfordshire Project No. & File Ref						
Drawing No. OX/SSE/010						
Revision v1						




Drawing No. OX/SSE/010

Revision v1

KEY

 SCHOOL STREET
RESTRICTED AREA -
MON - FRI 8:00-9:00AM &
2.30PM - 3.30PM

 ROADS INCLUDED WITHIN THE
EXEMPTION LIST FOR ACCESS.
RESIDENTS WILL BE ABLE TO
APPLY FOR AN EXEMPTION.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK
DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION
(ENTER 'NONE' IF APPLICABLE)


MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)

USE
(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

© Crown Copyright and Database rights 2023 OS AC0000851087

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

 **OXFORDSHIRE
COUNTY COUNCIL**

Paul Ferner
Director of
Environment & Highways
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111

Project title

ANPR School Street
Enforcement
Willowcroft Primary & St Birinus

Drawing title

School Streets
Mereland Rd & Surrounding area
Didcot

Drawing Status

Scale @ A4 1:4000

Drawn by VN

Checked by JW

Approved by JW

Date drawn 10.09.25

Date checked

Date approved

Oxfordshire Project
No. & File Ref.

Drawing No. OX/SSE/010

Revision v2

Reference: School streets/Willowcroft primary and St Birinus secondary schools

The resident/occupier



**Active Travel Team
Transport Policy
County Hall
4 New Rd, Oxford OX1 1AY**

**Paul Fermer
Environment and Highways**

28 August 2025

Dear Resident/Occupier

Re: Proposed school street trial for Willowcroft primary and St Birinus secondary schools

We would like to hear your views on proposals to trial a school street for Willowcroft primary school and St Birinus secondary school between 8.00am and 9.00am and 2.30pm and 3.30pm on school days.

A school street is a timed road closure (normally lasting up to an hour) that restricts access for motor vehicles at school start and finish times. The aim is to reduce traffic around the school entrance and create a safe, welcoming and attractive environment where children can walk, wheel, cycle, or scoot with lower risks from air pollution and moving vehicles.

The school street is proposed to cover Abbott Road, The Croft, Glebe Road, Kynaston Road between the Mereland and Ridgeway Road junctions, Mereland Road between the Abbott and Kynaston Road junctions, Richmere and Ridgeway Roads – during the hours stated above, in term-time only, and enforced by automatic number plate recognition (ANPR) camera. The cameras would be located at the access point to the school street and only be active during these set time-periods. They would send an automatic penalty charge notice to the address associated with the license plate details of non-exempt vehicles entering the school street area during that period.

Vehicles registered to addresses within the proposed extension to the school street arrangement would be able to be exempted from that school street's restrictions so it would not impact your entering or leaving your property during the school street operating times. Emergency vehicles and specific service vehicles are also exempt.

You can see the proposed location on the plan overleaf and share your views in a survey which will be open from 12pm on September 1 until 11.59pm on October 13 2025. The survey is online at: <https://letstalk.oxfordshire.gov.uk/oxfordshire-school-streets> (or by scanning the QR code above) or you can contact our school streets team at enquirieschoolstreets@oxfordshire.gov.uk or call our Customer Services Team on 01865 792422 to ask for a paper copy or other support sharing your views.

After the survey closes, we will review everyone's feedback and report to a Cabinet Member Decision meeting later this year. If the decision is made to trial the school street this would begin in early 2026. We would write to you again with details for ensuring a vehicle exemption for the school street ahead of this and a consultation would open allowing you to share your feedback.

Yours faithfully,

Oxfordshire County Council school streets team
Email: enquirieschoolstreets@oxfordshire.gov.uk
www.oxfordshire.gov.uk

A. Email responses: Proposed school street trial for Willowcroft primary and St Birinus secondary schools

RESPONDENT	Email Comments Received During the 6-week Phase 3 school Street Consultation
<p>a) Concerned local resident who lives in Lynmouth Rd</p>	<p>Objections to School Street Proposal regarding Lynmouth Rd I'm writing to you to express my strong opposition to the proposed school street for Willowcroft and St. Birinus. Objection to not being in the Restricted Zone: I live in Lynmouth Road highlighted in red on attached map.</p> <ol style="list-style-type: none"> 1. If Lynmouth road is not in the restricted area then our street will be one of the closest streets to an entrance (green line on map). We already have a lot of school traffic drive down our road currently, this will increase significantly. If there is an ANPR camera at the end south end of the road (blue line on map) cars will have to do a 3 point turn which is difficult/impossible as our road is narrow (4.9m) and has a row of cars on one side only allowing a single file of traffic to travel at a single time, thus causing grid lock. 2. Children also walk down this road (in the road), so an increase in traffic will cause an increase in the probability of a collision with a child. 3. If there is an ANPR camera at the south end on the street, does that mean at certain times of the day people in the street can only exit one way. Very difficult for someone parked in the street facing the wrong way, as I mentioned before it is a narrow street (4.9m) so not possible to do a 3-point turn without mounting the curb. <p>Objection to being in the Restricted Zone:</p> <ul style="list-style-type: none"> • If only permit holders, emergency services, taxis, disabled badge holders are allowed in in restricted times what about deliveries such as groceries (Tesco's, Sainsburys) , Appliance/furniture deliveries, Tradesmen (Boiler service etc.) Skips, Building supplies, Amazon vans. • You can't always specify a time or know when they turn up. Or you do specify a time and they turn up early. • What if people want to car share (to reduce pollution and congestion) to get to work (between 8:00 and 9:00) and live in the restricted area, are the people that would give them a lift allowed to enter the area? • Will we get a reduction in Council tax for living in a Street with restricted access?

	<ul style="list-style-type: none"> • I can see people parking in St. Peter's Church car park because of the restrictions causing problems for the Church, such as Funerals that take place in the afternoon. • In your FAQ you say if a car enters the street before the restricted time starts and exits within the restricted time it won't get a Penalty. • Is the Council that short sighted that they don't realise lots of people will try and turn up 5mins before the restricted times start causing more congestion, more pollution and a greater risk of an accident. • This idea is ill thought out and clearly devised by someone who doesn't know the area, anyone south of the restrictions near Mereland road who want to go to Tesco's, Wallingford (A4130) or along Abingdon road will all have to go down Newlands Avenue which will be full of cars where people are dropping off their Children thus creating more congestion and pollution. • By proposing the restricted areas, you are just moving all the cars that park to different streets, you are just moving the problem, not fixing it. • Willowcroft and St. Birinus have large amount of land behind the schools with car access to it, why dont they just create a one way drop off on the school land, thus reducing the need for cars to park in streets.
<p>a) Concerned local resident who lives in Sinodun Rd</p>	<p>Objection</p> <p>"PROBLEMS: What about Sinodun Rd? It appears that residents living from 1 to 85 are trapped for 2 hours per day unless they pay a penalty charge (or two) for each day they want to use the roads at the proposed times. Delivery vehicles (of any kind), local carer's vehicles, and just family/friend's vehicles should also not have to worry about these restrictions. If Northbourne School in Cockcroft Road also has a School Street trial, then there is a chance that most of southeast Didcot will be affected. Drivers determined to park near school grounds, would just park as close as possible clogging up other streets, or possibly park-up 5 mins either side of restricted times and adjacent to the schools, taking up road space for longer periods.</p> <p>REMEDIES: Adjacent school times could be staggered by at least 30 mins.</p>

	<p>Small local buses (preferably electric) could be supplied to collect children from further away in Didcot, although children at primary schools should ideally only be enrolled from within walking distance from their homes.</p> <p>Areas that could/should be used for parking (temporary or otherwise) could be:</p> <ol style="list-style-type: none"> 1. An area dedicated to parking in Mereland Road Allotments. 2. Carpark in NE corner of Cemetery for about 10 spaces (lockable entrance to rear of Willowcroft req'd). 3. Design The Croft so as to have two roads leading in from Mereland Road on the west side, instead of one. <p>Widen the road all the way round by approx. 4m and have diagonally leading-in parking spaces. This will give approx. 50 spaces. The green itself would then be reduced in width from 46m to 38m but this is still large enough for the normal after-school activities such as football etc.</p> <p>I recently came across a School Street in Headington, Oxford and had to stop in the road to read the smaller text.</p> <p>The main warning sign was OK for size and colour, but the timings underneath was not.</p> <p>The sign position was also very high, and I could imagine that on a very sunny day or very rainy day, the signs would be missed by new drivers to the areas. This is not ideal.</p> <p>Primary and secondary schools should not be built close together in the future, if muster times are the same."</p> <p>we are registering a strong objection, but have suggested some possible solutions which if implemented, would potentially enable us to remove this objection.</p>
<p>b) Concerned local resident who has children at St Birinus School and Northbourne</p>	<p>Objection – I live in Didcot on Craven Way, very close to St Birinus school and the streets affected. I am also a parent of children at both St Birinus and Northbourne Primary School.</p> <p>Northbourne Primary school is just outside the proposed closed roads and so would be catastrophically impacted by the closures as many times more traffic will be forced to park or drop off in the vicinity of Northbourne school at exactly the time when there are already serious issues with traffic and school drop-off.</p> <p>This proposal may help the 2 schools listed but for Northbourne school, not only would they have to cope with additional vehicles collecting and dropping off - this would also block 50% of the existing traffic to the school so existing traffic will ALL have to drive in from the remaining access routes which are already dangerously over crowded at this time of day!!!!</p> <p>This is utterly boneheaded thinking!"</p>

<p>c) Concerned local resident who has children at St Birinus School and Northbourne</p>	<p>Objection I live in Richmere Rd and have been made aware that letters have gone out with notification of a proposed school street. I've not received a letter nor seen any details - has Richmere Rd been notified or is it just me? Either way, please could this be remedied in time to respond and attend any meetings""</p>
<p>d) Concerned representative from St Peter's Church. The church was liaising Cllr Andrew Jones, a member of planning and development committee from Didcot Town Council</p>	<p>Objection "Re OCC's School Street trial Some comments I have had from St Peter's Church I am disgusted by the fact that nobody has even bothered to find out what happens on that section of Glebe Road. I wonder if any of them have been along there and seen the church (perhaps a large building with a weathervane, cross and bell on it does not trigger the recognition that it's a church which is used several days of the week as well as Sundays. The assumption is that lots of kids are dropped off there; they're not - have been there at all times of the day. We don't get that many parents lining up to drop off their children for Willowcroft (and when waiting to pick up, the few parents that do drive have decided that our car park is for everyone and use that), and SBS boys cycle across our grass, studiously avoiding the footpaths, and I have noted that in my comments. Yes, it will affect services, particularly funerals that are booked in for mornings or midafternoons (usually between 10am and 4pm). We don't dictate to the bereaved when they can or can't have their deceased family members' funerals. Much of the time it depends on availability of funeral directors and/or crematoria, as either the church services will be followed by cremations or burial in Kynaston Road. We cannot demand registration plates for all vehicles used. The Co-op, especially, will use whichever hearses and limos are available. I suspect that whoever was given the map at OCC just drew what they thought to be appropriate lines without even bothering to see what / who might be affected. I have stressed in my comments that funerals have been taking place at St Peter's since 1977, when the church was consecrated, and the funeral corteges have always parked on Glebe Road because of access to the church, and that coffins are heavy. That's the problem when nobody bothers to visit and ask questions. The bulk of the problem is on Mereland Road (I can vouch for that by the way Queensway is clogged up by scores of cars on the school run. (Re Drive and Drop cars to go to The Wave, and subsequent comments)</p>

	<p>So OCC think it's fine for primary school children to walk up/down Newlands Avenue which is not being restricted, and where drivers are not good at obeying the 20 mph sign.</p> <p>Not only that, but I can also guarantee the church car park will be used for that, thereby taking up parking spaces we may need. What will OCC do to stop that? It would be better to allow parking on that part of Glebe Road. What is OCC going to do about the fact we will, at some point, need to use Glebe Road for funeral services? Had they actually considered that fact?</p> <p>Do they think we are going to ask every funeral director for every registration number of all their vehicles to send to OCC to get some sort of pass?</p> <p>Local Funeral Directors may just have a handful of vehicles, but the Co-op has very many which might be used.</p> <p>Are these concerns from St Peter's being addressed by DTC and passed on to OCC? If not, why not? In the grand scheme of things, the church has to be classed as a business.</p> <p>I, for one, want answers, as I carry out a number of funerals. I am not confident DTC will actually take our comments seriously."</p>
e) Cllr Luke Hislop Didcot Town Council and substitute committee member for planning and development committee meetings	<p>Support of the proposal</p> <p>We have a full council meeting tonight at STC, where we get to vote on an amendment to the original objection to the School Streets scheme trial. I intend to propose an amendment to fully support the scheme trial, as any watering down of the trial will undermine the scheme from the start and mean that we won't have the information to make an informed decision on the scheme area.</p> <p>I have a few fine-tuning questions though.</p> <ol style="list-style-type: none"> 1. Can you alter the trial area during the trial period? 2. What are the feedback channels for us and other stakeholders to communicate with you during the trial period? 3. If yes to question 1, how difficult is it to add streets into the trial vs taking streets out of the trial during the trial period? 4. What information and KPIs will you be collecting during the trial period?
f) Didcot Town Council planning and development committee meeting Wed 17.09.25	<p>Objection</p> <p>Didcot Town Council's Planning and Development Committee met on Wednesday 17th September where they reviewed Oxfordshire County Council's proposed school street trial for Willowcroft Primary and St Birinus Secondary School in Didcot.</p> <p>Their comments to this proposal, is as follows:</p> <p>Didcot Town Council's Planning and Development Committee objects to this proposal and has significant concerns regarding the scale of the proposed permit parking scheme.</p>

	<p>The Committee believes the extent of the area affected would create difficulties for residents who fall outside the exemption criteria, resulting in the displacement of non-permit holders. In its view, this is likely to push parking pressures further into Didcot.</p> <p>The Committee requests that the County Council undertake further consultation and explore alternative traffic-calming measures, such as the introduction of additional pedestrian crossings and the installation of barriers along pavements to deter illegal parking. The Committee believes that, if the area were effectively managed through such targeted interventions, there would be no need for a scheme of this scale.</p> <p>It was noted that the scheme would result in longer journeys, increased traffic circulating around the area, and greater congestion on already busy alternative routes. Concerns were also raised about safety risks from 'drive and drop' traffic where open roads meet the School Streets, with vehicles then turning in narrow streets to exit the area.</p> <p>In addition, these roads are used daily by the Council's Outdoor Services Team, who require access to Council-owned buildings and open spaces from 8:00am. The Committee therefore seeks clarification from the County Council as to whether all Council vehicles, including mowing equipment, will be exempt from the proposed restrictions.</p>
g) Lucy Blake Deputy Town Clerk Didcot	<p>Amendment of Objection</p> <p>Didcot Town Council have resolved, by majority, to amend the Planning and Development Committee's previous comments on the proposed School Street trial for Willowcroft and St Birinus School, to include the following:</p> <p>"However, Didcot Town Council's Planning and Development Committee would be more supportive of the scheme if it were scaled back, with the proposed restrictions focused on Mereland Road."</p>
h) Cllr Andrew Jones, a member of planning and development committee from Didcot Town Council, who has been liaising with St Peter's Church during the consultation period.	<p>Objection - the funeral cortege usually parks in Glebe Road, as that is closest to the entrance door for the hearse, also less busy than Newlands Avenue, and some funerals will have to be mid-afternoon, to fit crematorium schedules.</p> <p>I also know St Peter's Church have some morning services, some involving young people and Carers.</p> <p>I believe St Peter's Church have made some formal representations.</p> <p>At the previous planning committee meeting, public representations commented of the present severe congestion at the Park Road - Broadway junction, one speaking of having to travel from an adjacent road to the proposed School Streets to the Wallingford area, via Blewbury (sometimes to</p>

	<p>avoid this I have driven via Park Road, Queensway and Ridgeway Road, for an early morning appointment, in Northbourne).</p> <p>I foresee this scheme causing chaos at the School Street closure point of Mereland Road from Queensway and of Green Close with drive and drop vehicles trying to turn.</p> <p>I also note at present, there is a lot of parking in the Mereland Road end of Sinodun Road and The Croft; if this is not eligible for exemption (older students with car access?) they will be displaced to nearby streets outside the scheme. "</p>
i) Cllr Andrew Jones a member of planning and development committee from Didcot Town Council	<p>Concern</p> <p>I think the main problems will be for those many residents outside, but adjacent to the area, who will have to travel around, causing increased congestion in Broadway especially at the junction with Park Road, and in Park Road. People having to drive much longer distances to get around the school streets and these further congested roads.</p> <p>The DMHR2 (Station Road and Hitchcock Way) gets more congested, now traffic cannot go Northbound through the Cow Lane rail underbridge, as the shuttle lights were removed.</p>
j) Cllr Andrew Jones a member of planning and development committee from Didcot Town Council	<p>Objection</p> <p>Re Proposed school street for Willowcroft and St Birinus</p> <p>the letter to residents and the document does not include Sinodun Road, please clarify whether Abbott Close, Sinodun Road (possibly only lower numbers) and Bridge Close are not included, are the residents of those able to " register their cars to be registered as exempt?</p>
k) h) Concerned resident Glebe Rd	<p>Objection We live in Glebe Road Didcot and received a letter yesterday reference the council's idea to trial the school streets idea around the Glebe Road, Abbott Road area etc.</p> <p>I would like to give you our feedback on the school streets idea. We think this is not a good way to spend council taxpayers' money. It will result in many people receiving fines unnecessarily and totally innocent people could get fined when for example our daughter is dropping off our young grandchildren at our house for us look after them. You should put more effort in encouraging people to walk or cycle to school as a behaviour change. The school streets idea could be seen as a revenue gathering exercise by the council which is far too draconian.</p> <p>I hope you take our feedback on board when considering going ahead with the trial or not in early 2026.</p>
l) Concerned resident Hagbourne Road	<p>Concern -I live on Hagbourne Road, and I need to drop my children at Northbourne Primary, while my daughter attends Didcot Sixth Form. I am trying to understand the impact of the closure on my routes, but with the current map it is almost impossible to follow.</p>

	I would really appreciate it if you could provide a clearer version so that I can properly plan."
m) Concerned resident Sinodun Road	<p>Concern As residents on Sinodun Road, there are a few concerns that we have around the scheme. Whilst we applaud that something is being done to make Mereland road much safer and accessible. Especially as it is congested and dangerous in its current state. However our concerns are;</p> <ul style="list-style-type: none"> • Why has Sinodun Road been left off the scheme map? and completely isolated from both junctions? +-Doesn't it make sense to extend the area fully? • I am worried how this will affect my home business where clients visit during these hours? They normally park on my drive but occasionally the road and would need to access/exit from either junction at those times. It will be a devastating impact if they get fined! • What about house market value impact? • What about Tradespeople visiting to carry out works? Eg: They arrive at 8:15 am but realise they need a part, so have to exit again before 9am. • How much extra work as a resident are we expected to do each day to ensure anyone visiting is not penalised? i.e.: filing forms, registration details etc. • Has the idea of placing double yellow lines along the whole road with signs at each end indicating you are entering a school zone, and fines and penalties will occur if parked up been entertained?"
n) Concerned local resident who lives in Sinodun Rd	<p>Concern I wish to make clear that this trial would impinge upon our lives as a resident of Sinodun Road, which is impacted by the restrictions placed upon the surrounding roads. Especially so in my wife's case as she has carers attendant upon her each day and the restrictions would impact the times that the carers could attend place restrictions as well on all the household's movements. I sincerely hope that you will take our situation into consideration.</p>
o) Concerned local resident who lives in Sinodun Rd	<p>Concern Whilst I completely agree with the trial and parking permits around these areas, I am concerned I will be fined daily as I live in Sinodun road and according to your marked areas on the map the permit holders don't cover this area we have no way of exiting the road without hitting the ANPR route. Please can you explain how you plan on allowing me to exit my road without entering this route. Or are you planning to pay my salary for me to stay at home."</p>

p) Concerned local resident who lives in Sinodun Rd	<p>Objection Just wondering how you can explain I'm gonna get out of my road when this proposal comes in that we know it will without getting fined live on Sinodun Road unless I'll get a helicopter. I'll be getting plenty of fines.</p>
q) Concerned local resident who lives in Sinodun Rd	<p>Concern I am writing to express serious concerns about the proposed School Street scheme for Willowcroft Community Primary School and St Birinus Boys School. While I fully support improving safety for children around schools, this proposal, as currently designed, is deeply unfair to local residents like myself and risks causing significant harm to our daily lives.</p> <p>1. Location of the Proposed School Street</p> <ul style="list-style-type: none"> • The streets surrounding the proposed zone already face severe parking pressure and congestion. Forcing traffic to divert away from the restricted zone will make this worse, creating bottlenecks and “log jams” that increase risks to pedestrians, including schoolchildren, and add pressure to already overstretched streets. • Most urgently, residents of Sinodun Road, Laburnum Grove, and Abbott Close must be included in the permit scheme. Without this, we will be effectively locked out of our own homes or unfairly fined for making essential journeys—such as commuting, attending medical appointments, or school runs for our own children. This is unreasonable and unacceptable. • I would also ask for transparency on how traffic modelling has been carried out to justify this scheme. Please publish the metrics showing how congestion and safety risks have been assessed. <p>2. ANPR Enforcement</p> <ul style="list-style-type: none"> • Automatic Number Plate Recognition (ANPR) cameras could be effective for enforcement, but not without a fair and inclusive permit system. Excluding residents on streets within or directly connected to the zone from exemptions would result in disproportionate penalties for families who have no choice but to drive through it. • Clear, accessible guidance on how enforcement, appeals, and temporary exemptions will work is essential to prevent residents being unfairly penalised. <p>3. Overall Impact</p> <ul style="list-style-type: none"> • As a Sinodun Road resident, both exits from my street lead directly into the restricted zone. This means my family will be effectively trapped in our home during restriction hours or penalised for basic, unavoidable journeys. This is a deeply unfair outcome for residents who live closest to the schools and are most affected by this scheme. • I urge you to revise the proposal to explicitly include Sinodun Road, Laburnum Grove, and Abbott Close in the permit system. Without this change, the scheme will cause

	<p>disproportionate harm to households, essential services, and the wellbeing of the community it is meant to protect.</p> <ul style="list-style-type: none"> • Thank you for considering this feedback. I hope you will make changes to ensure that safety improvements do not come at the cost of fairness and accessibility for local residents."
r) Concerned local resident who lives in Sinodun Rd	<p>Objection</p> <p>The letter to residents and the document does not include Sinodun Road, but the marked-up map on the link under shows the high numbered end of Sinodun Road (I think 54 even up & 87 odd up) coloured as Restricted area. Please clarify.</p> <p>Abbott Close, Sinodun Road (possibly only lower numbers) and Bridge Close are not included, are the residents of those able to register their cars to be registered as exempt?</p>
s) Concerned local resident who lives in Sinodun Rd	<p>Objection</p> <p>As a resident in Sinodun Road I have concerns that as both ends of Sinodun road exit onto part of the restrictions/ timed road closure term time only 8-9 and 2.30 to 3.30pm-, we will be excluded from the exemptions accorded to the residents in the affected area, yet prevented from leaving Sinodun Road without incurring a penalty notice for entering a restricted street. This needs to be urgently reviewed please.</p> <p>My suggestion would be to include Sinodun Rd as exempted from the schools street restrictions thus enabling us to leave or enter Sinodun Road during those times. Alternatively removing Ridgeway Road from the restrictions would enable all residents in both Sinodun and ridgeway to access their homes without risk of a penalty charge. "</p>
t) Concerned resident Kynaston Rd	<p>Objection</p> <p>Firstly, your map is completely meaningless - it doesn't even have an orientation arrow. I am the owner/occupier at 4 Kynaston road (vicinity of St Birinus School) and I can't even identify my location nor determine if I am affected.</p> <p>Secondly. please advise what evidence you have of (a) the number of accidents directly related to vehicles and the school and (b) air quality deterioration at the selected times based on air quality measurement records.</p> <p>Thirdly, have you taken into account the large number of parents who drop their children at and collect them from the school by car. These vehicles will now have to find stopping places on the nearby already congested roads and their children will have to walk to school thereby making things much more dangerous than they are now. I think this proposal is insane.</p>
u) Concerned local resident Kynaston Rd	<p>Concern</p>

	<p>I have seen a letter with proposed plans to close roads around St Birinus and Willowcroft PS between 8-9am and 2.30-3.30. I live on Kynaston road and have not received a letter. I feel as though we should have received one as this will impact negatively upon us here if we come down our own road!! Will we also be exempt from PCNs despite not receiving a letter?! I'd also like to enquire who profits from the PCNs?! "</p>
v) Concerned resident Abbott Close	<p>Objection As a resident of Abbott Close, please can you tell me how I am supposed to access my property without incurring a fine? Whoever has knocked this up has completely left us "land locked". I'm assuming this is an oversight?</p>
w) Supportive resident The Croft	<p>Support Thank you for the opportunity to voice my/our thoughts on this trial. Firstly, it's long long overdue, having lived opposite the Croft for over 16 years I can testify to the need for this to happen ASAP. How a fatality has not occurred is beyond me, the crazy driving, parking and road rage is beyond belief, I have personally observed Cars driving over pavements where small children are walking to and from SCHOOL!!! No doubt many of the parents who are too lazy to walk a bit will be up in arms, but I say better that than a child or Adult being seriously injured or killed. This can't come soon enough. My property has a service road to the rear which is clearly marked, "RESIDENTS ONLY", HOWEVER, some people use it every day making it difficult if not impossible at times to leave the property, furthermore I have heard of parents using other people's driveways to park whilst taking children into Willowcroft!!! I have been verbally abused when I have pointed out that the service road is NOT for unauthorised parking, also I now have to avoid leaving home after 8.25 and before 8.50, surely this is ridiculous. School starts again tomorrow, I will be sitting outside the front of our property to witness the Madness to start again, God forbid it's Raining, that makes the situation 100% worse!!!! Good luck with the Trial, my sincere hope is that it is adopted FULL TIME. Please speak to the School Bus Drivers for an unbiased view!"</p>
x) Concerned local resident Hardings Strings	<p>Objection I live on Harding Strings and I am not pleased at the proposal for a school street on Mereland road between Abbott's road junction and Kynaston road. I work in Benson and drive to work leaving my house every morning down Mereland road because it is the quickest and most fuel-efficient way to get to work. We have no kids. But must drive that way to get to work in the morning. Without school traffic it takes me 20 minutes. With school traffic in the morning 25-30 minutes. There's not that much of a difference in the morning and I sail through quite quickly. However, the proposals would mean I can't drive down Mereland road, onto Kynaston road to get out of the estate. I avoid the high street in the morning because of the traffic and go the back way through the estate</p>

	<p>down Northbourne road to Jubilee way. The high street easily adds 15 minutes to my journey if I go that way.</p> <p>The roads you are proposing to turn into a school street block all alternate routes to get to Kynaston road and also blocks Kynaston road which means the only ways for me to leave my house and go to Wallingford is to either go down the road by Edmonds Park Newlands Avenue to the high street and get stuck in worse traffic there. And the whole estate will be redirected that way and it will be far far worse traffic possibly making it take 40 minutes to an hour to do a 20 minute journey.</p> <p>The other option is to go out of South Didcot (to drive away from Wallingford which is madness) via park roads through West Hagbourne which is also a bottle neck and go via Cholsey which will double the travel time (without traffic) so 40 minutes and an hour with traffic.</p> <p>To be quite frank I don't want to have to spend more time commuting than I have to already and I'm sure neither does anyone else that has to commute to work. I know you are all fortunate to not have to commute and can work from home. But I have to travel down Kynaston road at 8am every single day just to pay the bills that fund you. My work starts at 8:30am in Benson so this will hit me directly at my prime time for commuting and I literally live the road over from Abbott's road.</p> <p>There are many working professionals in the area. My husband and I in our 30s are fortunate enough to have our own home. But our friends who are in their 30s live in a 6 person house share on the croft and have to commute via Kynaston road in the mornings as well.</p> <p>You are blocking the route that is actually REDUCING overall traffic in town at a key commuting time when it creates only 10 minutes of delays for commuters.</p> <p>It's just madness.</p> <p>Now I do agree it is WORSE in the afternoon with parents and kids everywhere. But in the morning, it is a non-issue. Please please please please do not go ahead with this. Please can we not try double yellow lines first or busses or something else. Can you please at least include the residents of Harding's Strings in the ANPR exemptions and any one on the surround roads.</p> <p>If anything, you should only be fining people stopping not those driving through.</p> <p>It will cost me more money in fuel as the route is longer which is bad for the planet too.</p> <p>I don't want to have to get up to go to work any sooner than I need to. I'm already seeing a therapist once a week for my mental health to deal with work this will just make what isn't even that much of an issue in the mornings even worse.</p> <p>Please, I implore you. This is not the answer.</p> <p>Not for the environment or children's safety because the roads are already 20 miles per hour so shouldn't be an issue. Cameras are not the solution. Parking attendance could be to catch people stopping and dropping. Most people dropping their kids off in the morning are also probably commuting to work that way too. The issue on Mereland rd is the residents have nowhere to park</p>
--	--

	<p>because their council homes don't have driveways and there is a give way on the road (which is needed) things are fine as they are. At least at 8am in the morning. Please do not change anything. The traffic is not that bad and doing this will only redirect everyone who's already trying to avoid the high street and make it worse.</p> <p>It also means that I can't get lifts if I need to in the morning as my co-workers live just off Northbourne and when my car has broken down, we can car share. And it means I also can't pick up my colleague in the morning who lives off Northbourne. Not without having to go the long way around.</p> <p>Mereland road is a KEY route for commuters. Don't penalise us just for living here. Especially when so many of us working young people already can't afford the area and are living in house shares into our 30s.</p> <p>We are the ones working and paying taxes. Not the pensioners who live on Mereland road. They may vote for you more than our age group, but we are the ones paying for it. "</p>
y) Concerned local resident Queensway	<p>Concern</p> <p>I am a resident of Queensway Didcot and today have received a letter through my door regarding the above proposition for a school street trial.</p> <p>I would like to start by saying I am very open to this trial and think it will be a great benefit to schools, children who attend them and the residents of the local area. I work for the county council and understand how these schemes can increase safety for young people and feel that these particular schools do face an increased safety issue due to the parking of people who are dropping off/picking up from the school during these peak times.</p> <p>The above being said, I am concerned that the proposed restricted roads are not extensive enough and that roads such as Harding Strings, Green Close, Green Road, Mowbray Road and a section of Queensway should also be included in the exclusion zones.</p> <p>The above-mentioned roads are all going to be heavily impacted by the scheme as you are creating a single point of access for them to get in/out of their properties during peak drop off and pick up times.</p> <p>Further to this, roads such as Queensway and Harding Strings are already busy roads that have a high level of on road parking due to lack of residential drives and being between 3 schools who have no parent parking (Northbourne Primary, St Birinus and Willowcroft). By not including our roads in the restriction when they are still so close to the schools (closer than Kynaston and equally distance as abbot road) you will be inviting/forcing parents to park on our roads causing even more traffic and chaos for residents and the school busses which use our road during these peak hours.</p> <p>Finally, if it is not possible for our roads to be added to the exclusion zone, would there be an ability for those in the closely affected roads to be able to purchase a permit to travel through the affected</p>

	roads? I am concerned that, with the restrictions, you are removing a direct route to the lower part of Didcot (Aldi, Tesco, Abingdon road, Wallingford road etc) and instead causing residents to travel either via Broadway (which is famously busy during these times) or East Hagbourne village (which has had several road closures over the last year) adding significant time and mileage to our journeys."
z) Concerned local resident Queensway	<p>Concern</p> <p>As a resident of Didcot and an OCC employee I am fully behind this scheme and the reasons behind it.</p> <p>My road is not currently covered by the proposal, however there are always parent parking here at school time anyway and I am concerned that this will cause more parents to park here than before as people can't access the restricted zone. We live on Queensway and already have a high volume of on street parking for a 'main through road' due to some houses not having drive ways, or only small drive ways, forcing residents to park on the road and due to being nestled between 3 schools (Northbourne Primary, St Birinus and Willowcroft) all three of which do not provide any parking for parents who may need to travel.</p> <p>I would ask therefor to suggest that the part of Queensway between the 2 entrances of Abbot Road be included in the scheme as well as the road is challenging enough as it currently is. I am concerned that by excluding us from the school zone when we are still such a short walk from St Birinus and Willowcroft will just mean that the parents will instead try and park on our already crowded road and still pose a major safety risk to students travelling to any of the 3 aforementioned schools.</p> <p>Also, as my road is not technically covered by the proposal as it currently is, if Queensway cannot be added am I able to apply for a permit for travel. Currently during these times there is only 1 way to access my house and this would add considerable time to my journey as I would either have to travel a longer journey through a busier part of Didcot (either the ring road or Broadway which are challenging enough anyway) or have to detour through East Hagbourne Village (which has been shut several times over the last year due to accidents or road repairs) made worse by parents parking further away due to the proposed changes.</p>
aa) Concerned resident	Concern - Major part of the problem seems to be cars parked too close to road junctions
bb) Concerned resident	<p>Concerned residents' observation at peak school time of the day</p> <p>0820-0855</p> <p>Standing at corner of Laburnum Grove/Mereland Road</p>

	<p>General impression: Slightly crowded, but nothing too drastic, and the surrounding roads (between high St and Willowcroft) Kynaston and fish and chip shop Road , seem pretty quiet.</p> <p>Pinch points are:</p> <ul style="list-style-type: none"> • The traffic calming measure just outside Willowcroft • Cars parked along the road between traffic calming measure and Laburnum Grove • Cars parked between traffic calming measure and entrance to the Croft <p>Problems are:</p> <ul style="list-style-type: none"> • Drivers not reading the road properly, and not pulling into spaces early enough (SBS parent) • SBS boys x2 on 1 bike, not aware of car reversing out of driveway • Bus driving too fast (BB1 at 08:20ish) • Lack of awareness from Willowcroft child (and parent!) who was blindly following mother and sibling Across The Road, but at a slower pace than them-Car had to stop to let him cross <p>Possible Solutions:</p> <ul style="list-style-type: none"> • Enforce highway code regulation of no parking within 10m of a junction (this would be a good first measure - might solve a lot, at very little cost! • Stop parking between Laburnum Grove and Willowcroft entrance at SBS end • Remove traffic calming measure (may not be necessary if cars are not parked along road)"
cc) Concerned resident	<p>Concern - As I am carer for my elderly mother who in her 90s lives in Mereland road near Willowcroft croft school I noticed traffic terrible when emergency services can't get by or school buses.</p> <p>As Willowcroft Primary school has two entrances, why can't parents use it to drive through to pick there kids up, save a lot of hassle. There needs a crossing there or lollipop lady so dangerous kids can't cross the road cars don't stop.</p>
dd) Concerned resident	<p>Concern Proposed School Streets measure for Didcot re: Kynaston Road area - the 92 bus route goes along Mereland Rd and into Kynaston Rd, then up Kynaston to Hagbourne Rd, then on to Sandringham Road, Fleet Meadow and into Central Didcot.</p> <p>Will the bus be allowed to use the School Street? Most people on the 92 bus route - many of whom are elderly, disabled or travelling with young children - have no other bus available in their area."</p>

<p>ee) Supportive local resident</p>	<p>Support I read the plans for school streets around Willowcroft which looked like a great idea, my kids used to go there and the road is very dangerous.</p> <p>Please can you let me know if there are plans for other schools in Didcot too? My children currently go to All Saints in Ladygrove and it has very similar problems, limited vehicle access to the school mean people park on junction corners, the zebra crossing zig zags and even one parent who stops on the zebra crossing to drop their child off. There have been numerous near misses on the zebra crossing because of limited visibility on the paths approaching the crossing, vehicles parked on the crossing and general poor driving.</p> <p>It would be great if even the short section of Tamar Way between Trent Road and Ottery Way was a school street.</p> <p>I appreciate the council has finite funds and resources but thank you if this is something that can be considered. With the yellow brick road Ladygrove could and should have schools were almost everyone walks or cycles to school if parents felt the roads around the school were safe.</p>
<p>ff) Concerned local resident</p>	<p>Concern I have seen your proposal for the cameras around Willowcroft PS I have an issue with this as I work from my parents' house and my car wouldn't be registered at that address neither would my customers. If you did it from Mereland road after the mini roundabout, you will not be stopping access to green road</p>
<p>gg) Concerned local resident</p>	<p>Concern My view on the trial school street for the schools in Didcot are as follows, I agree with getting the children to cycle walk wheel or scoot ,but what happens if you live in these roads and you have visitors that arrive or leave in these times are they going to get a fine and they are public roads, if I drop my grandchildren off in one of these roads do I get a fine , not sure how it is going to work.</p>
<p>hh) Concerned local resident</p>	<p>Concern I believe this proposal will just move the issue onto other streets. Parents still need to drop children to school, and this will not stop them doing so, it will simply make them park slightly further away. Some children may only cross a road at school. By removing all cars, it may condition children that roads are safe, meaning their ability to learn the looking skill could be hindered. We are looking to move to the area (just made an offer on a house) and here are my concerns:</p>

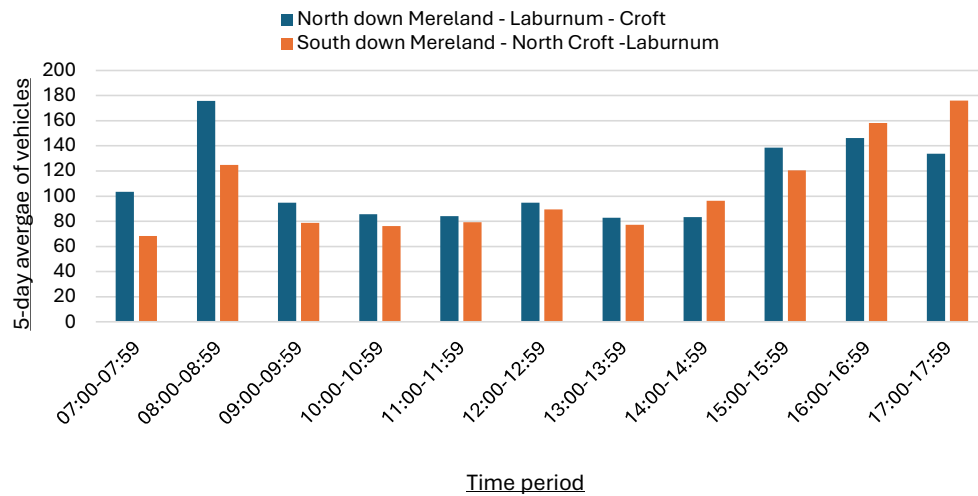
	<ul style="list-style-type: none"> • What about if you need to get a taxi home? • What about if you have a supermarket delivery slot during those times? • What happens to deliveries from places like Amazon? • What happens if I need to be dropped home in another car (blue badge holder)? • My daughter receives council school transport to Willowcroft, and everyday it's a different driver and vehicle. How will that work? • What happens if we have a friend visiting during the designated times? • What happens about carers, because people don't always have the same one in the same car? • What happens for occupational therapy and similar service visits? Builders? Handymen? Mechanics? Those visits are done in the worker's own car. <p>I fully reject this suggestion for the above reasons. I believe it will become a logistical nightmare for the appeals team if the council choose to do this to such a major main road. It will also be a nightmare for anyone who lives in the area who has visitors or deliveries.</p> <p>I don't believe the positives outweigh the negatives that will be imposed on residents.</p>
<p>ii) Concerned local resident</p>	<p>Concern</p> <p>I have been shown a copy of your letter dated 28 August, and I am amazed that it doesn't seem to have been sent to me or my daughter's addresses.</p> <p>Unless this letter is circulated widely, it will not be a true picture of the people's views. There are many more people who will be affected by this proposal. There is not enough information in respect of where the cars will park to drop off, which will affect a far greater area of the town.</p> <p>I'd appreciate a response as to which homes have been advised of this proposal.</p>

**Phase 3 school streets traffic
monitoring data
St Birinus Boys School and
Willowcroft Community Primary**

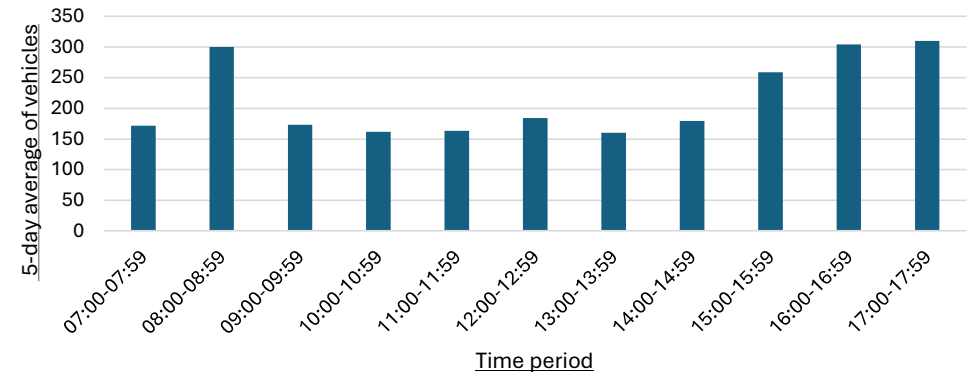
St Birinus Boys School and Willowcroft Community Primary

Mereland Road Traffic Counts

Mereland Rd 5-day average



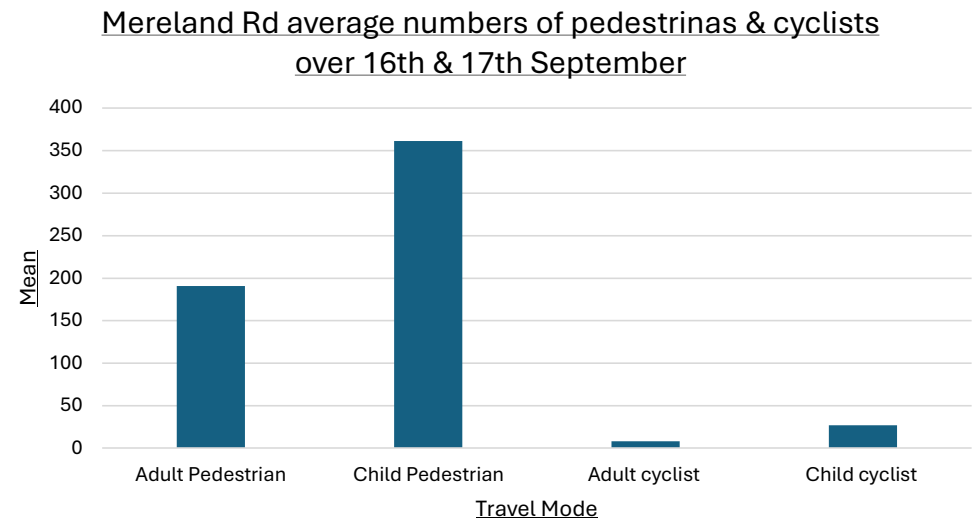
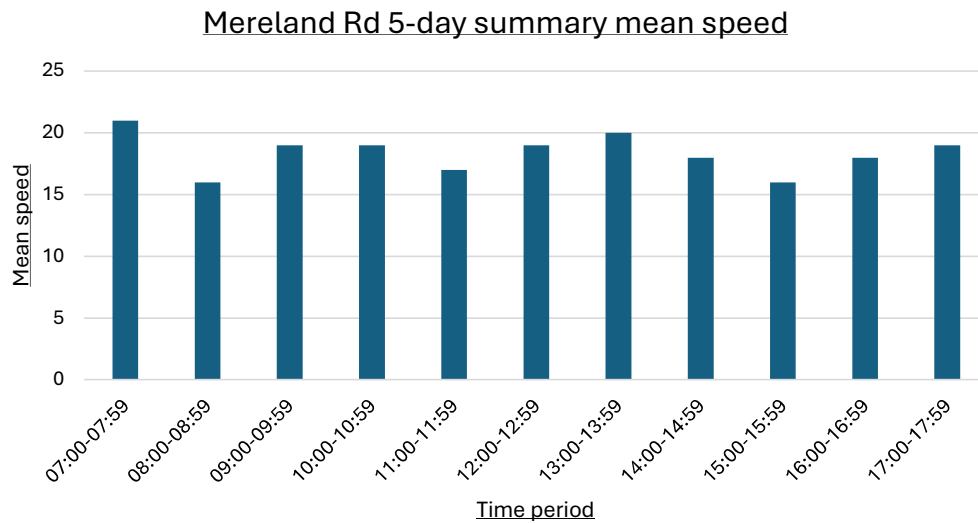
Mereland Rd Two-way 5-day Average (Mon-Fri) traffic analysis



High numbers of cars going North when the proposed school street will be operational (08:00 – 09:00 and 14:30 – 15:30). Higher volumes of traffic from 15:00 – 18:00

St Birinus Boys School and Willowcroft Community Primary

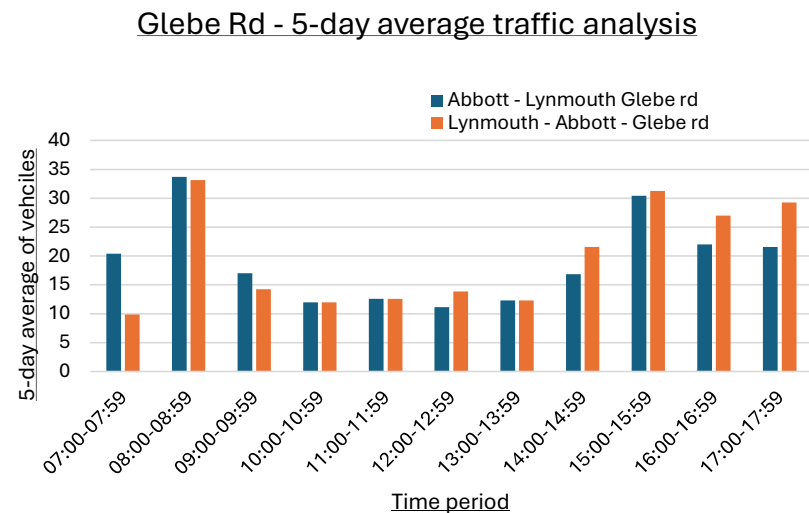
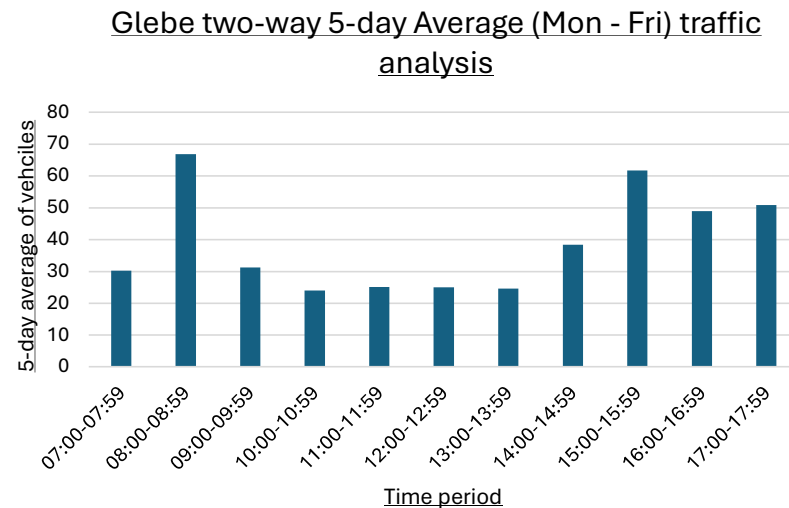
Mereland Road Speed and Pedestrian & Cyclists



There is an increase in the speed of vehicles at peak operational times when the proposed school street will be operational (08:00 – 09:00 and 14:30 – 15:30).

St Birinus Boys School and Willowcroft Community Primary

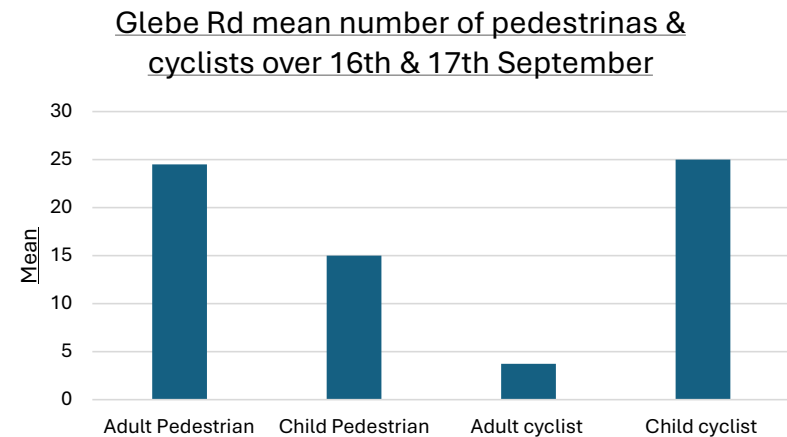
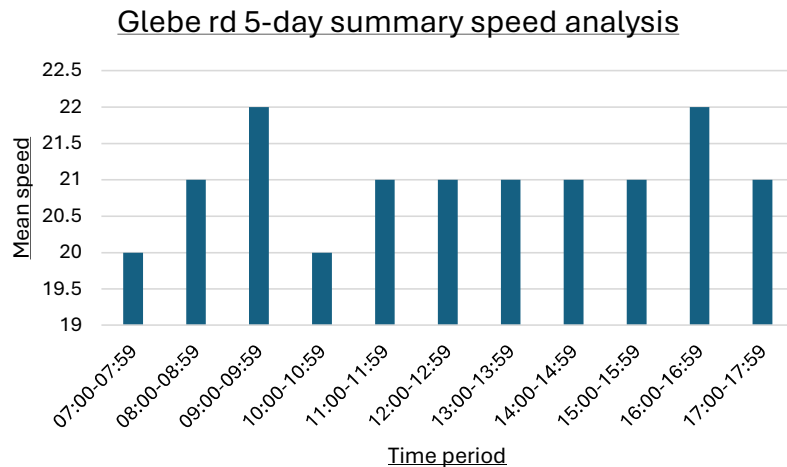
Glebe Road Traffic Counts



Higher volume of traffic going North when the proposed school street will be operational (08:00 – 09:00 and 14:30 – 15:30). Higher volumes of traffic from 15:00 – 18:00

St Birinus Boys School and Willowcroft Community Primary

Glebe Road Speed and Pedestrian & Cyclists

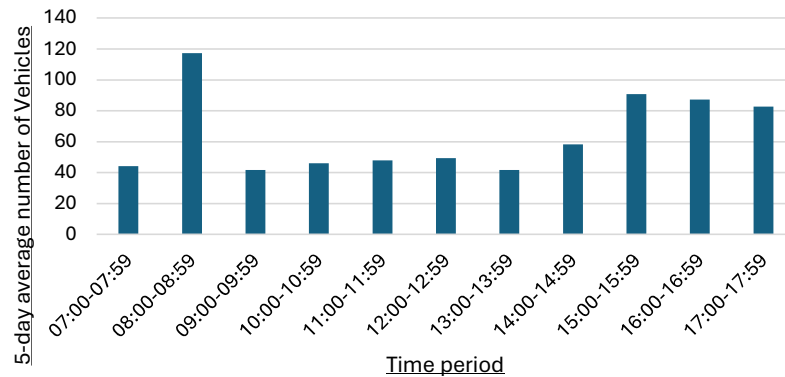


There is an increase in the speed of vehicles at peak operational times after 09:00 – 10:00 and 16:00 – 17:00).

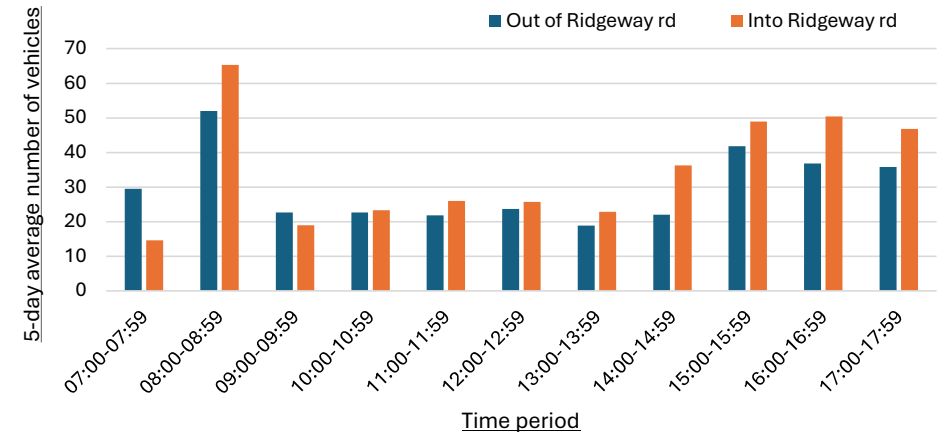
St Birinus Boys School and Willowcroft Community Primary

Ridgeway Road Traffic Counts

Ridgeway Rd two-way 5-day summary traffic analysis



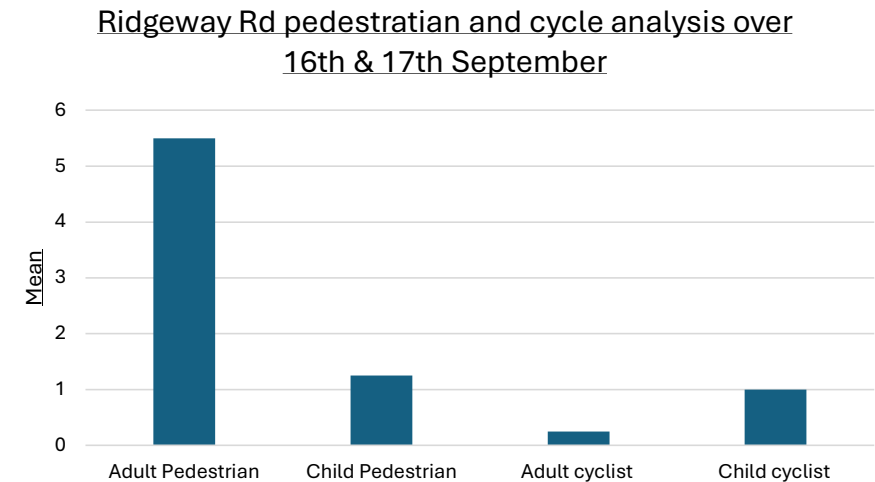
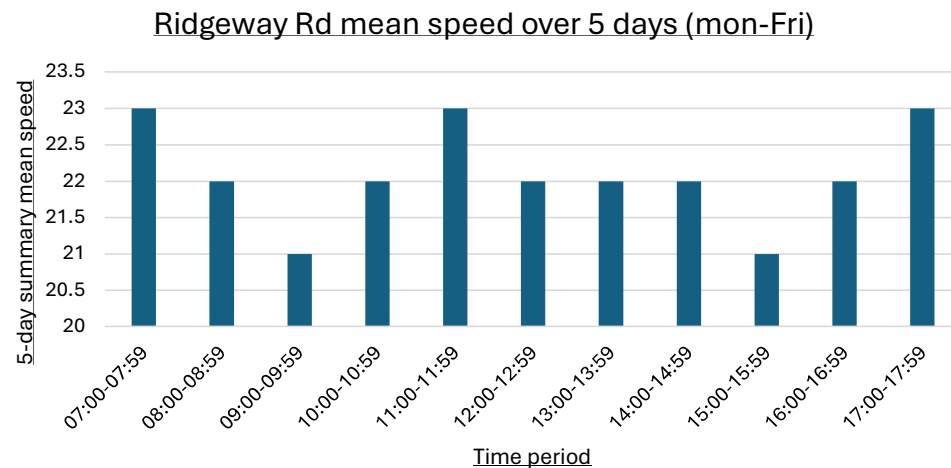
Ridgeway Rd 5-day average traffic analysis



Higher volume of traffic going North when the proposed school street will be operational (08:00 – 09:00 and 14:30 – 15:30).

St Birinus Boys School and Willowcroft Community Primary

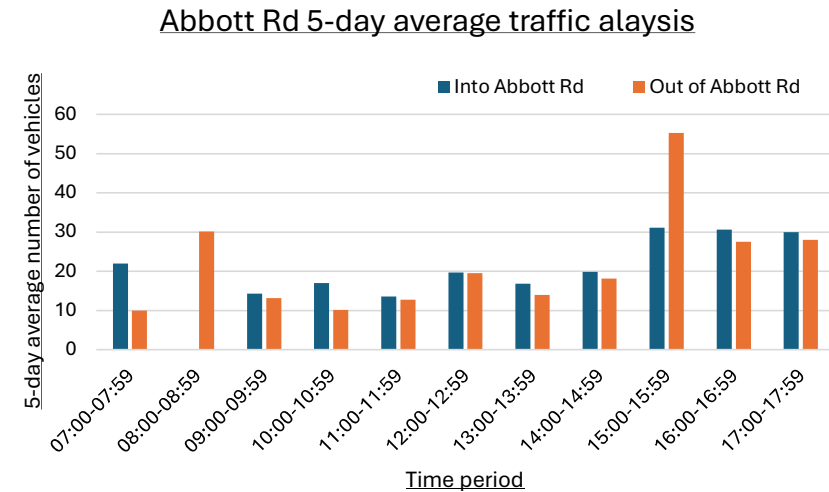
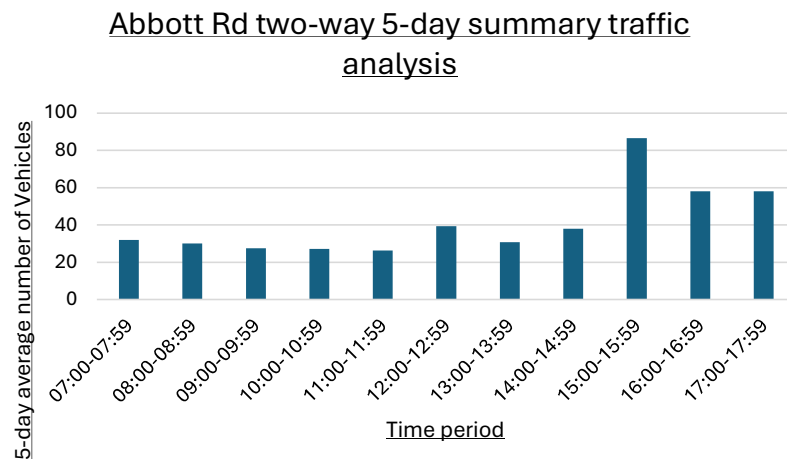
Ridgeway Road Speed and Pedestrian & Cyclists



There is an increase in the speed of vehicles at peak operational times after 09:00 – 10:00 and 16:00 – 17:00).

St Birinus Boys School and Willowcroft Community Primary

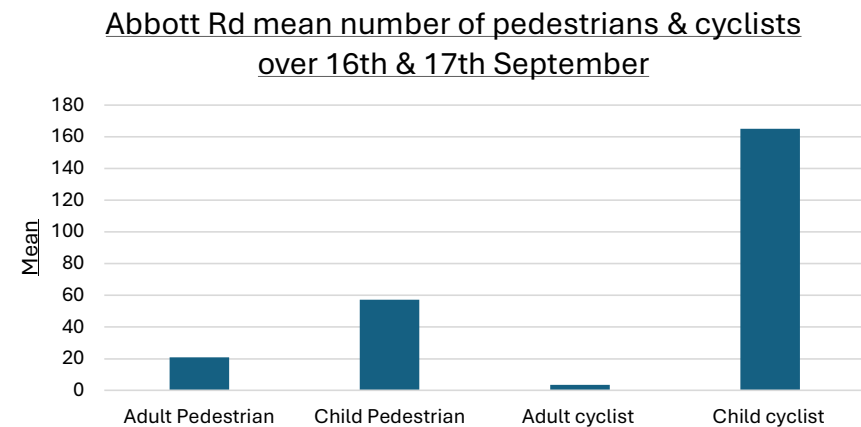
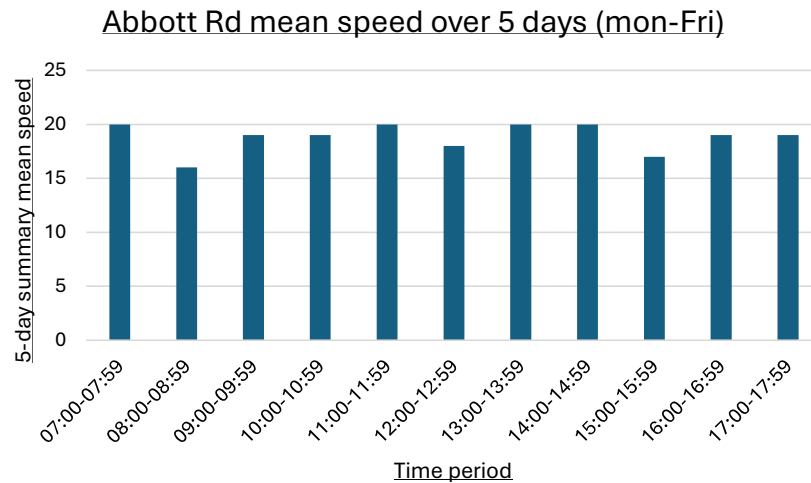
Abbott Road Traffic Counts



Higher volume of traffic going North when the proposed school street will be operational (08:00 – 09:00 and 14:30 – 15:30).

St Birinus Boys School and Willowcroft Community Primary

Abbott Road Speed and Pedestrian & Cyclists





There is an increase in the speed of vehicles at peak operational times after 09:00 – 10:00 and 16:00 – 17:00).

C:\Users\j\p973679\OneDrive - OxfordshireCounty Council\Desktop\School Streets locations.dwg




Drawing No.	OX/SSE/013	Revision	v1
-------------	------------	----------	----

KEY
 EXISTING SCHOOL STREET RESTRICTED AREA
 PROPOSED EXTENSION OF SCHOOL STREET RESTRICTED AREA - MON - FRI 8AM-9AM & 2.30PM - 3.30PM
EXCEPT PERMIT HOLDERS, EMERGENCY SERVICES, TAXI'S, DISABLED BADGE HOLDERS

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS
CONSTRUCTION
(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)
USE
(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)
© Crown Copyright and Database rights 2023 OS AC00000851087

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

 **OXFORDSHIRE COUNTY COUNCIL**
Paul Ferner
Director of Environment & Highways
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111

Project title
ANPR School Street Enforcement
Sandhills Community Primary

Drawing title
School Streets
Delbush Avenue
Headington

Drawing Status
Scale @ A4
1:1750
Drawn by
VN
Date drawn
28.07.25
Checked by
JW
Date checked

Approved by
JW
Date approved

Drawing No.	OX/SSE/013	Revision	v1
-------------	------------	----------	----

Reference: School streets/Sandhills

The resident/occupier



**Active Travel Team
Transport Policy
County Hall
4 New Rd, Oxford OX1 1AY**

**Paul Fermer
Environment and Highways**

28 August 2025

Dear Resident/Occupier

Re: Proposed extension to school street for Sandhills Community Primary School

We would like to hear your views on proposals to trial extending the boundary of the existing school street arrangement for Sandhills Community Primary school between 8.00am-9.00am and 2:30-3:30pm on school days.

A school street is a timed road closure that restricts access for motor vehicles at school start and finish times. The aim is to reduce traffic around the school entrance and create a safe, welcoming and attractive environment where children can walk, wheel, cycle, or scoot with lower risks from air pollution and moving vehicles.

The school street currently covers Terrett Avenue, Elton Close and Sweet Green Close. It is proposed to add Delbush Avenue – from the Merewood Avenue junction up to the Hill View junction to the existing school street arrangement. This is to address concerns raised about vehicles using Delbush Avenue for school run parking and presenting potential hazards for accessing properties in the road, or walking/wheeling safely on the pavement.

Vehicles registered to addresses within the proposed extension to the school street arrangement can be exempted from that school street's restrictions so it would not impact your entering or leaving your property during the school street operating times. Emergency vehicles and specific service vehicles are also exempt.

You can see the proposed extension on the plan overleaf and share your views in a survey which will be open from 12pm on September 1 until 11.59pm on October 13 2025. The survey is online at: <https://letstalk.oxfordshire.gov.uk/oxfordshire-school-streets> (or by scanning the QR code at the top of this page) or alternatively you can contact our school streets team at enquirieschoolstreets@oxfordshire.gov.uk or call our Customer Services Team on 01865 792422 to ask for a paper copy or other support sharing your views.

After the survey closes, we will review everyone's feedback and report to a Cabinet Member Decision meeting later this year. If the decision is made to trial the school street this would begin in early 2026. We would write to you again with details for ensuring a vehicle exemption for the school street ahead of this and a consultation would open allowing you to share your feedback.

Yours faithfully,

Oxfordshire County Council school streets team
Email: enquirieschoolstreets@oxfordshire.gov.uk
www.oxfordshire.gov.uk

Email responses: Proposed extension to school street for Sandhills Community Primary School

RESPONDENT	COMMENTS
(e1) Local resident, Sandhills	<p>I am a resident of [address details redacted], already a school street. I have previously expressed my views on this during the consultation period – please see attached email:</p> <p>Further to those comments, I would like to advise those requesting this extension to be careful what they wish for and be cognisant of the potential unintended consequences.</p> <p>As fully anticipated, I personally have already been inconvenienced by the existing restrictions:</p> <ol style="list-style-type: none"> 1. On the occasion of using a courtesy car whilst my car was in for a service, despite trying to work around the timings of the school street restrictions, I was still unable to return to my own home in the courtesy car as the restrictions still had 10 minutes to run. I therefore had to park up elsewhere in Sandhills and sit and wait! 2. Having spent an enjoyable day out with a friend, who was driving us in her car, we arrived back at Sandhills whilst the restrictions were still in force and hence she had to drop me elsewhere in the estate. <p>The above are just 2 examples so far for me personally, where my movements have been unnecessarily restricted. I suspect others will follow. As a further example, a friend called unexpectedly when an emergency light came on as she was driving along the A40. For her own safety she pulled into Sandhills and round to my house so that we could check things out. Fortunately, this was prior to the restrictions hence she didn't receive a fine on that occasion.</p> <p>As could easily have been predicted, the setting up of one school street only serves to move the problem elsewhere. Car drivers continue to be discriminated against in Oxford, but it needs to be accepted that some people will simply <u>have</u> to use their cars for certain journeys. Better to enforce reasonable behaviour from those drivers (eg ticketing those parked badly) than inconvenience the majority ie the residence, who are not the cause of the problem. Irrespective of any pros/cons, I object to having my freedom of movement by car restricted (and that of my friends/relatives who may wish to pay <i>ad hoc</i> visits to my home) and having to apply for permission to gain access to my own home/parking spaces.</p> <p>Finally, I would like a reply to my question asked during the previous consultation period, please, regarding the legality of blocking access to private property. The upper end of Elton Close is all private land and is where my parking spaces are situated. The only access is via Terrett Avenue.</p>

	<p>Just to confirm, I am opposed to the planned extension of the school street to include Delbush Avenue.</p> <p>I trust my views will receive due consideration and look forward to hearing the outcome of this latest consultation.</p>
(e2) Local resident, Sandhills	<p>I wholeheartedly reject the proposal for parking restrictions and ANPR on Merewood Avenue and the surrounding streets.</p> <p>Your council have a proven record of legislation creep when it comes to parking restrictions and it won't be long before I am required to pay for the privilege of parking where I live, or having my family members and friends pay for deigning to visit me.</p> <p>Your LTN's are inane, you ignored all feedback prior to their erection and you have ignored all feedback since. You have constantly rejected proposals for adequate parking at our hospital sites whilst simultaneously approving proposals from wealthy university colleges at the same Churchill site. The parking decisions of Oxford should be the realm of the city council and not the county council, many of whose members do not ever set foot in this accursed city.</p> <p>[Offensive comment redacted]</p>
(e3) Oxfordshire Liveable Streets	<p>This is a response to the consultation "Oxfordshire School Streets" https://letstalk.oxfordshire.gov.uk/oxfordshire-school-streets on behalf of Oxfordshire Liveable Streets</p> <p>We support all four of these schemes.</p> <p>The need for an expansion of the Sandhills scheme was already anticipated when the initial scheme went in, so this comes as no surprise now.</p> <p>At Harriers Banbury Academy, it would have seemed sensible for the A361 20mph scheme just consulted on to have extended 250 metres further down the A361 Bloxham Rd, to include its junction</p>

	<p>with Harriers View. This would be a useful accompaniment to the School Streets scheme, providing support for walking or cycling to the school from that direction (and reducing any concerns about motor vehicles stopping abruptly when encountering the School Streets restrictions). Are the officers managing the 20mph programme talking to the officers managing the School Streets schemes?</p> <p>And it would require more funding, but ideally this scheme would have been coupled with a continuous footway across Harriers View, including removal of the horrible anti-pedestrian guard railing.</p> <p>At St Joseph's and Edith Moorhouse schools, it is good to see the streets proposed for the School Streets restrictions are included in the recently consulted on 20mph scheme for Carterton. We wonder if pre-empting the need for later expansion might not have gone too far here: is it really necessary for the scheme to cover Edgeworth Drive? It is further from there to either school front gate than it is from the Aldi car park, so unless there are back gates in use that seems unlikely to attract displaced traffic.</p> <p>The Willowcroft and St Birinus scheme would be the largest one in the county yet. This does not look like it will cause any problems but, in the longer-term and broader context, this area may perhaps need integrated planning of its traffic flows. This scheme will certainly need to be reconsidered if any of the "town square" designs suggested for Broadway in 2023 ever eventuate.</p> <p>There appears to be an error on the map: access to the eastern loop of Sinodun Rd will be restricted by the scheme, so residents of that will need to be eligible for exemptions.</p>
(e4) Local resident, Sandhills	<p>I am a resident of [address detail redacted], which is already designated as a School Street. I am writing to express my concerns regarding the current scheme and to state my objection to the proposed extension of the School Street to include Delbush Avenue.</p> <p>While I appreciate the aims of reducing congestion and improving safety near schools, I believe local residents should be cautious about the practical consequences of these restrictions. In my experience, the enforcement measures have caused significant inconvenience and unnecessary hardship for those who live within the restricted area.</p> <p>Personal Impact</p> <ol style="list-style-type: none"> 1. Access difficulties due to mobility issues My grandson is disabled, and I often accompany my daughter-in-law to his appointments and

	<p>support sessions. She collects me from my home, but during the restriction times I must either walk to the top of the street or she must drop me off there. I suffer from painful sciatica, and this has become a genuine hardship for me.</p> <p>2. Inflexibility for residents using vehicles When my car was recently in for a service and MOT, I was given a courtesy car. Despite trying to plan around the restriction times, I was still unable to return home as the restrictions had not yet lifted. I was forced to park elsewhere in Sandhills and wait ten minutes before being allowed to drive to my own home.</p> <p>3. Confusion and deterrence for visitors A friend who was taking another friend to an emergency hospital appointment recently asked to wait at my home. However, she was deterred by the time restrictions and found the signage unclear and confusing. This discourages friends and family from visiting and adds unnecessary stress.</p> <p>Visitor Access Concerns A major ongoing concern for residents is the lack of a practical method for allowing casual visitors—such as friends, tradespeople, or carers—to access our homes without risk of being fined. Currently, the only way to obtain an exemption is to provide Oxfordshire County Council with copies of the vehicle's V5 logbook and a supporting letter confirming that the driver is a <i>regular</i> visitor. This process can take up to 10 days for approval and does not account for occasional or short-notice visitors, such as:</p> <ul style="list-style-type: none"> • Friends or family dropping by to help, • Deliveries, carers, or tradespeople, or • Emergency or health-related visits. <p>Your rules state that an exemption must be applied for before entering a School Street and applies only to regular visitors, not occasional ones. This is simply not practical for day-to-day living. I therefore urge the Council to introduce a more flexible, resident-friendly system, such as a short-term digital permit or a simple way for residents to log visitor vehicles on the day of the visit. This would prevent unfair penalties and reduce the stress currently experienced by residents and their guests.</p> <p>Wider Concerns As many residents predicted, restricting one street merely displaces the problem elsewhere. Traffic and parking pressures have simply moved to surrounding roads, rather than being resolved.</p>
--	--

	<p>Furthermore, car users continue to feel unfairly targeted in Oxford. It must be recognised that some people have legitimate reasons to use their vehicles—particularly those with mobility issues, caring responsibilities, or work commitments. A more balanced approach would be to enforce responsible driving and parking behaviour (for example, ticketing vehicles parked dangerously or illegally), rather than penalising all residents indiscriminately.</p> <p>Conclusion</p> <p>In summary, I object to the restriction of my freedom of movement by car, as well as that of my family and friends who may wish to visit my home. Having to seek permission to access my own property and parking spaces feels both unreasonable and unnecessary.</p> <p>I therefore formally oppose the proposed extension of the School Street to include Delbush Avenue, and I respectfully request that my concerns be fully considered as part of this consultation. Thank you for your time and understanding. I look forward to being informed of the outcome.</p>
--	---