

Divisions affected: *Iffley Fields & St. Marys, Isis, Headington & Quarry, Abingdon North/Abingdon South.*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 8 SEPTEMBER 2022

OXFORD & ABINGDON: VARIOUS LOCATIONS - PROPOSED PERMANENT 'SCHOOL STREETS' & ANPR ENFORCEMENT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for the Highway Management is **RECOMMENDED** to approve the proposal to make permanent Traffic Regulation Orders (TROs) so we can continue the School Streets programme with participating schools in Oxfordshire from autumn 2022, these being:
 - a) the proposed 'prohibition of motor vehicles' restriction during the stated operational hours (i.e.: The School Street) for each of the following four schools:
 - Oxford – Larkrise primary school
 - Oxford – St Ebbe's CE primary school
 - Abingdon – St Nicolas CE primary school
 - Oxford – Windmill primary school
 - b) The proposed use of (Automatic Number Plate Recognition) ANPR cameras to enforce the temporary road closures for the 'School Streets' during the operational hours.

Executive summary

2. The School Streets programme is part of Oxfordshire County Council's Travel to School policy within our countywide Local Transport & Connectivity Plan. This became adopted policy following the County Council meeting on 12 July 2022. This policy contributes to our vision to make "walking, cycling, public and shared transport the natural first choice."
3. The consultation proposals seek to introduce permanent Traffic Regulation Orders (TROs) for four participating schools that have been trialling School Streets under Experimental Traffic Regulation Orders (ETRO), using trained volunteers to manage and enforce the temporary closures. The dates the current ETROs expire are as follows:

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- Larkrise Primary School – 23 November 2022
 - St Ebbe's Primary School – 23 November 2022
 - St Nicolas Primary School – 23 November 2022
 - Windmill Primary School – 21 September 2022
4. The School Streets proposals for the four specific sites are shown in annexes 1 – 4. Under the proposals, the streets by the school gates would be 'closed' to general motor vehicle traffic during school start and finish times. Permanent signs ahead of the entrances to School Streets will display closure times. ANPR cameras will be used to enforce the motor vehicle restrictions during the specified closure times.
 5. Feedback from this consultation has resulted in updates to the School Streets Traffic Regulation Order. These updates have been reviewed by our legal officers and have been accepted in the spirit of the draft TRO and are considered a non-material change.
 6. Feedback from this consultation is also informing a School Streets Policy, which will detail guidelines for the School Streets including ANPR camera enforcement and exemptions.
 7. A review of the School Street entry point for Larkrise school has been undertaken as a result of feedback from this consultation. Please see section 38 for detail on the options for the Larkrise School Street entry point change.

Financial Implications

8. The funding for the school street infrastructure has been secured as part of the Department for Transport (DfT) active travel funding from the Tranche 2 and Tranche 3.

Equality and Inclusion Implications

9. The School Streets team has liaised with the four participating schools to ensure children who are on SEN (Special Educational Needs) registers, or have behavioural or mobility issues, and disabled children and/or parents are not impacted by the proposals. No equality of inclusion implications have been identified.

Sustainability Implications

10. School Streets create places where children can thrive, be healthier and happier because they are being more active, enjoying improved air quality, getting a boost to confidence from Active Travel, and getting more chances to be sociable. The aim is to create an environment where people can walk, wheel, cycle, scoot, or park and walk to school with lower air pollution and traffic congestion and make the school gate environment safer for children.

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Creating a car free environment makes it easier and safer for people to choose to travel by foot, wheel, cycle, or scooter to school, supporting us in promoting Active Travel and encouraging modal shift away from private car use for short journeys. Air quality sensors will be used to monitor air quality at School Street sites. Levels of walking, wheeling, cycling, and scooting will continue to be monitored to measure increases in modal changes and qualitative data recorded by the schools will also inform our records. Implementing School Streets demonstrates the action we're taking to address the climate emergency.

Consultation

11. A formal consultation was carried out between 13 July and 26 August 2022. Notices of the proposals were published in the Oxford Times & Oxfordshire Herald newspapers, and statutory consultees and key stakeholders were written to, including; emergency services, bus operators, countywide transport, accessibility and disabled people's user groups, Oxford City Council, Vale of White Horse District Council, and the local county councillors representing the specific divisions. Letters were also sent directly to 2147 properties within or potentially affected by School Streets closure zones, and street notices were also placed on site in the immediate vicinity of the School Streets sites.

The number of local addresses written to directly for each school site is below:

School Street area	Number of letters to adjacent premises, including addresses outside of the School Street closure zone
Larkrise	313
St Ebbe's	380
St Nicolas	250
Windmill	1,204
Total	2,147

(Table 2)

12. The consultation received 310 responses via the online questionnaire (hosted on Let's Talk Oxfordshire) during the formal consultation. Respondents were asked to provide their views on the two Traffic Regulation Orders for the School Streets proposals:
 - The proposed 'prohibition of motor vehicles' restriction during the stated operational hours (i.e. the School Street)
 - The proposed use of ANPR camera enforcement to manage the 'School Streets' scheme.
13. The overall outcomes of the responses received from the survey on Let's Talk Oxfordshire are shown below: indicating the numbers of support, neutral or no opinion, and opposed responses received for each of the two proposals:

The proposed 'prohibition of motor vehicles' restriction during the stated operational hours

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(i.e. the School Street)

Response	Numbers	Percentage
Fully or partially support	273	88%
Neutral / No opinion	5	2%
Fully or partially oppose	32	10%
TOTALS	310	100%

(Table 3)

The proposed use of ANPR camera enforcement to manage the 'School Streets' scheme.

Response	Numbers	Percentage
Fully or partially support	263	85%
Neutral / No opinion	8	3%
Fully or partially oppose	39	13%
TOTALS	310	100%

(Table 4)

14. To understand the context of the responses received through the survey, every response was reviewed to capture the points raised by each respondent. The detailed breakdown of points raised is listed below accompanied by the overall stance indicated for the proposals raising these points. Responses mostly cited multiple points and so the total numbers below will be higher than the individual number of responses. These detailed responses have been themed; please see section 24.

Themes and issues raised for the proposed 'prohibition of motor vehicles' restriction during the stated operational hours (i.e. the School Street)

Reason category - general	Fully Support	Partly support with objections	Neither	Mostly object but I support some elements	Fully Object	Total
Safer	170					170
Less pollution	81					81
Aids AT/ promotes health	75					75
reduces congestion / Traffic Volume / Speed / Rat running	54					54
Easier, less stressful / More pleasant	41					41
Reduces illegal parking	17					17
Quieter	14					14
reduces dangerous driving	11					11
Aids pupil independence	8					8
Sense of community	7					7

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Tackling climate Change / Save Energy	4					4
Cleaner	4					4
Easier for the volunteers	2					2
Less abuse from drivers	1					1
Reduces fuel cost	1					1
Makes Park and Stride easier	1					1
Traffic / parking displacement	1	16	2		9	31
Impeding traffic				1	8	9
Prefer existing w ith volunteers system		4		1	3	8
Access for tradespeople		5			1	8
People fined in error / accidently entering		4			1	7
Eroded road sense in children		3	1		3	7
Access for resident's visitors		4		2	1	7
Access for deliveries		4			1	6
Increased journey time / w ill be late		2			3	5
Need for exemptions + simple system+ easy appeals + more info needed		4		1		5
SEN / illness/ Injury / Blue Badge		2	2			5
Attack on drivers					5	5
ANPR = no physical barrier		3				4
Access for carers		2		1	1	4
Surveillance		1		1	2	4
Civil liberties		1		1	1	3
Expense					2	2
Access for ancillary school staff / creates time pressure		1			1	2
Need School Crossing Patrol		1			1	2
Perceived as Money-making					2	2
What about rental cars/Company Cars etc?		1		1		2
May restrict access to hotels BnBs		1				1
Not realising residents are exempt					1	1
Some parents being let through		1				1
Driver distraction					1	1

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PCSO / Parking Enforcement pref.					1	1
Need for non-electronic/internet exemption applications			1			1
RS is parent's responsibility					1	1
Access for taxis					1	1
Concerns over camera maintenance		1				1
Concerned parents may have to move schools		1				1
Excessive / unnecessary			1			1
School should not be arbiter				1		1
Concerned that closure times might be variable				1		1
Street Clutter				1		1
Road does not belong to school					1	1
TOTALS	492	62	7	22	51	634

(Table 5)

Themes and issues raised for the proposed use of ANPR camera enforcement to manage the 'School Streets' scheme.

Reason category - general	Fully Support	Partly support w ith objections	Neither	Mostly object but I support some elements	Fully Object	Total
Cameras need for scheme long term / best enforcement method	72					72
Easier for the volunteers / removes need	32					32
Fines needed to discourage illegal parking / driving etc.	24					24
Safer	13					13
Fairer / impartial	13					13
Less confrontation	9					9
Less pollution	3	1				4
reduces congestion / Traffic Volume / Speed / Rat running	4					4
Aids AT/ promotes health	3					3
Easier access for that need to drive	3					3
Less abuse from drivers	2					2
Reduces illegal parking	2					2

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Show s commitment by OCC	2					2
Quieter	1					1
Easier, less stressful / More pleasant	1					1
May generate revenue	1					1
Needs to be perm and fixed	1					1
reduces dangerous driving						0
Aids pupil independence						0
Tackling climate Change / Save Energy						0
Reduces fuel cost						0
Makes Park and Stride easier						0
Sense of community						0
Cleaner						0
ANPR = no physical barrier = high speed / contraventions	1	17		1	1	20
Surveillance		5			11	16
People fined in error / accidentally entering		7		1	5	13
Prefer existing volunteer led scheme		7		1	4	12
Resident's visitor's access		4			5	9
Resident delivery access		2	2	2	3	9
Exemption registration and appeals must be simple		7	1			8
Traffic / parking displacement		4			3	7
Expense		2			3	5
Signage must be clear		3	1		1	5
Carer's access		3			2	5
Blue Badge Access		2		1	1	4
Perceived as Money-making		1		1	2	4
Fines not enough		3				3
Too many exemptions		3				3
Increasing journey time / will be late		1			2	3
Attack on motorist		2			1	3
Need info on fines + must be enforced consistently		3				3
Unnecessary / unjustified					3	3

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Access to tradespeople		1		1	1	3
Street clutter		2			1	3
Eroded road sense in children		2			1	3
Object to mobile		2				2
Would prefer traffic calming		1			1	2
Impede traffic					2	2
School's administrative burden		1			1	2
Taxi access				2		2
Excessive		1			1	2
Civil liberties		1			1	2
Will be ignored		2				2
Restrict to hotels bib's		1				1
Access for school staff / visitors / deliveries					1	1
Would prefer enforcement by officers		1				1
Prefer School Crossing Patrol					1	1
Driver distraction					1	1
Oppose SS concept		0			1	1
Parents with passes should continue		1				1
Rental / Company cars?		1				1
School should not be arbiter		1				1
ANPR better used elsewhere					1	1
Do not trust accuracy of cameras		1				1
Some drivers will just pay the fine		1				1
Mobile ANPR insufficient - must be fixed		1				1
TOTALS	187	98	4	10	61	360

(Table 6)

15. To ensure clarity in identifying the schools each respondent was commenting on, the survey asked respondents to select the individual school for their responses, and additionally allowed respondents to share their views against the other schools in the consultation. The numbers supporting, neutral and opposing for each school are shown below:

Responses for the proposed 'prohibition of motor vehicles' restriction during the stated operational hours (i.e.: The School Street) split by school:

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School Street	Fully support	Partially support w ith objections	Neutral / no opinion	Mostly object but I support some elements	Fully oppose	TOTAL
Larkrise	54	8		1	4	67
St Ebbe's	27	11	1	1	4	44
St Nicholas	36	8	1	3	1	49
Windmill	115	14	3	5	13	150
TOTALS	232	41	5	10	22	310

(Table 7)

Responses for the proposed use of ANPR camera enforcement to manage the 'School Streets' scheme split by school:

School Street	Fully support	Partially support w ith objections	Neutral / no opinion	Mostly object but I support some elements	Fully oppose	TOTAL
Larkrise	44	16			7	67
St Ebbe's	25	11	2	1	5	44
St Nicholas	34	9	3		3	49
Windmill	95	29	3	4	19	150
TOTALS	298	65	8	5	34	310

(Table 8)

16. Additionally, 61 emails and 2 letters were also received and considered in the consultation, bringing the total of responses to 373. Emails and letters did not necessarily follow the same sequence of feedback as the survey questions, and some provided more general responses. Please see tables below:

Email/letter responses for the proposed 'prohibition of motor vehicles' restriction during the stated operational hours (i.e.: The School Street) split by school:

School Street	Fully support	Partially support w ith objections	Neutral / no opinion	Mostly object but I support some elements	Fully oppose	TOTAL
Larkrise		3		2	1	6
St Ebbe's	1	2		2	4	9
St Nicholas	7	1	1	1	1	11
Windmill	8	4		1	6	19
No School identified	2	1	1		4	8
TOTALS	18	11	1	6	16	53

(Table 9)

Email/letter responses for the proposed use of ANPR camera enforcement to manage the 'School Streets' scheme split by school:

School Street	Fully support	Partially support w ith objections	Neutral / no opinion	Mostly object but I support some elements	Fully oppose	TOTAL
Larkrise		1		4	1	6
St Ebbe's	1	1		3	4	9

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St Nicholas	5	3	2	2	1	13
Windmill	4	3	1	4	7	19
No school identified	2		1	1	4	8
TOTALS	12	8	3	14	17	55

(Table 10)

17. Responses raising specific concerns/issues are recorded in Annex 5, and copies of the full comments received from the consultation can be requested. Note that these may have personally identifiable data redacted when shared.

Officer response to objections/concerns

18. Officer comments in relation to specific concerns/issues are provided in **Annex 5**. Officer comments in response to wider area/general concerns can be found below.

General Comments

19. The aim of school streets is to create a safe, welcoming, and attractive environment where children, parents and teachers can walk, wheel, cycle, scoot, or park and walk to school without the risk of traffic. School Streets create places where children can thrive and be healthier and happier because they have the added benefit of reducing air pollution and creating safe places where children can boost their confidence in active travel. In general, the consultation feedback from the public, parents, teachers, and residents is supportive of the School Streets proposals.
20. The ethos of the School Street Programme is to reduce the traffic generated at 'peak' school-gate activity times when children are dropped off at the beginning of the school day or picked up at the end of the school day. This additional traffic causes a high level of congestion outside the school gates. The consultation has indicated that this reduction in traffic congestion, and improved road safety is welcomed by residents.
21. Responses from residents, school staff and parents/carers all raised similar key points and showed concern for other stakeholder groups' needs being met as much as their own – in particular exemptions being appropriate and equitable; residents not being blocked by displaced parking; other nurseries and schools not being impacted by displaced traffic/parking; people genuinely needing to trip-chain due to school placement challenges/work commutes not being discriminated against; children feeling and being safer when travelling to school.

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22. Many responses that were opposed to the use of ANPR cameras preferred the continuation of volunteers manning temporary barriers – worrying in particular about enforcement efficacy; exemptions being able to be managed fairly and equitably; and residents being able to access services and their own homes without impact.

23. One of the main responses in favour of ANPR cameras was difficulty in sustaining volunteers to operate temporary barriers, and several responses noted a feeling of hostile behaviour from some drivers. A feeling of hostility when genuinely needing access through a barrier (travelling in a taxi) was also noted from a respondent.

24. Main concerns:

Exemptions – managing them fairly	Delivery drivers and contract vehicles	Cannot control schedules (which are usually automated); emergency callouts
	Carers and healthcare workers	Multiple vehicles visiting single addresses to provide care due to nature of agency and local team / work rotas
	Personal visitors to addresses	e.g., family members dropping in who live further away; people visiting for care support such as elderly or disabled relatives, or for emergency childcare
	Parents/carers who have to trip-chain	e.g., parents working some distance away and/or doing multiple school/care runs
	School staff	Some responses have expressed a feeling that school staff should be more encouraged to not drive to school
	Temporary / supply / part-time staff	Some of these staff may need to drive to trip-chain between different sites – note, this may well also apply to staff with care responsibilities/other journeys to make around their commute
	Taxis	Will taxis use exemptions to cut through regularly where a School Street closure includes a through road
	Disabled access/ blue badge holders	Two responses note not owning cars but sometimes needing to use taxis or private vehicles for a disabled pupil or family member who may be visiting them or the school; some responses asked for more clarity in exempting disabled drivers/passengers and/or blue badge holders as the first group may not necessarily be blue badge holders – especially in the case of some older drivers, or disabled passengers, or people with a disability that is not permanent or which impacts their mobility inconsistently
	Service vehicles (e.g., builders / plumbers)	Will service vehicles use exemptions to cut through regularly where a School Street closure includes a through road

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Displaced parking	Overall	on double yellow lines; on pavement; blocking residents; or taking up permit spaces; one respondent asks about options for limited CPZ (Controlled Parking Zones) permissions for people who have to drive into a School Street during restricted times
	St Ebbes	Whitehouse Road, Grandpont nursery
	Windmill	St Anne's Road; Wharton Road; St Leonard's Road
	St Nicolas	Lenthall Road, Boxhill Walk; Bowyer Road; Clifton Drive; residents attributing extra vehicles to St Nicolas and John Mason school parents dropping off/collecting
	Larkrise	Campbell Road; Rymer's Lane (Cricket Road side)
Traffic speeds and motoring behaviours	Overall	idling engines; increased speed in quieter roads; mounting kerb / pavement; congestion displaced to impact neighbouring schools/nurseries; entering School Streets ahead of restriction times to avoid penalties or exclusion
	St Ebbe's	Whitehouse Road speeds: poor visibility of Marlborough Road traffic from Whitehouse Road makes crossing unsafe. One response proposed that speed bumps are installed on Chilswell Road to make this point safer
	Windmill	Rat-running reported through Margaret Road and by St Leonard's Road – especially unsafe for St Andrew's CE school (noted by the school and several people responding); St Anne's Road; Gathorne Road; Crossing point on Wharton Road is unsafe due to traffic speeds and visibility; Mopeds travelling through barriers
	St Nicolas	High volume of traffic coming through to go to John Mason school; High volume of traffic coming over Stert Bridge
	Larkrise	Respondents did not indicate specific points where traffic speed was a concern
Poorer road safety from non-motorised vehicles	Overall	Children less conscious of road safety; pedestrians on cycle paths (St Nicolas)
ANPR	Overall	Cost; some people will continue to abuse the restrictions; surveillance; scale, scope, use and access of footage

(Table 11)

School Streets – the proposed 'prohibition of motor vehicles during the stated operational hours (i.e., the 'School Street')

25. The School Streets team has been successfully engaging with and supporting the schools to implement and maintain volunteer-led School Streets since the initial School Streets trial began in 2021. Data from the initial six-week School

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Streets trial (March to July 2021) at the nine participating was recorded by the schools and analysed to assess the trial's success

26. The results indicated Active Travel to the participating schools increased by 6.3%, and 64.7% of pupils surveyed said they felt much safer during the trials than before. 22.1% of parents, teachers and residents said they were driving less since the trial started. During the trial 114 volunteers gave an average of approximately 2.1 hours each to support their School Street. Key learning from the trial was that the schools need to be self-nominating and have a genuine commitment to improving active travel journeys to their school.
27. The four schools under this proposal are self-nominating and are fully supportive of their School Street becoming permanent, with enforcement using ANPR camera. They currently have School Streets volunteers in place and the School Street's team is working closely with them to implement their School Streets and maintain their Active Travel Plans. The schools' continued support will ensure robust monitoring and positive Active Travel outcomes.
28. Although the consultation has indicated high levels of support for School Streets, the consultation has also highlighted concerns of traffic displacement and inconsiderate parking. These concerns will be fed back to our Parking Enforcement team, to ensure appropriate management of parking regulations. Further traffic displacement and parking issues will be monitored by the Council going forward, with a focus on encouraging safe and considerate practices.
29. The placement of School Street signage will provide clear traffic guidance on where the enforcement area starts and ends and will be placed ahead of the ANPR cameras on the roads so that drivers are given advance warning of entry into a School Street zone. The School Street sign design process has also considered designs used by other local authorities to establish parity with other UK School Street schemes. The School Streets team is working closely with the Traffic Signage team to ensure all signage is clear and meets road traffic regulations. Enforcement will only apply for vehicles entering the School Street during closure times and is not for vehicles leaving the street (so there is no 'trapping' of vehicles).
30. Each School Street will be issued its own unique School Street Code used by the Parking Enforcement team to identify which School Street restrictions the vehicle is exempt from. This will minimise non-exempt vehicles driving through a School Street closure.

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31. The consultation has raised a concern that air quality improvements have been superseded by a perceived focus on ANPR enforcement. The ongoing monitoring of air quality is key to supporting our delivery of tangible climate and healthy environment improvements, and we are adding two new additional air quality sensors to ensure air quality improvements are recorded on an ongoing basis at all the four schools. This monitoring will be shared as part of the wider ongoing School Streets programme.
32. Due to the different physical locations of each of the schools, further detail on the specific consultation feedback is split out for each school below in sections 37 to 45.

Use of ANPR cameras – the proposed use of ANPR camera enforcement to manage the ‘School Streets’ scheme.

33. With support from Sustrans, the Oxfordshire School Streets programme has been operating using a blended stewarding model, consisting of local community volunteers for each school. The volunteers have been using a physical barrier to restrict traffic flow into the School Streets during their closure times. The volunteers have also been able to offer in-person advice on the scheme and practice discretion in allowing vehicle traffic through where required. Feedback received from volunteers, as well as feedback received through the consultation, is that several drivers have been verbally abusive to volunteers. Volunteers have also been physically threatened and challenged as they have not had concrete enforcement power to stop traffic entering the School Street. The proposal to use ANPR cameras to enforce the School Street replaces the need for volunteers, removes the risk of face-to-face tensions around entering a School Street closure zone, and ensures consistency can be practiced in allowing the appropriate exemptions.
34. Of all the feedback received during the consultation, the proposal to use ANPR cameras to enforce the School Streets received the most comments. This consultation was not intended to provide the finite detail of the ANPR camera use or the School Street’s exemptions process but was carried out to gather feedback on the proposed use of ANPR camera enforcement to help inform our decisions around using ANPR cameras for these School Streets.
35. Feedback received throughout the consultation and through wider correspondence to us will all help to inform the School Streets Policy. The policy will detail the guidance on how to apply for a School Street exemption and the process followed for the issuing of, and appealing, Penalty Charge Notices (PCN). This is being written with input from the Parking Enforcement and Highways teams and will be shared with the participating schools and

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published on our website once finalised. A dedicated web section for School Streets Exemptions will also be created.

36. Concerns were raised on the use of ANPR cameras for wider surveillance, and the times they will be in operation. The cameras will only record number plates, and will only be in operation between the opening and closing hours which has been agreed with each of the four participating schools, during term times only; shown below:

School Street	AM timings	PM timings
Larkrise	8:10 – 9:00	14:30 – 15:30
St Ebbe's	8:00 – 9:00	14:30 – 15:30
St Nicholas	8:10 – 9:00	14:30 – 15:30
Windmill	8:20 – 9:00	14:30 – 15:20

(Table 12)

Larkrise primary school (Oxford)

37. Larkrise Primary School is on Boundary Brook Road, which is a 20mph limit circular residential road, with George Moore Close, Pipkin Way, and Quartermain Close leading from it. Boundary Brook Road also provides an important walking and cycling route. 313 letters were issued to residents and local stakeholders to inform them of the consultation. There were 67 responses received for Larkrise Primary School via the online questionnaire, and 6 emails. Of the 67 online responses, 12 respondents chose 'Own vehicles' as one of the modes of travel they currently use to access the school.
38. The proposed position of the school street entry point on Boundary Brook Road has raised a concern from the owners of the Balkan Lodge hotel on the corner of Iffley Road, which has a rear car park accessed from Boundary Brook Road, just past the proposed School Street entry point. Under the proposed Larkrise School Street entry point, they would need to apply for exemptions for all of their visitors' car registration numbers in advance of visitor arriving at the hotel. As a result of this feedback, the School Street entry point has been reviewed, and we are proposing three potential options for changing it that are listed below. We will take guidance from the Cabinet Member/s on the preferred option.

Option no	Option detail	Issues & costs
Option 1	Keep School Street entry point in its currently proposed position, at the junction of Boundary Brook Road and Iffley Road.	Balkan Lodge will have to register each hotel guest's car registration number 48 hours in advance of them arriving. This would place a considerable administrative burden on the hotel and would not always be practicable within the time limits.
Option 2	Move the School Street entry point back along Boundary Brook Road, to just after the Balkan Lodge car park	From a road safety perspective, this could create safety risks in the road, as vehicles would have to perform a three-

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	entrance, but before the traffic crossing island.	point turn in the road to exit Boundary Brook Road. This would require re-scoping of ANPR camera and signage placement and may have cost implications.
Option 3	Move the School Street entry point back along Boundary Brook Road, past the traffic crossing island, where the road splits into two. This would create two School Street entry points across both streets.	From a road safety perspective, this is a preferred option, as it provides space in the road in which vehicles could turn around, if they need to exit Boundary Brook Road before entering the School Street. This option would require the installation of an additional ANPR camera, and additional signage as a single camera's visual range is not wide enough to cover both School Street entry points. This doubles the costs of the Larkrise School Street implementation.

(Table 13)

39. Further feedback on key points raised regarding Larkrise School Streets proposals:

Invasion of privacy – ANPR cameras will only record an image of a vehicle registration number plate (the letters and characters), so that the vehicle can be identified. This data is recorded by the Council and is stored in line with GDPR regulations.

How exemptions will work – All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.

Issues with drop off and pick up points – The School Streets team will work with the school to enable Active Travel plans for parents who need to find alternative drop off and pick up points outside of the School Street zone, using the 'park and stride' initiative.

Traffic displacement – The School Streets and Parking Enforcement teams will work with Larkrise School to monitor traffic displacement and ensure parking restrictions are enforced and encourage safe parking behaviours.

Blue Badge holders – Blue Badge holders who are residents of the School Streets will be able to apply for an exemption. Guidance on how to apply for exemptions is being reviewed following feedback via the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.

St Ebbe's CE Primary school (Oxford)

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40. St Ebbe's Primary School is on Whitehouse Road, which leads through to Salter Close and Long Ford Close. 380 letters were issued to residents and local stakeholders to inform them of the consultation. St Ebbe's received 44 responses via the online questionnaire, and 9 emails. Of the 44 online responses, 12 respondents chose 'Own vehicles' as one of the modes of travel they currently use to access the school.

41. Further feedback on key points raised regarding St Ebbe's School Street proposals:

How exemptions will work – All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.

Issues with drop off and pick up points – The School Streets team will work with the school to enable Active Travel plans for parents who need to find alternative drop off and pick up points outside of the School Street zone, using the 'park and stride' initiative.

Road Safety issues – The use of the ANPR camera will mean no physical barrier is required, and a physical barrier will no longer impede traffic crossing into Marlborough Road.

Impacts on residents – There is a concern that registered taxis and vehicles used to help residents will not be able to enter Whitehouse Road during the School Streets opening times. All registered taxis and private hire vehicles are exempt from the School Streets restrictions and the exemption registration system will allow vehicles to be registered up to 48 hours in advance.

Creating division between parents who live close to the School, and those who live further away – The School Streets team is working with St Ebbe's Primary School in developing their Active Travel Plans and will support further development of the school's 'Park and Stride' and 'Footprints' schemes.

Traffic displacement - The School Streets and Parking Enforcement teams will work with St Ebbe's school to monitor traffic displacement and ensure parking restrictions are enforced and encourage safe parking behaviours.

St Nicolas CE Primary school (Abingdon)

42. St Nicolas CE Primary school is on Boxhill Walk, which leads through to Fairfield Place. 250 letters were issued to residents and local stakeholders to inform them of the consultation. St Nicolas received 49 responses via the online questionnaire, and 13 emails. Of the 49 online responses, 12 respondents choose 'Own vehicles' as one of the modes of travel they currently use to access the school.

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43. Further feedback on key points raised regarding St Nicolas School Street proposals:

Air Quality – Feedback from the consultation has highlighted that the improvements in air quality are welcomed as part of the School Streets programme.

Traffic displacement – St Nicolas CE School has fed back agreed that their School Street will have one School Street entry point; at the junction of Boxhill Walk and Fitzharry's Road. It was discussed with the School Streets Team and the school felt that the previous second school entry point in Boxhill Road was not required. There has been feedback via the Consultation just one School Street entry point will cause traffic displacement, which residents are saying is already an issue. The School Streets team will continue to work with St Nicolas to monitor this and will work with the Parking Enforcement team to ensure parking restrictions are enforced and encourage safe parking behaviours.

Parking enforcement – A number of issues with inconsiderate parking (accrued in feedback responses to dropping off and picking up from St Nicolas and John Mason schools) on Fairfield Place and on roads surrounding St Nicolas School have been raised including parking on double yellow lines, on pavements, and blocking residences raised by parents parking. The School Streets team will continue to work with St Nicolas to monitor this and will work with the Parking Enforcement team to ensure parking restrictions are enforced and encourage safe parking behaviours.

Windmill Primary school

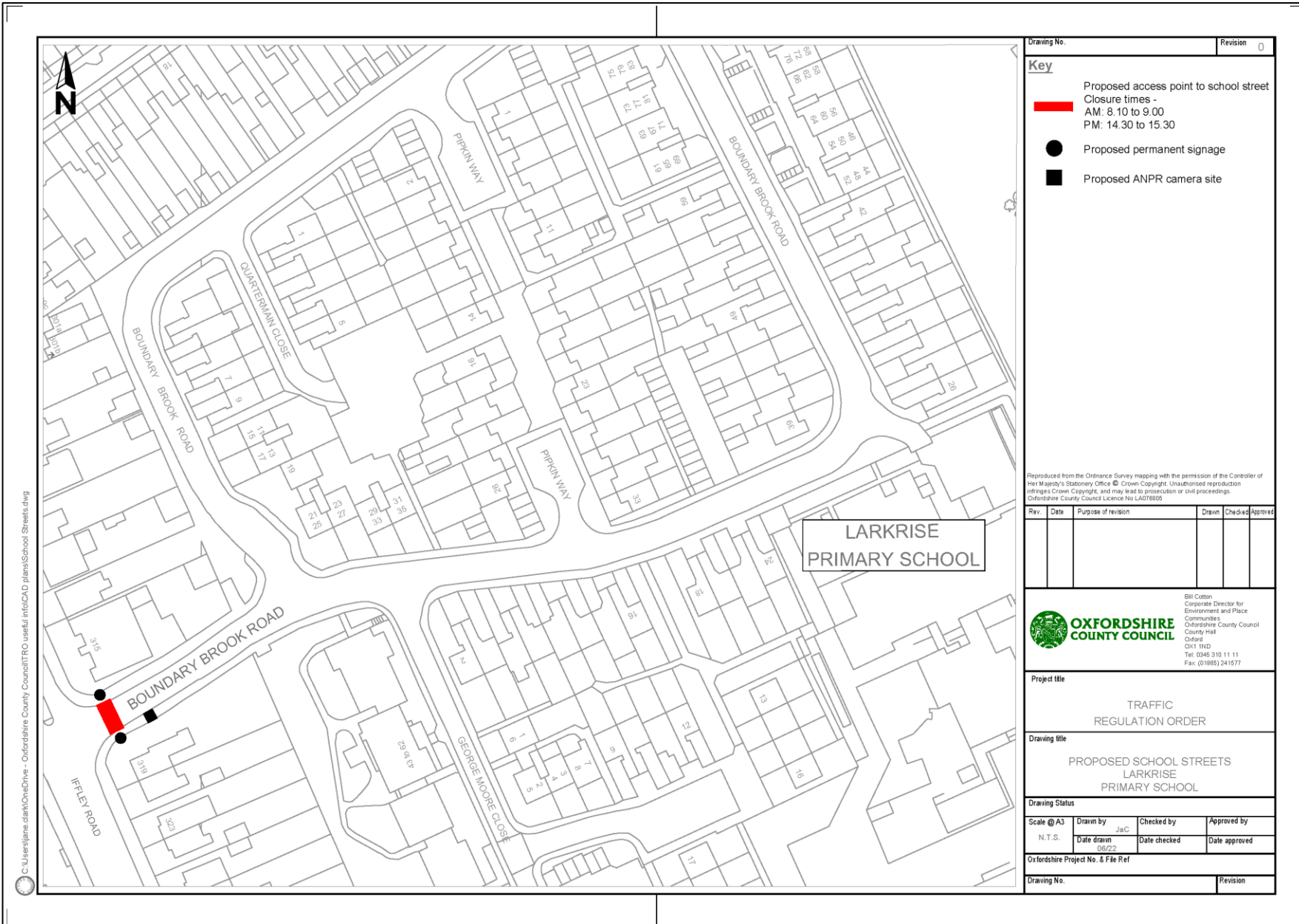
44. Windmill Primary School is on Margaret Road, which leads through to St Anne's Road, York Road, and Quarry Road. 1,204 letters were issued to residents and local stakeholders to inform them of the consultation. Windmill received 150 responses via the online questionnaire, and 19 emails. Of the 150 online responses, 44 respondents choose 'Own vehicles' as one of the modes of travel they currently use to access the school.

45. Further feedback on key points raised regarding Windmill School Streets proposals:

How exemptions will work – All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.

Infrastructure – It has been fed back that ANPR cameras may not discourage drivers enough, and that further physical infrastructure may be required, such

Annex 1 School Streets: Larkrise (Oxford) - proposed School Street entry point/s and camera positioning (Currently reviewing options for the school street entry point on Boundary Brook Road so the entry point shown below may change)



Drawing No. Revision 0

- Key**
- Proposed access point to school street
 - Closure times -
 - AM: 8.10 to 9.00
 - PM: 14.30 to 15.30
 - Proposed permanent signage
 - Proposed ANPR camera site

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title

TRAFFIC
REGULATION ORDER

Drawing title

PROPOSED SCHOOL STREETS
LARKRISE
PRIMARY SCHOOL

Drawing Status

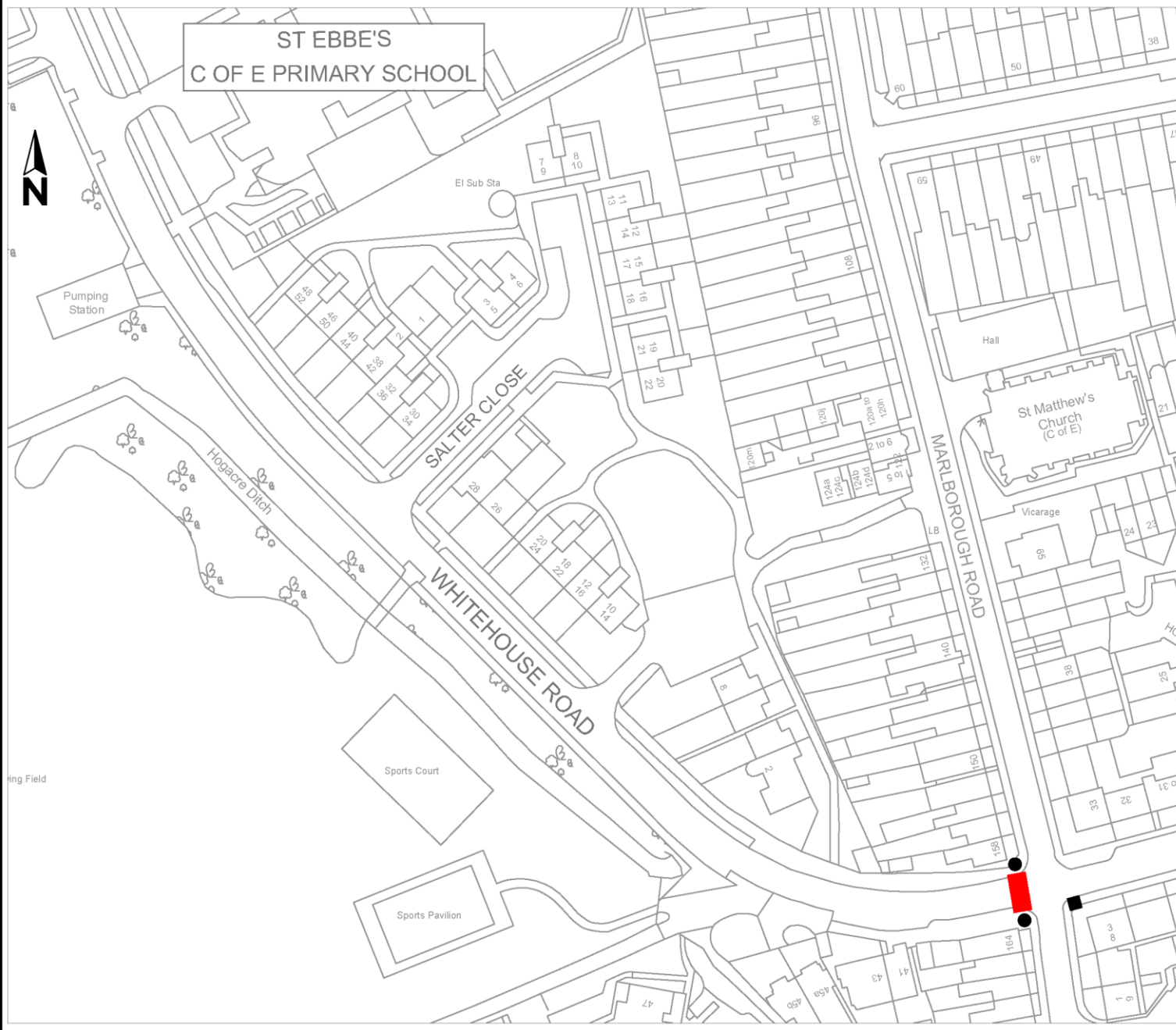
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N.T.S.	JaC		
	Date drawn 08/22	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision

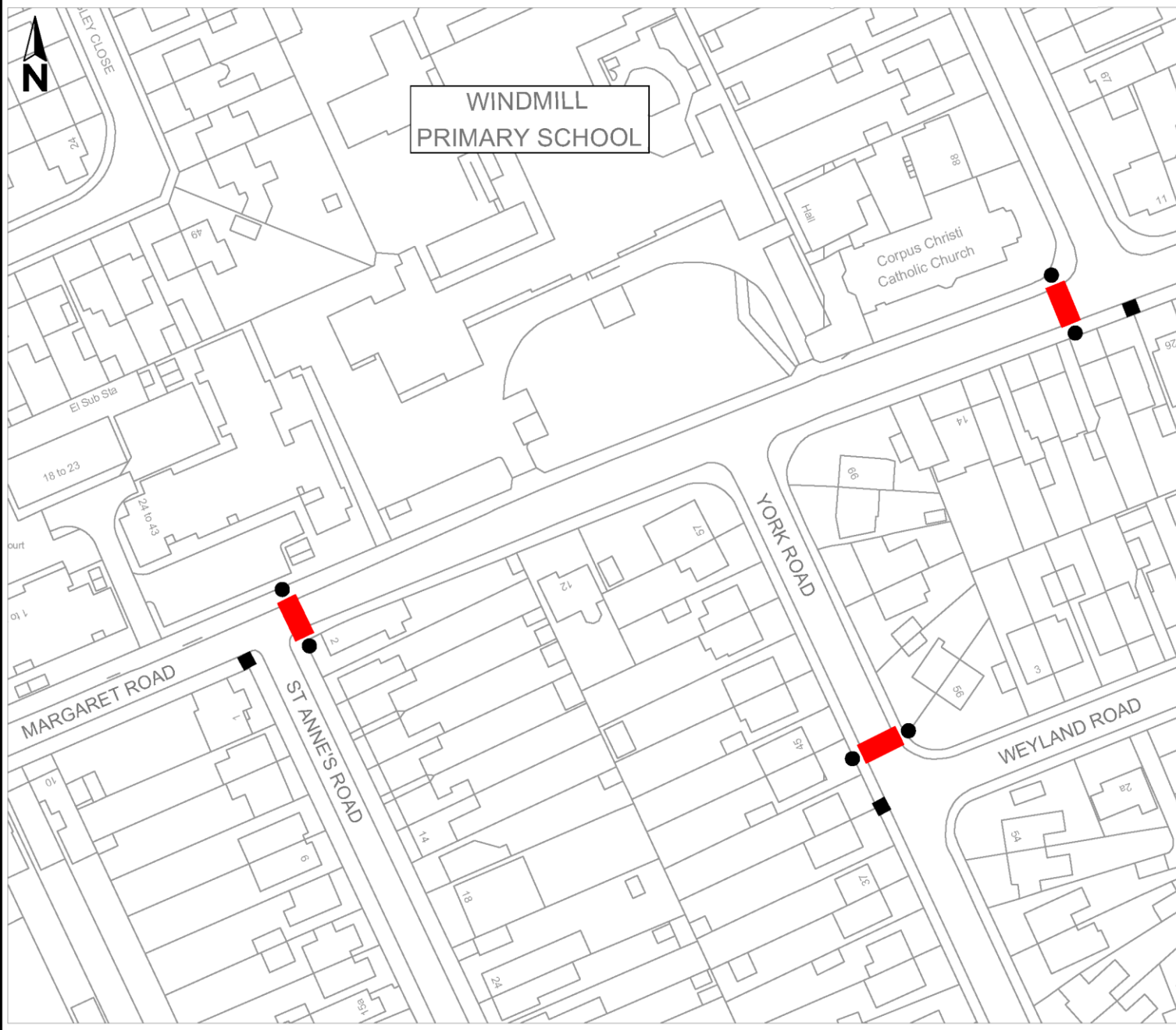
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		Closure times -			
		AM: 8.00 to 9.00			
		PM: 14.30 to 15.30			
		Proposed permanent signage			
		Proposed ANPR camera site			
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Bill Cotton Corporate Director for Environment and Place Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577					
Project title					
TRAFFIC REGULATION ORDER					
Drawing title					
PROPOSED SCHOOL STREETS ST EBBE'S C OF E PRIMARY SCHOOL					
Drawing Status					
Scale @ A3	Drawn by	JaC	Checked by	Approved by	
N.T.S.	Date drawn	06/22	Date checked	Date approved	
Oxfordshire Project No. & File Ref					
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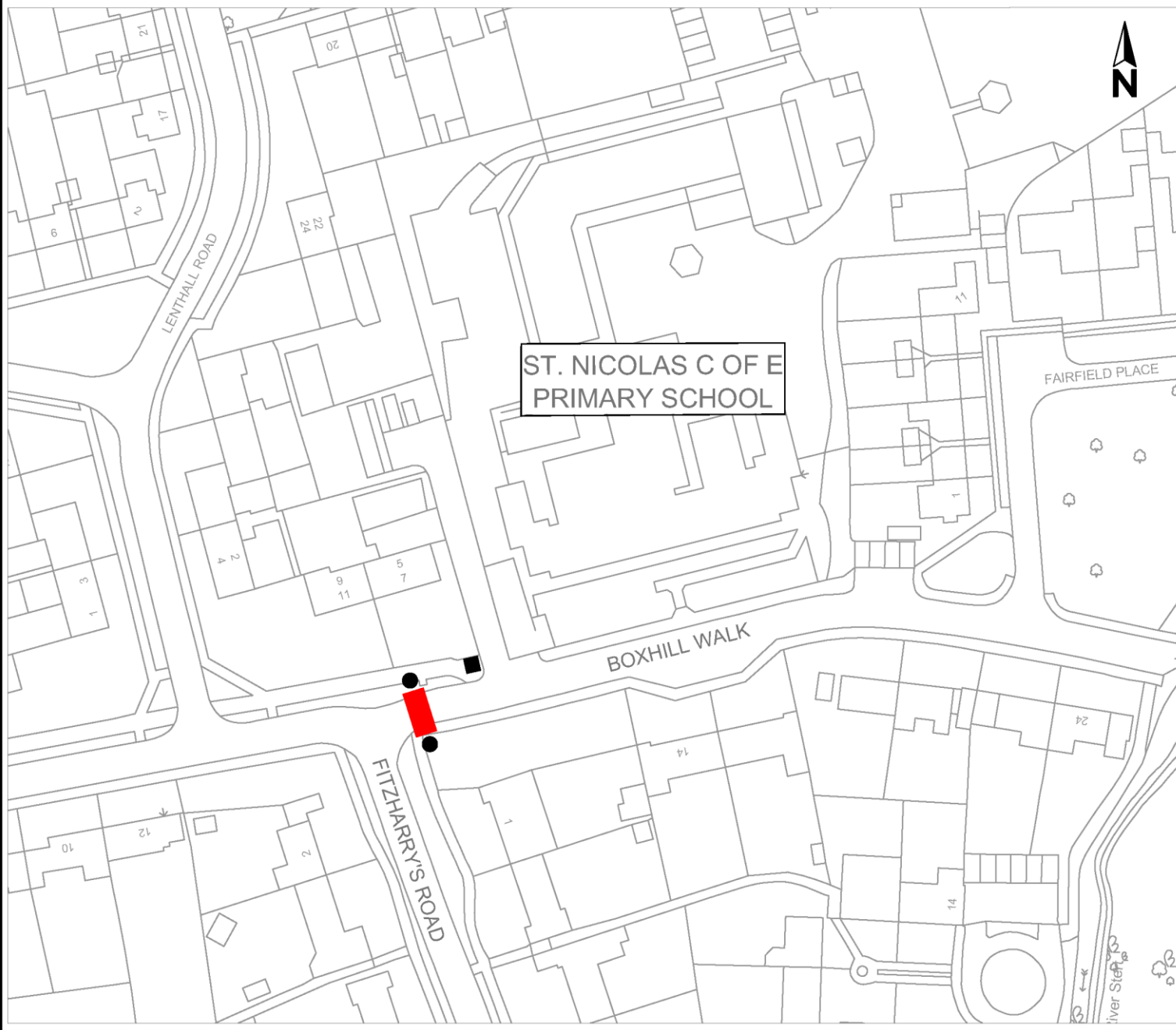
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		PM: 14.30 to 15.20	
		Proposed permanent signage	
		Proposed ANPR camera site	
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Project title			
TRAFFIC REGULATION ORDER			
Drawing title			
PROPOSED SCHOOL STREETS WINDMILL PRIMARY SCHOOL			
Drawing Status			
Scale @ A3	Drawn by	JaC	Checked by
N.T.S.	Date drawn	Date checked	Date approved
	06/22		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	



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Drawing No.		Revision	
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Proposed access point to school street Closure times - AM: 8.10 to 9.00 PM: 14.30 to 15.30			
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Project title			
TRAFFIC REGULATION ORDER			
Drawing title			
PROPOSED SCHOOL STREETS ST. NICOLAS C OF E PRIMARY SCHOOL			
Drawing Status			
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Drawing No.		Revision	



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Annex 5

The following annex contains directly worded feedback from external parties, and as such have not been edited for typographical errors. Personally identifiable data has been redacted where this appears in feedback (indicated by '[]').

Annex 5 is letters, emails, and survey responses to Oxfordshire County Council received during the School Streets consultation. The correspondence listed below is a representative sample of feedback received, not an exhaustive list. The full list of survey responses can be supplied [with data redacted as necessary to comply with GDPR] on request.

RESPONDENT	COMMENTS	OOC / PROJECT TEAM RESPONSES
<p>1. Traffic Management Officer Hampshire Constabulary & Thames Valley Police Joint Operations Unit</p>	<p>Thank you for the consultation documents relating to the proposed School Street scheme</p> <p>In submitting this proposal Thames Valley Police assume that the Highway Authority have assessed the location of the road closures to ensure that they are suitable for the suggested measures. Not every street will be suitable for a school street scheme.</p> <p>We do not as part of this consultation, check the accuracy or validity of what is proposed. We do consider the implications for road safety and potential enforcement and always expect that:</p> <p>The powers being exercised are available to you as traffic authority, are valid and are appropriate for the proposals.</p> <p>The descriptions of the lengths of road, the road names, the road numbers, and any directional descriptions are correct and accurate.</p> <p>Where any proposals replace existing restrictions or prohibitions, that the previous orders are adequately revoked or varied.</p> <p>The mandatory traffic signs giving legal effect to the order will be fully TSRGD (Traffic Signs Regulations and General Directions) compliant, will give drivers adequate guidance, and will be placed to accord to the descriptions in the order.</p> <p>We will always expect that:</p> <ul style="list-style-type: none"> • There will be a rigorous process to ensure that road closures are staffed appropriately and consistently by trained, inducted operatives/volunteers wearing the correct PPE (Personal Protective Equipment). • That there is a process to ensure that should an operative/volunteer fail to arrive, the road is closed as expected, and that signs placed in the road meet the required standard. • There is a safe legal process to ensure that access is maintained to residential dwellings and businesses located within the road closures, and that emergency services access is always maintained. • Closures are assessed and documented by highway authority staff at regular intervals to ensure that standards are achieved and maintained. • That parents and children are aware that vehicles may still drive through the area of the road closures and that they still have responsibility for their own safety. • There is a process to ensure that inconsiderate parking is not displaced 	<p>The comments are noted and will be taken into consideration when delivering the schemes.</p>

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	<p>to roads adjacent to the closures, and that congestion around the closures perimeters does not cause road safety issues.</p> <p>It is essential that vulnerable persons in closed street areas are protected where familiarity, habit, and confidence may rise with carriageway access becoming normal behaviour.</p> <p>A School Street scheme should not routinely require any police presence. Operatives and volunteers at road closures should not get involved in conflict with motorists and should this happen they should seek an emergency police response.</p> <p>Thames Valley Police are aware that School Streets are growing in momentum with numerous schemes already in place nationally.</p> <p>I note in the documents that technology-based enforcement will be used to enforce these restrictions.</p> <p>Unless that Technology is in place on a day-to-day basis or other means of Supervision are in place to protect the vulnerable, the Police would object to these schemes becoming permanent.</p>	
<p>2. Cyclox Chair by letter.</p>	<p>Cyclox welcomes the school streets policy and making it permanent.</p> <p>We note the increasing evidence base that recognises that "liveable neighbourhood" measures such as school streets have a range of different and interconnected impacts. However, the evidence suggests that these impacts are largely positive, and it is in the medium-to-longer term where most of the benefits become apparent.</p> <p>The immediate benefit to children and carers has been a reduction in pollutants, including noise, in the immediate vicinity around their schools at drop off and pick up.</p> <p>Furthermore, the school streets scheme does seem to prevent the immediate dangerous parking, loitering, and idling that occurred previously, as those who still drive have to park further away and walk. This makes the streets safer, reducing the risk of collisions, and contributing towards the council's commitment to Vision Zero, the elimination of deaths and serious injuries from road traffic collisions in Oxfordshire. It must be noted though that sometimes this just moves the dangerous parking problem around the corner.</p> <p>The secondary benefit has seen pupils and parents and passers-by reclaim the streets adding vitality to the community at these times. Evidenced with both accompanied and unaccompanied pupils cycling confidently in these shared spaces.</p> <p>The time and resources that the tireless local volunteers have invested for over a year and the daily thanks of gratitude they receive far outweigh the unwelcome aggressive behaviour of a few drivers and prove that the majority of people in the neighbourhoods are supportive.</p> <p>However, the level of organisation and resources required are not sustainable and recently some volunteer slots have not been filled. At such times, this has highlighted the lack of the much-improved calm and safe environment that school streets provide.</p> <p>With the introduction of ANPR cameras, this would no longer be necessary, though we would welcome regular speed monitoring in the vicinity of schools without barriers or half build outs/planters on the approaches.</p> <p>Our councils have both declared climate emergencies and share many common</p>	<p>There is a limited number of vehicles that will be exempt from the School Streets restrictions. Ongoing monitoring of traffic levels using the ANPR cameras will indicate which vehicles go through the School Streets during the closure times.</p>

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	<p>objectives. Prioritising walking, cycling and public transport while reducing through traffic in neighbourhoods are now recognised as necessary measures in our response to both climate change and health inequalities.</p> <p>Cyclox welcomes these initiatives and is fully supportive of their permanent implementation using ANPR cameras. However, one question remains, how will these vital shared spaces be maintained without calming with many vehicles exempt from the scheme just passing through?</p>	
<p>3. Member of the public (regarding all schools)</p>	<p>Just a note that I am concerned that the online consultation process is discriminatory against the older population and those with learning disabilities. I have just completed the survey and noted a complex registration process (that will put many people off, irrespective of age) and also an inability to place a general objection to the scheme as now proposed (which is very different to the original proposal, which I was cautiously supportive of). I am concerned that the method used in the consultation will result in a distorted outcome, with pro-lobbyist input dominating.</p> <p>I live near to one of the schools that was on the trial list but isn't one of those in the first 4 to go ahead. As the scheme impacts road users in a much wider manner than just those next to the school, I feel that this should be a wider consultation. In addition, I do not want this to become a new model for use around a wider range of schools, with these being the pilot.</p> <p>I object fundamentally to two aspects of the scheme— legal road closure orders and use of ANPR. The scheme is intended to predominantly target parents from dropping children outside the school and was not intended to be an indiscriminate and legally enforceable traffic restriction scheme. Use of ANPR means that mistiming entry by seconds will result in a fine – drivers looking at the time immediately as they pass the sign, rather than looking at the road! Also residents, care givers etc do not always use the same car and it is ridiculous to expect them to register a vehicle with the scheme every time someone gives an elderly relative a lift, or a temporary care giver is rostered in, or someone gets a loan car whilst theirs is at the garage. If parents and others are not prepared to give their time to operate and enforce the scheme long term (in a friendly, community focused manner), then this shows a lack of sufficient support and therefore lack of justification for the scheme and it should therefore be dropped – the parents and schools should be the masters of their own destinies on that. For me this is the acid test for the support for the scheme and the focus should shift back to the original purpose rather than this very significant scope creep (and bureaucracy creep).</p> <p>Overall, I have to say that I am extremely disappointed that what started out as a community supported project is now being turned into yet another creeping bureaucracy and bad use of technology, to facelessly police rather than work with the community.</p> <p>Please include this e-mail in the consultation as a general objection to aspects of the proposed scheme (legal road closures and ANPR use).</p> <p>Many thanks for consulting.</p>	<p>[Response from Oxfordshire County Council to Member of the Public] Your feedback on the online consultation process has been fed back to the Engagement and Communications Team. All consultations can be responded to via the online platform, or via email or letter. All responses are considered equally, whichever format the response is received via.</p> <p>The School Streets impact into the wider road system will be monitored. Please see traffic displacement statement within this report.</p> <p>The School Streets Programme is to encourage active travel for parents and is a temporary restriction on motorised traffic at school drop off and pick up times. All residents on the School Streets will be able to apply for exemptions.</p>
<p>4. Member of the public (Larkrise)</p>	<p>I live near to Larkrise school. I agree that it would be beneficial to reduce the traffic at drop off and pick up time for the sake of the children and to avoid parents/carers using parking that should be prioritised for residents. However, to introduce</p>	<p>All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed</p>

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	<p>ANPR cameras at the suggested times will hugely inconvenience the residents in Boundary Brook Road and George Moore Close. You suggest exceptions are amongst others regular visitors. As my address is not part of the restricted parking area, I find it very impractical to inform the council of my visitors- regular or not! Same goes with deliveries where they cannot determine exact time of delivery in advance. Please on behalf of the residents please do not introduce ANPR. If the school has an issue with cars, then introduce no parking signs at the suggested times and ensure this is monitored by traffic wardens.</p>	<p>following feedback received during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.</p>
5. Member of the public (Larkrise)	<p>ANPR cameras should be (at) existing site, not junction with Liffley Road</p>	<p>Following feedback received during the consultation, the location of this closure point is being reviewed by the School Streets and Highways teams.</p>
6. Member of the public (Larkrise)	<p>When the Close closed the entrance from the top of the road last time it was so dangerous for everyone trying to travel around, they soon put it back. Making it permanent and from the front in my eyes just spells mayhem and misery for everyone.</p>	<p>Following feedback received during the consultation, the location of this closure point is being reviewed by the School Streets and Highways teams</p>
7. Member of the public (Larkrise)	<p>Volunteer-managed barriers aren't sustainable. Concerns are that ANPR cameras won't do anything to slow or calm motor traffic within Boundary Brook, and really need to be supplemented with traffic calming measures - I suggest road narrowing outside the school and where the lane to Howard St enters, speed humps on the west and south-west arms of Boundary Brook, and a continuous footway across the entry from Liffley Rd.</p>	<p>The School Streets and Highways teams will monitor the traffic speeds and if necessary, recommend any future speed reductions or road narrowing in the area to support the School Streets programme.</p>
7. Member of the public (Larkrise)	<p>I fully support the principal of School Streets, both as a resident [] and a former teacher [], where I have experienced their implementation. I do have reservations about how they restricted the access to Ancillary Staff, who were not paid to come to work before a certain time.</p> <p>I fully oppose the use of ANPR cameras to prevent access by motor vehicles, for the following reasons:</p> <p>Within the school community, there are frequently occasions where a car driver needs to access the school within those times. I was responsible for the instrumental teachers at Windmill and had to negotiate their passage through, often hostile, school streets volunteers. Many of these teachers had travelled long distances to reach the school. Obviously regular users can be registered, but if someone is using a different vehicle, a supply teacher comes in on the day, a professional attending a meeting, how will that be organised?</p> <p>A professional attending a school could end up with a fixed penalty notice for attending their place of employment or carrying out their professional duties.</p> <p>In the case of Larkrise School, there would be now here in the vicinity a car could be parked, as resident's parking, Quickways and LTNs render local parking impossible.</p> <p>I have experienced this issue first-hand [] when teachers have had to leave their teaching to move their car from a two-hour parking bay.</p> <p>I am therefore totally opposed to the possibility of a legitimate visitor to a school receiving a fixed penalty notice.</p> <p>The administrative burden this place on the school office is huge.</p>	<p>All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback received during the consultation and will be published once finalised with input from the Highways and Parking teams.</p> <p>School staff are exempt from the School Streets restrictions. The School Streets team will work closely with the schools to support staff in applying for exemptions.</p> <p>The schools will be able to add any temporary staff cars to the exemption list and there will be an appeal process if the issuing of a penalty charge notice is disputed.</p>

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	<p>Schools have frequent deliveries-how will those be administered?</p> <p>I am very concerned about the plan to install an ANPR camera at the entrance to Boundary Brook Road. This, effectively, restricts access to the whole of the estate for two hours a day. Many areas of the estate are now here near the entrance to Larkrise School.</p> <p>Yes, residents and regular visitors can be exempted, but an unsuspecting visitor, relative, care worker using a different vehicle would incur a fixed penalty. There are many elderly people living on the estate and anything that increases isolation and creates barriers and difficulties should be discouraged, not encouraged.</p> <p>As I said before, there is now here else in the vicinity for a vehicle to park.</p> <p>Cynically, this looks like a means for the Council to generate funds through issuing Fixed Penalty notices to unsuspecting people who may have nothing to do with the school community, or who need to access the school at less than 48 hours' notice.</p> <p>Obviously, I support safe school access for children, but not at the expense of other vulnerable sections of the community.</p> <p>We are already dealing with the adverse consequences of one new scheme in the implementation of the LTNs, which makes access much more difficult for care workers and key workers who live outside of Oxford.</p> <p>I strongly believe that this needs more thought.</p>	
<p>8.Member of the public (Larkrise)</p>	<p>My concern on the ANPR would affect my business as my entrance to my car park is on Boundary Brook Road.</p> <p>That would have a big effect on trade and inconvenience for my guests coming in and going out. My proposal would be putting the camera past my entrance to the car park, so it doesn't affect my trade. Otherwise, I don't have any objections whatsoever on the ANPR.</p>	<p>Following feedback received during the consultation, the location of this closure point has been reviewed by the School Streets and Highways teams. Please see the Larkrise School section within this report.</p>
<p>9.Member of the public (Larkrise)</p>	<p>Many residents of Howard Street (up to about No 72) have garages or garden parking spaces at the end of their gardens off Boundary Brook Road. It will be important that the ANPR recognises their cars. I hope there will also be arrangements for builders and other trades to have access when they are doing work on those Howard Street houses or for residents who live in Boundary Brook Road and on the roads leading off Boundary Brook Road - many will often need access between 0810 and 0900.</p>	<p>All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback received during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.</p>
<p>10.Member of the public (Larkrise)</p>	<p>As a resident of the Boundary Brook Estate my comments are mostly in agreement with the proposed closure times, I am a blue badge holder and have family members that call on me to help with various things especially during those closure hours and very often have nowhere to park due to parents dropping off their children then going off to work or catching a bus into town and using the estate as a free car park this often applies to teachers working in Larkrise school. But some parents arrive before 8 am and in the winter sit in their vehicles with the engine running until it's time for the children to go into school. When you say taxi's will be exempt will that apply to the several taxi drivers and private hire cars who drive their own children to school.</p> <p>The parking on the estate is only going to get worse with there being no on road parking for the residents of the Ifley road and that includes those</p>	<p>All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback received during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.</p> <p>The School Street's team is working closely with the schools to ensure any children who require exemptions due to mobility or behavioural issues will be able to access the school as needed.</p> <p>Any traffic displacement will be reviewed as part of the ongoing</p>

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	<p>in students in college accommodation, we regularly have cars parked for a week at a time that have St John's college Cambridge stickers on their car windcreens. I think those who objected to parking permits are going to regret that decision sooner or later.</p>	<p>monitoring of School Streets going forward.</p>
<p>11. Member of the public (Larkrise)</p>	<p>Many residents of Howard Street (up to about No 72) have garages or garden parking spaces at the end of their gardens off Boundary Brook Road. It will be important that the ANPR recognises their cars. I hope there will also be arrangements for builders and other trades to have access when they are doing work on those Howard Street houses or for residents who live in Boundary Brook Road and on the roads leading off Boundary Brook Road - many will often need access between 0810 and 0900.</p>	<p>All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback received during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.</p>
<p>12. Member of the public (St Ebbe's)</p>	<p>If the scheme is to work and the area around the school to be made safe, the road should be closed to all vehicles during pick-up and drop-off times, apart from residents, school buses or emergency vehicles. Parking permits in the adjacent streets, possibly limited to specific times of the day, could be given to all those that cannot avoid using the car to travel to school.</p>	<p>Please see points covered in the general statement within the report.</p>
<p>13. Member of the public (St Ebbe's)</p>	<p>What's the cost benefit?</p>	<p>Please refer to the Financial implications section of this report.</p>
<p>14. Member of the public (St Ebbe's)</p>	<p>ANPR seems the best way to monitor it - however please note my responses in box 6 regarding the practicalities of this, how to register a vehicle etc. Also, I just wondered how data collection/storage of ANPR works? Both in terms of whether the cameras are collecting footage or live feed, and how the data storage of number plates and addresses will work?</p>	<p>All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback received during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.</p> <p>The ANPR cameras will record a vehicle passing the closure point. This will then be processed and manually checked. All data recorded will be held and managed in compliance with the data storage regulations.</p>
<p>15. Member of the public (St Ebbe's)</p>	<p>Despite being a local resident and parent, and as such an apparent beneficiary of the proposed TRO, I have very serious reservations about the principles underpinning the School Streets initiative and the practical application of the scheme to date and in the future.</p> <p>As I understand it, the basic principle behind the initiative was originally connected to the key issue of the safety of pupils coming to school; but over time this has increasingly been conflated with and overridden by the environmental agenda. This has led to a lack of clarity in institutional thinking, above all in the shape of feedback questionnaires about the School Streets initiative, which have sought to elicit support for the scheme through a focus on the environment rather than the core issue which was safety.</p> <p>More important though are the practical implications of this scheme. The most significant implication is that the scheme creates social divisions between those (mainly affluent) parents who can easily access the school on foot or by bike/scooter and that substantial minority who live much further away from the school, many of</p>	<p>School Streets are a proactive solution for school communities to improve road safety and air quality, as well as encouraging a healthier lifestyle through active travel. The School Streets team is working closely with the schools to ensure they have workable Active Travel Plans for all parents, and consideration for individual parent circumstances can be reviewed as part of these Active Travel Plans.</p> <p>Air quality is to be monitored as part of the ongoing School Streets monitoring.</p>

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	<p>whom come from much less socio-economically advantaged areas of Oxford. Of course, some can come on non-motorised transport, but many cannot, particularly if they have multiple young children who are attending the school and Grandpont Nursery. I have been dismayed by the apparent disregard in some quarters for these parents, and for the exceptional amount of effort which those in very difficult circumstances have had to make in order to be able to secure exemptions from the traffic bar. I understand from a recent school letter that fewer exemptions are likely to be given under a TRO. If true, this makes me even less well disposed towards the permanent application of this scheme.</p> <p>In an era of 'levelling up' I take the issue of social division very seriously. St Ebbe's has always been a very inclusive school socially. That openness to diversity is actively threatened by this scheme, as is the viability of St Ebbe's at a raw pupil-number level. The school is already having to rearrange classes by combining year groups, only a few years after indicating that children learned better when in single year-group classes and building classrooms to absorb more children. I realise that the drivers for these changes are multiple and not just the School Streets project. But this initiative certainly cannot work in a positive direction for either the maintenance of sustainable numbers of pupils or at a social inclusion level.</p> <p>For these reasons I am very opposed to the entrenchment of the 'School Streets' initiative in the Grandpont neighbourhood and would ask the Council to reconsider. I include Naomi Waite, my local City councillor, into this message because I have corresponded with her in the past about this issue.</p>	
<p>16. Member of the public (St Ebbe's)</p>	<p>Whilst I am wholly in support of the traffic restrictions on Whitehouse Road, my experience has been that the traffic has diverted to Marlborough Road causing congestion, parking on yellow lines, blocking the road and numerous incidents of "road rage" largely by people using the cut through next to 132 Marlborough Rd to drop and pick up children for school.</p> <p>Would it be possible to either extend the restrictions to the adjoining streets or utilise a dedicated dropping point nearby?</p>	<p>Please see the St Ebbe's traffic displacement points covered within this report.</p>
<p>17. Member of the public (St Nicolas)</p>	<p>Child safety is paramount and unnecessary journeys by car are worth disincentivizing. However, the major problem in the area is caused by parents of John Mason school parking on double yellows, in bus stops and clogging up Boxhill Walk. This will make it worse as people don't change their habits and we now have even less space to accommodate the cars. You already have it in your powers to regulate parent parking from John Mason. This effort makes you look like you're doing something but, in fact, you are failing to tackle the main issue.</p>	<p>Please see the St Nicolas traffic displacement points covered within this report.</p>
<p>18. Member of the public (St Nicolas)</p>	<p>I am however concerned that the western end of Boxhill Road has not been included in the scheme, having been part of the trial. This area has always been dangerous as many parent's park/turn in the road and block the cycle lane or access path to the foot bridge.</p>	<p>Please see the St Nicolas traffic displacement points covered within this report.</p>

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<p>19. Member of the public (St Nicolas)</p>	<p>I would also strongly support the 'prohibition of motor vehicles' on the other side of St Nicolas, at the end of Boxhill Road (which was also closed during the trial). This is because there is a very high volume of foot and cycle traffic across the Stert Bridge and into Boxhill Road. If parents are allowed to park and turn/reverse vehicles in this area, this will pose a significant threat to children and carers.</p>	<p>Please see the St Nicolas traffic displacement points covered within this report.</p>
<p>20. Member of the public (St Nicolas)</p>	<p>I walk to a different school via Box Hill Walk. There is a shared use pavement that serves both John Mason and St Nicholas school. I have seen a considerable number of people (mainly parents with children) that walk towards St Nicholas using the cycle path. That means children heading towards John Mason are having to avoid pedestrians in the cycle path. The parking in the surrounding streets by parents (and staff) is also not always very responsible.</p>	<p>Please see points covered in the St Nicolas school statements within this report.</p>
<p>21. Member of the public (St Nicolas)</p>	<p>On Boxhill roadside of bridge parents are parking across dropped curbs and dangerously at the junction between Boxhill rd. and Bowyer road near the bridge causing more problems for pedestrians (parents and children included) and causing dangerous problems for vehicles as well.</p>	<p>Please see the St Nicolas traffic displacement points within this report.</p>
<p>22. Member of the public (St Nicolas)</p>	<p>The Oxford Roadside of the scheme blocks off a short cul-de-sac and blocking that off forces car drivers to park on the corners, on the footpath and at times the way through is hardly wide enough for a car. Emergency services would not get through. Residents have their drives block for 10-20 minutes. This cul-de-sac is now here near the school gates and has increased the risk of accidents as children have to walk further and into the passage of vehicles travelling around the junction of Boxhill Road and Bowyer road, with all the increased congestion now caused.</p>	<p>Please see the St Nicolas traffic displacement points within this report.</p>
<p>23. Member of the public (St Nicolas)</p>	<p>[The] end of Clifton Drive which is a no through road but has an alleyway leading to Boxhill Walk. [Where] houses have no driveway. the residents park their cars on the street, the pavement and in one of the garages. Five of the garages are used for storage. The [re are] 10 cars between the 5 houses and no driveway to park them on. Since the trial of closing Boxhill Road outside the school parents have started parking at the end of Clifton Drive to drop off and pick up their children. Although they are usually only there for a short time it causes a lot of congestion and visitors, delivery drivers, Tesco delivery vans etc have great difficulty parking, delivering their goods and turning round at the end of the road. Two of the residents have a mobility scooter and one has found it difficult at 3pm recently getting past cars parked on the pavement. While I support the School, Streets scheme I want to make you aware that the problem just moves into the surrounding streets. School children walk down Clifton Drive and Fitzharrys Road from the school, and they are faced with many cars causing congestion and a risk to their safety.</p> <p>Ideally, I would like the Head of St Nicolas School to ask parents not to use Clifton Drive as a pickup and drop off point. More double yellow lines in Clifton Drive will not be a solution because we have to park our own cars on the road.</p>	<p>Please see the St Nicolas traffic displacement points within this report.</p>

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<p>24. Member of the public (St Nicolas)</p>	<p>There is no clarity over whether the cameras would operate only during the hours of the scheme (strictly during term-time only) or would record everything in the background 24 hours a day... If there is budget available for signage, ANPR cameras and the administrative time to run it, that could be redeployed to pay for a simple chain fence around the Fairfield Place green to prevent what was already illegal parking, as well as increased community policing to monitor the laws we already have in place.</p>	<p>ANPR camera enforcement only operates during the School Street opening and closing times, and during school terms. Please see the Use of ANPR cameras within the report.</p>
<p>25. Member of the public (St Nicolas)</p>	<p>I fully support ANPR going in on Boxhill Walk but can only partially support the scheme as a whole because it currently doesn't provide for a longer-term solution to the Boxhill Rd entrance to the school. School Street volunteers have been supported both closure points during the pilot and I believe both closure points need to be maintained.</p>	<p>Please see the St Nicolas traffic displacement points within this report.</p>
<p>26. Member of the public (St Nicolas)</p>	<p>We strongly support making the school street scheme here permanent. It achieves its aim of making a safer more welcoming environment outside school where children parents and teachers can walk and cycle into school in safety with less risk of air pollution and traffic hazards. We saw first-hand the safer and happier environment outside school, more people appearing to walk or cycle into school, and saw some walking in that had previously driven and parked in Fairfield Place. We appreciate it was not easy to get volunteers to man a barrier last year especially at the end of the year but think there will be difficulties with an ANPR enforcement system for casual visitors, tradespeople, and residents unless it is simple and effective to add permitted cars.</p>	<p>Please see the Use of ANPR cameras section within this report.</p>
<p>27. Member of the public (St Nicolas)</p>	<p>Firstly, I would like to thank you and all of the volunteers for placing the trial of this scheme on the Boxhill Road side of Abingdon. I am sure that you have had feedback from the Volunteers and other residents, but I really do think that this scheme makes such a difference on our side. I sort of tried to help out by taking in the signs every day and storing them overnight to make life a little easier for the kind volunteers that gave up their time. Moving forward I understand that the scheme is no longer going to run on our side. I really do think that this is going to cause more issues than we had before. If the cameras are only going to be located on one side which I understand to be the St Nicolas school side, then we will indeed receive more traffic when parents/drop off's get to know this. This is just not about the abuse we receive as residents but the cars and the whole parking thing does pose a danger to the children too. As before there is one car that parks two wheels on the pavement over the cycle lane and then reverses all the way back round Bowyer Road. I am not sure what else I or the residents can do to prevent a fatality that will happen at some point. Without this street scheme that part of road is really an accident waiting to happen. I understand that this is more than likely cost related, but can we really put a price on a child life as I feel that's what is being done.</p>	<p>Please refer to the St Nicolas traffic displacement section of this report. Your comments regarding the metal barriers have been forwarded through to the Highways team.</p>

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	<p>I understand that the decision is already made not to carry on with this on our side but please do let me know if there is indeed anything else that we can do to keep this scheme in place.</p> <p>On a separate note, I wonder if you may help with another matter or point me in the right direction. There used to be metal barriers one on the St Nicolas side and one on the Boxhill roadside basically over the brook walkway, these have been removed. However now they have been removed there are scooters and motorbikes using it as a cut through to shorten their journey. I understand these were removed for reason of disabled people using scooters but now this poses more of threat to pedestrians.</p> <p>If you could point me in the right direction so we can make the relevant authority aware of this situation, it would be greatly appreciated.</p>	
28. Member of the public (St Nicolas)	<p>Thank you very much for the details concerning the above dated 4 July 2022. As a resident in the area which will be affected by the proposed ANPR system we consider the details well planned and would fully support them and have no comments. We very much appreciate the planning and consultation involved in this exercise which hopefully when implemented will make for a safer and healthier environment for the children, parents, and general community.</p> <p>We look forward to further details going forward and thank you and all concerned with the work this has involved.</p>	This consultation was set up to ask for your thoughts, views, feedback, and ideas on the School Streets proposal.
29. Member of the public (St Nicolas)	<p>Further to your letter dated 4 July, we would like to know if the proposed ANPR cameras will know if cars are registered as a Disabled passenger vehicle?</p> <p>We have a disabled person in our household whose vehicle is automatically recognised in the London Congestion zone as a Disabled passenger vehicle and therefore toll free.</p> <p>While we do not anticipate having to go into the area by St Nicholas School, it is at the end of our street.</p>	All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback received during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.
30. Member of the public (St Nicolas)	<p>Thank you for the letter regarding the school street for St Nicholas school. I live [] [near] the school. Since the introduction of the traffic scheme, it has pushed the problem out wider and caused many problems for residents in the immediate area.</p> <p>Problems such as Finmore Close road being blocked meaning no access to our driveway. Parents use the grass areas at the front of our homes as a car park and a way of bypassing traffic. Cars using the pavements to drive along exactly where all the children are, increasing the risk hugely. Pavements are blocked and cars are parked on double yellow s every day. Because of so many cars on the road, there is only one lane for traffic and the huge amount of cars creates congestion problems and near misses all too often.</p> <p>Residents have many times asked parents not to park where they do and are met with ignorance and sometimes very choice words. I have seen several very close calls between cars and children on their way to school and it is only a matter of time before there is an accident.</p>	Please refer to the St Nicolas traffic displacement section of this report.

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	<p>As much as I agree with the scheme in front of the school, it is not responsible to just push the problem onto neighbouring roads and residents where the risk is greater and is becoming extremely challenging for residents. There have been several times when I have been unable to get out of my own home to go to work as the driveway is totally blocked.</p> <p>I would like to see much better traffic controls for the neighbourhood and enforcement of road traffic laws and if at all possible stopping parking on the green areas and using pavements as roads. I think it's very close to some of the residents calling the police to enforce traffic laws after months of trying to ask parents to park better.</p> <p>Being a parent of 2 primary school kids who we walk to school every day I am very concerned they are not safe on the pavements or walking across the green areas. They should be safe on pavements from cars bumping up kerbs and over green areas treating them as parking areas.</p> <p>I realise how hard it is for schools and parents and am just hoping for a reasonable and manageable way for everyone to get their kids to school safely whilst considering the neighbourhood and its residents.</p>	
<p>31. Member of the public (Windmill)</p>	<p>The bikes that go through when school streets operate don't tend to slow down - this needs to be addressed.</p> <p>Motorised scooters need to be included in the restrictions as the riders are almost invariably inconsiderate & a danger to themselves & others.</p>	<p>Traffic restriction concerns are being fed back to the Highways team.</p>
<p>32. Member of the public (Windmill)</p>	<p>However, I feel that the exemptions are too wide, and I am disappointed that this survey doesn't specifically ask for people's views on the exemptions. Regarding the exemptions in Article 13B:</p> <ul style="list-style-type: none"> - Vehicles of the emergency services: this is meant to list exempt purposes, not vehicles - this shouldn't be a blanket exemption but should specify something like emergency service vehicles responding to an emergency whose response time would be adversely affected if they didn't use the route through the School Street zone, otherwise this risks drivers of emergency vehicles driving through, and causing a risk to school children, when this is not necessary or justified or in a non-emergency situation. - Waste collection services: can the councils not work together to avoid waste collection vehicles being in the School Street zone during the restricted hours? These vehicles are potentially very dangerous (as sadly shown by the death of a cyclist on Horspath Driftway recently who was hit by a waste collection vehicle) and I don't think these should be permitted in areas with lots of children around when that could be relatively easily avoided by adjusting schedules a bit. - Disabled persons vehicles: again, this is not a purpose but a vehicle type. This should be restricted to blue badge holders who need to access the School site or addresses within the zone, not a blanket exemption for disabled people to drive through as a cut-through route. - Taxis: I fear that they will abuse the ANPR system to just use the School Street zone as a convenient cut-through even if they are not collecting or dropping off a fair. There are so few houses within the Windmill School Street zone, 	<p>All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback received during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.</p>

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	<p>and the restricted hours so limited, that I'm not sure this exemption is justified at all.</p> <p>- School staff and regular school visitors: I don't think school staff should have an exemption. Their cars cause just as much harm to children's health as any other car and if anything, are more of a health and physical risk to children because they are driving across the pavement, into the school site and around the car park where there are lots of young children and families walking around. There was one occasion when a member of staff that a steward allowed through the barriers nearly ran over a small child on the zebra crossing.</p>	
33. Member of the public (Windmill)	<p>I think School Streets is an excellent idea however I think the scheme at Windmill School should be extended prohibiting vehicles using the junction between Margaret Rd and Wharton Rd in the periods immediately before and after school. Because the present scheme has a barrier on Windmill Rd just before Wharton Rd, this leads to a large number of parents parking cars to drop or pick off children at or close to this junction. Many children are crossing Wharton Rd at this junction and I think the large number of cars stopping there has a potential to cause an accident. A barrier further down Wharton or Margaret Rd would be better. A barrier on Margaret Rd near the edge of the park approximately opposite 42 or 44 would be better. There is plenty of space for parents to safely park next to the Recreation Ground.</p>	<p>Please refer to the Windmill School traffic displacement section of this report.</p>
34. Member of the public (Windmill)	<p>There also need to be warning signs much earlier than proposed - at both ends of Margaret Road, at the Old Road end of York Road, and at the junction of St Leonards Road and Wharton Road - well before car users get near the closure points. The closure does displace cars and car parking into Wharton Road during these closure times, but this could be reduced with more early warnings - and I would also ask - esp. for Wharton Road, for more traffic speed reduction measures (ideally planter chicanes, else speed bumps) to reduce car speed on this road - which is far too high for a road with a school at each end regardless.</p>	<p>The School Streets and Highways teams will review the options for the placement of advance warning signage in line with the County Council's policy on reducing signage and street clutter.</p> <p>Please refer to the Signage section of this report.</p>
35. Member of the public (Windmill)	<p>I don't understand why school students who walk or travel to Windmill largely along busy main roads need three or four minutes of clean air and empty streets after a journey entirely composed of polluted air. I am also disappointed Windmill Rd residents were excluded from the letter asking for comments. [My] Residents Assoc [has] received many enquiries about the necessities for these proposals. I have advised people to comment for themselves.</p>	<p>This consultation was set up to ask for your thoughts, views, feedback, and ideas on the School Streets proposal.</p>
36. Member of the public (Windmill)	<p>Some parking enforcement at drop-off times in the streets close to the School Streets area would be welcomed, e.g., St Anne's Road, Wharton Road. Unfortunately, there has been an increase in people leaving vehicles on double yellow lines or on street corners in order to take their children into the school, sometimes even leaving engines idling while they do so. This is not fair on residents of those streets (who may rightly be upset at the impact), and it also makes accessing the School Streets zones dangerous as although the area within the zone is now safe, there are increased</p>	<p>Comments on parking enforcement will be passed to the Parking Enforcement team to support enforcement of parking restrictions.</p> <p>Please refer to the Windmill School traffic displacement section of this report.</p>

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	vehicles circling the area or parking in ways that make it harder to cross safely.	
37. Member of the public (Windmill)	I have no objection to the closure twice a day but have concerns over parking on yellow lines and within permit areas with no permits. My carer and other family members have had abuse shouted at them when asked to move due to household having a blue badge. Taxis often have to park further away during school pick up / drop off.	All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback received during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.
38. Member of the public (Windmill)	I own a property in the area which is not our primary residence. We are at the property at least two days a week. How do we register our number plates?	All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback received during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.
39. Member of the public (Windmill)	This proposal is unnecessary on the 'safety' pretext offered and is clearly part of a wider local agenda to restrict private transport, increase surveillance, and generate revenue through fines. The school is not on a main road. There are existing traffic calming measures, parking restrictions, and a pedestrian zebra crossing. The safety of children would be better achieved by enforcement of existing measures (e.g., parking on bends/ double yellow lines) and manning the pedestrian crossing at school drop off/ pick up times. ANPR cameras normalise intrusive surveillance, and fines are a means of generating income, and do not protect children.	This consultation was set up to ask for your thoughts, views, feedback, and ideas on the School Streets proposal. The decision to enforce the School Streets TRO using ANPR cameras is being informed by this consultation and all views received are being taken into consideration.
40. Member of the public (Windmill)	There is no reason for this 'prohibition of motor vehicles'. There are safe crossings to the school, and this is not a dangerously busy road. This 'safe zone' will only push traffic and thereby pollution to the surrounding roads which are used by the students to get to the 'safe zone'. It will increase the distance driven by those who would usually use these roads, which is counterproductive to one of the stated benefits of this plan.	Please refer to the Windmill School traffic displacement section of this report.
41. Member of the public (Windmill)	It is a great idea, and I am glad that it makes it safer for children on Windmill Primary to get to and from school HOWEVER it has shifted the problem down to St Andrew's school Headington. Instead of using Margaret road as a rat run, cars now speed down the back of St Andrew's on St Leonard's Rd. The incidences of near misses with little children on that road have drastically increased since the restrictions were introduced on Margaret Rd. Therefore, something now needs to be done to improve safety on St Leonard's road at school drop off and pick up times.	Please refer to the Windmill School traffic displacement section of this report.
42. Member of the public (Windmill)	I support the proposal, but the rat run traffic just moves on to other roads. It makes it more dangerous when taking my children taking to nursery. Drivers will cut along St Leonard's road instead and do not drive very responsibly, passed a school as well. Why not bring in this closure on St Leonard's as well for St. Andrews? The general	Please refer to the Windmill School traffic displacement section of this report.

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	rat runs around quarry preschool needs to be sorted out.	
43. Chair of Governors; St Andrew's Church of England Primary School. (Windmill)	I am writing as the Chair of Governors of the neighbouring St Andrew's Church of England Primary School. We have asked several times for an impact assessment on the traffic around our school as a result of the Margaret Road closure and have made no progress. There has been no acknowledgement that this has any impact on St Andrew's. Many of our children access the school site via the St Leonard's Road entrance and the anecdotal evidence is that we have seen an increase the volume of traffic since the Margaret Road closure has been trialled.	The School Streets team will contact you regarding your request. Please refer to the Windmill School traffic displacement section of this report.
44. Member of the public (Windmill)	I support moving to ANPR as using volunteers is not sustainable in the long term. However, I think the ANPR system needs to allow more flexibility than currently suggested for the very small number of residents within the closure zone. The system ought to have a "grace period" before a fine is issued where a resident can retrospectively apply for a permit for a motor vehicle (e.g., emergency repair, change of carer).	Please refer to Use of ANPR cameras within this report.
45. Member of the public (Windmill)	I worry that if it's fine based it means people will think they can just pay to drive there. Like in those explored in the book « what money can't buy » for example, teachers started fining people for picking up their kids late, but this led to increased use because morally people thought they could just pay the fine. At the moment having someone to stand guard seems to be super effective. If it's ANPR and gated, I think that would work better.	Please refer to Use of ANPR cameras within this report.
46. Member of the public (Windmill)	The exemption should be extended to residents of nearby streets, such as Wharton Road	Please refer to the Windmill School traffic displacement section of this report.
47. Member of the public (Windmill)	<p>Re ANPR cameras, in this case, are a waste of time and money, for a few hours a day, and I wonder, how they would be 'policed.'</p> <p>For example: Apart from residents and exemptions, how would you keep track of all the different taxi cabs/drivers, residents' guests/carers vehicles, different vehicles wanting to access BJ Motors etc., etc. I understand this will apply to Margaret Road residents and surrounding roads. What happens in school holidays are the cameras switched off?</p> <p>As far as I am aware, the scheme is already working quite well without the need for the expense of ANPRs, especially when a Lib Dems Focus Newsletter brought to readers attention of the £5.5 million hole in the budget.</p> <p>According to your letter 'The aim is to create a safe, welcoming attractive environment where children, parents and children can walk, cycle, scoot or park and walk to school in safety, with less risk of air pollution and traffic congestion' I find to suggest such a thing, in relation to a side road such as Margaret Road, ridiculous, for the following reasons:</p> <p>Regarding children's safety and air pollution in Margaret Road, you obviously have not assessed the situation correctly. There is far more danger and air pollution when the children come and go to school with their parents, in Windmill Road, with far more traffic (vehicles), which are continually speeding, (Some jumping the lights when they are crossing, an accident is waiting to happen) and air</p>	<p>This consultation was set up to ask for your thoughts, views, feedback, and ideas on the School Streets proposal.</p> <p>The decision to enforce the School Streets TRO using ANPR cameras is being informed by this consultation and all views received are being taken into consideration.</p> <p>Please refer to Use of ANPR cameras within this report.</p> <p>Please refer to School Street signage section within the report.</p>

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	<p>pollution, from the continual use of Cars, Motorcycles, HGV, Buses, Emergency Services etc., and far more congestion than Margaret Road. Also, they are at risk from cyclists and Escooter riders getting away with riding of the pavements!</p> <p>I have brought to the attention of OCC through Windmill Road Residents Action Group and to the Lib Dems, the dangerous speeding in Windmill Road, which affects everyone, but still nothing is done. If the Council are looking for money, they, and the police, would have a field day finding daily speeders. The money would be better spent, with a decent return, if speed cameras, the likes of ANPRs, were installed in Windmill Road, which would be more affective 24 hours a day, than just when Windmill Primary School is open. As I mentioned to Lib Dems, someone's got their priorities wrong, installing unsightly flower boxes, where weeds grow and people discard their rubbish, over road safety.</p> <p>As far as traffic congestion in a side road such as Margaret Road, there is more congestion in Windmill Road. Vehicles and drivers, as they always do, will find alternative routes around Margaret Road, finding their way no doubt to Windmill Road causing more congestion and pollution, and shifting the problem of congestion/pollution etc. to different areas, so you are achieving nothing.</p> <p>I would like to ask, as it is OCC who have introduced this controversial 'Escooter scheme,' if an uninsured rider of one of these 'motor vehicles' collides and damages my car, or hits me on the pavement, where it is illegal for them to ride on, are OCC liable or, like most things, they are going to wash their hands of all responsibility?</p> <p>I should appreciate if you would take these views into account.</p>	
<p>48. Member of the public (Windmill)</p>	<ol style="list-style-type: none"> 1. According to the street plan for the Windmill Primary School, it looks as though the proposed ANPR camera sites are placed Before the proposed permanent signage in all three instances. How can that be correct? 2. What consideration has been given to the fact that the driver may realize their mistake and want to stop and turn round? 3. Surely it would be fair for drivers contravening the scheme to be sent warning letters for the first 6 months of operation, to raise awareness, and not actually fined immediately? 	<p>Please refer to Use of ANPR cameras within this report.</p> <p>Please refer to the School Streets signage section within the report.</p>
<p>49. Member of the public (Windmill)</p>	<p>I live near to Margaret Rd and St Anne's Rd. During school opening and closing times, traffic from parents driving the pupils to school has always been a problem. Outside these times Margaret and St Anne's roads are quiet.</p> <p>The road closures with barriers have encouraged a large proportion of parents to walk to the school, although a number still park a little way from the school. I do not object to the manned barrier closures. I note that the council have been working closely with the schools but as a resident living a few yards from the barriers this is the first time I have been asked for my views. It has been a source of resentment that residents' views were not considered and does not promote community cohesion.</p> <p>I do strongly object to the use of ANPR cameras for the following reasons: -</p> <p>Manned barriers act as a social deterrent for most parents driving their children to school (although some still turn into St Anne's from Margaret Rd and stop on the corner to let children out).</p>	<p>This consultation was set up to ask for your thoughts, views, feedback, and ideas on the School Streets proposal.</p> <p>The decision to enforce the School Streets TRO using ANPR cameras is being informed by this consultation and all views received are being taken into consideration.</p> <p>Please refer to the Financial Implications section of this report for funding details</p> <p>Please refer to Use of ANPR cameras within this report.</p> <p>Please refer to the School Streets signage section within the report.</p>

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	<p>Because the Margaret Rd is open outside term times and school opening and closing times many residents, their visitors and tradespeople will be confused about when they can drive through. This is a recipe for bumper penalties for the council and enormous resentment from unsuspecting drivers. Privacy – these are quiet residential roads, and it seems our movements will be constantly documented.</p> <p>Visual intrusiveness of cameras and notices to drivers. The camera proposed on the corner of St Anne's and Margaret will be visible from my house. Please note that the proposed site is very close to an attractive tree on the corner of Margaret Rd.</p> <p>In order to avoid accidental intrusion onto the 'closed' area very prominent signs should be required not just at the closure site but on all areas leading to the closure. This means at the beginning of Margaret and all other roads leading to the closure. Failure to warn drivers will lead to a constant stream of traffic turning into St Anne's or U turning on the various roads leading to closed area.</p> <p>Cost – I understand each camera will cost £20,000 plus £15,000 ongoing. This is not good use of our money for approximately two hours closure per day during term time. It would be more effective to pay people to man the barriers.</p> <p>I note you mention promoting a safe and attractive environment but multiple signs and cameras on a residential street are extremely unattractive, more resonant of a high security car park.</p> <p>I am also dismayed by the multiple exemptions allowed for people going to the school: -</p> <p>Allowing waste collection vehicles during closure times appears extremely dangerous. Fairly recently a cyclist was killed in a collision with a dustbin lorry. Two other deaths were from collisions with lorries.</p> <p>Taxi drivers will be allowed. There are several taxis that regularly drop off children at the school. These may be parents or hired for sending pupils to school. This could encourage the hiring of taxis for the school run.</p> <p>School staff should only be allowed where they cannot reasonably walk or cycle. The council should not bar local residents using their cars for work while allowing a large number of teachers cars to increase pollution adjacent to the school.</p> <p>These exemptions may also create confusion. Seeing private vehicles entering the 'exclusion zone' may lead other drivers to assume the road is open and follow onto the road.</p>	
<p>50. Member of the public (Windmill)</p>	<p>I am writing as a Headington resident living in a street [] not far from Windmill School.</p> <p>I am in favour of measures to make the area round the school safer at the beginning and end of the school day, but have two points to make:</p> <p>The closure of Margaret Road and York Road has had a knock-on effect on other valued community activities in the area: an old folks' lunch club which has, for the ten or more years, met twice a month at the RC church hall next to the school, and whose access lies within the closed area, relies heavily on car transport provided by volunteers to bring old people with reduced mobility to a highly-prized social gathering, has had to adjust its opening times to avoid falling foul of the closure. It would be good if drivers taking guests to and from this lunch were formally added to the exemptions from the restriction.</p> <p>I oppose the proposal for the closure to be monitored by ANPR, presumably with fines as the</p>	<p>All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback received during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.</p> <p>Please refer to the School Streets signage section within the report.</p> <p>Comments on parking enforcement will be passed to the Parking Enforcement team to support enforcement of parking restrictions.</p>

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	<p>sanction. The physical barriers used up till now have had the benefit of making it clear when the closure is in force. Without them it will be all too easy for drivers inadvertently to use the roads at closure periods unless very clear and detailed notices indicate when the closure is in force. It's not just a question of regular periods on weekdays at school opening and closing times. How will drivers know when the school is closed for holidays or INSET days, or when it is opening or closing at an unusual time? For example, recently there were no staff or barriers at the end of the last day of term, when large numbers of children and parents were crossing the adjacent roads – the very situation the barriers were intended to deal with. Unless you are proposing to put up very detailed – and regularly changing – notices in a form which passing motorists can reasonably be expected to digest, it seems to me quite inappropriate to use impersonal technology backed up by the threat of fines to police the closure. I suspect that, inadvertently or deliberately, more motorists will ignore the restrictions; some may, possibly at some inconvenience, avoid the route at times even when they could legitimately do so. Continuing with staffed barriers, burdensome though it may be, is far and away the best way of making the roads safer; the punitive approach of ANPR and fines will not work so well and runs counter to the spirit of goodwill needed for the success of the scheme.</p>	
<p>51. Member of the public (Windmill)</p>	<p>I've just found out from the Lib Dems that the cost of the ANPR cameras to be used for the Windmill School road closure will be in the order of £60k - £80k depending on the final 'design' and the maintenance / management costs will be in the order of £15k / annum. Surely that information should have been included in the consultation to provide people with an opinion on whether residents wanted the council to spend that sort of money to prevent a few cars / days accessing the frontage of the school for a couple of hours / day? In addition, it appears that the school will also have some control over who can access the 'restricted' areas. I have spoken to teachers who have said they arrived early to avoid the physical barriers but now they will not and be additional traffic making the road even more unsafe! This, in addition to blue badge holders and local residents getting exemption, make the proposals an increasing hazard?</p> <p>I assume that, at some stage, the council will publish the data that actually justifies the road closures, and that data includes the consequential affect on the surrounding streets in terms of air quality and volume of traffic displaced.</p> <p>I trust that you will add the above the comments already made. Thanks for responding so quickly again</p>	<p>Please refer to the Financial implications section of this report for funding details.</p> <p>The traffic reduction and air quality improvements will be monitored on an ongoing basis as part of the School Streets programme.</p>
<p>52. Member of the public (Windmill)</p>	<p>I would be grateful if you would add the comments below to those you have already received from myself and others; unfortunately, the response doesn't inspire confidence in council decision making and the law of unintended consequences!</p> <ol style="list-style-type: none"> 1. Reading between the lines it appears that the consultation will be ignored if the majority of people do not want the ANPRs camera and the councillors do. 2. The fact that parents who were so 'supportive' in the beginning, have now lost interest in 'policing' the barriers and the cause, so the rest of the community has to bear the cost of their change 	<p>The Consultation team has responded to your requests for further cost information. Please refer to the Financial implications section of this report for further funding and cost details.</p> <p>The decision to enforce the School Streets TRO using ANPR cameras is being informed by this consultation and all views received are being taken into consideration.</p>

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	<p>of mind! This is clearly demonstrated by the fact that Roz Smith and Chris Smowton, our local councillors, are now frequently single handed, managing a barrier themselves.</p> <p>3. As you are aware, I have always fully accepted and recognised that the barriers create an area of reduced traffic between the barriers, enabling children / parents to chat / cross the roads in safety, but I and others did not agree with the process undertaken or the consequences that have arisen. However, I believe that the proposal to introduce ANPR cameras actually reduce the safety aspects in that</p> <p>a) With the barriers in place, they have to be manually moved to enable traffic to progress through, when necessary, and parent / children can be warned of the impending danger, so it is inherently safe.</p> <p>b) Using ANPR cameras, there will be no physical barriers, only warning signs, so vehicles can drive through the monitored roads either</p> <ul style="list-style-type: none"> - inadvertently, not realising the driver will be fined - deliberately, knowing they may be fined, but not concerned - using the blue badge exemptions as proposed in your letter <p>Any of these options individually or in combination, may vastly increase the traffic in the affected roads and making the area contained within the current barriers inherently unsafe.</p> <p>To me, the only sensible and safe option is to either:</p> <ul style="list-style-type: none"> - remove the barriers permanently so everyone knows the risks involved in crossing roads i.e., as normal roads. - leave as currently installed which is 'safe' by properly managing the barriers with an adequate number of personnel. <p>The alternative solution of ANPR cameras is an unsafe compromise that may benefit the council financially but significantly reduces safety of parents and children who currently 'stand in the road.' It also seems to be an expensive sledgehammer solution to crack a nut that occurs for 2 hrs / day during school hours.</p> <p>I look forward to being provided with the capital, management, and maintenance costs of the proposed cameras, as they must be available for councillors or council officers to even propose such a solution prior to consultation and local residents are made fully aware of the cost implications of the proposal before agreeing / disagreeing with them.</p>	
<p>53. Member of the public (Windmill)</p>	<p>The School Streets initiative has been extremely successful on York Road, with multiple benefits for our local community. We support it 100%. I want to raise a few queries about the way that the ANPR is designed however, because there are some categories of exemption that seem to be missing from your 'exempt' criteria at present. Specifically, we would like to see the Co-Wheels community car at [] York Road exempted (along with any other community cars that are normally parked in a restricted area), so that local people who use the more environmentally friendly options are not penalised compared to car-owning residents. In effect, the Co-Wheels cars could be 'registered' in the system where they are normally parked, for this purpose. Second, we also are aware that several local residents provide their private residential parking spaces to hospital workers who otherwise would be adding to the already very congested traffic on Old Road. Could there be a way to allow ad hoc visitor parking in this scheme? We also need a way to allow</p>	<p>All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback received during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.</p>

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	<p>delivery vehicles and work vehicles access during the scheme's operating hours without penalty.</p>	
<p>54. Member of the public (Windmill)</p>	<p>Thank you for your letter regarding school streets. Whilst we fully agree with the aim of reducing traffic around school sites, as might be predicted, during the pilot period we have observed that the traffic on neighbouring streets has increased significantly as traffic is displaced from Margaret Road outside Windmill School onto other streets, particularly Wharton Road. As parents of children at [a local school] this has made our journey by bike along Wharton Road significantly more hazardous as there is a significant increase in parking and traffic on Wharton Road as cars are diverted off Margaret Road. We would therefore request that you take into consideration the impact on other neighbouring schools including Quarry Foundation as the approach is particularly hazardous on a bike as cars take a shortcut off the ring road and down Quarry Road.</p> <p>[]. We have noticed a significant increase in traffic [around St Andrew's School via the approach on St Leonard's Road] too and have witnessed several near misses with cars travelling fast almost hitting school children.</p> <p>We support the plan at windmill but request that the situation for other schools is also considered.</p>	<p>Comments on parking enforcement will be passed to the Parking Enforcement team to support enforcement of parking restrictions.</p> <p>Please refer to the Windmill School traffic displacement section of this report.</p>
<p>55. Member of the public (St Ebbe's)</p>	<p>I am writing in response to your statutory consultation regarding the School Streets programme, and the incomprehensible move to change the ETRO into a TRO for Whitehouse Road.</p> <p>As a [local] resident [], I have experienced the implementation to date as a shambles that severely inconveniences residents for no identifiable benefit. I would like to describe my personal experiences, before going on to analyse the scheme in general terms.</p> <p>I have twice been blocked from returning to my home as a result of this order: once when a friend was helping me move a quantity of items that I was unable to carry, using his car; and once when I suffered an injury and was unable to walk home, so hired a minicab.</p> <p>On the former occasion I was left in the deeply embarrassing situation of having to turn a 30-minute favour into an hour-long favour. On the latter – unable to pay for 25 minutes of waiting time or a second ride – I was forced to ask the driver to drop me off by the Thames Path at the end of Marlborough Road and drag myself home one-legged. This was a painful and harrowing experience.</p> <p>It was my understanding that this initiative was not intended to prevent residents from being able to come and go from our homes freely, and I note that residents who own cars are able to register their number plates to allow access.</p> <p>I am therefore bewildered at the introduction of a regressive policy that punishes residents who do not own cars. The city and county supposedly encourage the use of healthy and environmentally sustainable transport options, and it is a complete betrayal of these values that those of us who do not drive are prevented from taking vehicles to our homes on the extremely rare occasions when we desperately need to, while those who own cars are free to motor up and down the "school street" to their hearts' content.</p>	<p>All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback received during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.</p> <p>All registered taxis, and private hire vehicles are exempt.</p> <p>The four participating schools have made the decision to go forward with implementing their School Streets, and this is not possible to implement without their ongoing support. They will also be able to apply for exemptions.</p> <p>Comments on parking enforcement will be passed to the Parking Enforcements team to support enforcement of parking restrictions.</p>

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	<p>Your letter rightly points out that the purpose of a School Street is "to create a safe, welcoming, and attractive environment where children, parents, and teachers can walk, cycle, scoot, or park and walk to school in safety with less risk of air pollution and traffic congestion." This is laudable, and as someone committed to cycling, walking, traffic reduction, and sustainability, I wholeheartedly support any such measure that can bring any benefits whatsoever.</p> <p>This one, apparently, cannot. I feel the need to point out that, while the area is connected to a number of walking and cycling paths, for motor vehicle purposes Whitehouse Road is a dead end: it gives access only to Salter Close, Long Ford Close, and Baltic Wharf, none of which lead anywhere else. There is no through traffic.</p> <p>Meanwhile, there are no shops of any kind in this area. There are no businesses. Almost all parking is strictly controlled for residents only, and the few on-street parking spaces tend to be taken by resident permit holders at all times.</p> <p>Here, there are only the residents, and the schools.</p> <p>So, who is to be regulated by the proposed TRO?</p> <ol style="list-style-type: none">1. Not the schools; they are the beneficiaries in the stated policy, and if they wanted to adopt any policy regarding healthy and sustainable access, they would be free to do so internally with no need for a new regulation affecting anyone else. I would fervently support such a decision by the schools.2. Not people wishing to attend the area's shops, factories, museums, and zoos, as there are none. There is no reason for any "outsider" to have any desire to turn down Whitehouse Road, and as a resident I can report that I have never seen any evidence to suggest that such traffic exists.3. Not residents who possess cars, as they are given a free pass. <p>The only people other than the "beneficiaries" who would want to take a vehicle down Whitehouse Road are people who live down Whitehouse Road, and the only ones who are not given passes are those of us who do not drive.</p> <p>The inescapable conclusion is that this TRO serves only to punish residents who do not own cars.</p> <p>Those who drive along Whitehouse Road on a daily basis are free to continue to do so; those of us who walk or cycle 99% of the time are told we cannot take a vehicle to our homes on the rare occasions when we have no other option, times when we have too much to carry, or we are hurt. If we want the same freedom that is granted to our neighbours, we have to ditch the bike and buy a car.</p> <p>I find it utterly remarkable that at a time when awareness of climate change is ever growing, when urban traffic is a major blight on our communities, and in a place that welcomes visitors with the statement that it is a "cycling city," the county council should seek to impose an order that serves no purpose other than to encourage walkers and cyclists to drive instead.</p> <p>Perhaps there is some factor I have missed. Perhaps there is a tsunami of non-school traffic that would rightly be blocked by the instatement of the proposed TRO. If so, I would be fascinated to learn about this unique feature of my</p>	
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	<p>neighbourhood. Otherwise, I would hope that the County Council will abandon its proposal to issue an order that would serve only to discourage healthy and sustainable transport.</p>	
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