

Divisions affected: *Barton, Sandhills & Risinghurst, Cowley, Didcot West, Iffley Fields & St Mary's, Isis.*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

5 SEPTEMBER 2024

SCHOOL STREETS PHASE 2 – PROPOSED USE OF ANPR CAMERAS TO ENFORCE PHASE 2 SCHOOL STREETS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposal for 'Automatic Number Plate Recognition' (ANPR) cameras to enforce the current five experimental phase 2 school streets in Oxford and Didcot at the following schools:**
 - i) **St Mary and St John Church of England Primary School, Oxford,**
 - ii) **Sandhills Community Primary School, Oxford,**
 - iii) **Tyndale Community (Primary) School, Oxford,**
 - iv) **New Hinksey Church of England Primary School, Oxford, and**
 - v) **Manor Primary School, Didcot.**

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. Following on from the phase 2 school streets Experimental Traffic Regulation Order (ETRO), which came into force on 13 May 2024, each of the five schools has carried out their volunteer led school street trials. The volunteers were from the schools, parent groups and local communities.
4. The volunteer led trials have provided each school an opportunity to test the impact and benefits of their school street. Although several of the schools maintained sufficient volunteer levels during their trials, it became evident that physical volunteers are not sustainable as a longer-term solution to operate the experimental school streets.

5. Feedback on the trials from the five schools has been positive, and the schools are supportive of the proposal to continue their experimental school street enforcement via ANPR cameras. A public consultation on the proposed ANPR camera enforcement has been held to gather views on the proposal and the feedback is detailed within this report, and in **Annexes 1 and 2**.
6. The consultation proposal seeks to install ANPR cameras to enforce the five current phase 2 experimental school streets under their existing ETRO. Plans outlining the ANPR camera proposals for each of the experimental school streets can be found in **Annexes 3 to 8**.
7. Previously in 2023 four schools who took part in OCC's Phase 1 school street programme became permanent in 2023 and are enforced via ANPR cameras. The use of ANPR cameras in the phase 1 programme is successfully established and so we are proposing to apply that learning and experience and replicate that here for phase 2.

Financial Implications

8. If the proposal to enforce the school streets via ANPR cameras is approved, funding will come from the county council's school streets phase 2 capital funding. The school streets phase 2 capital business case has been approved, and capital funding has been made available to support the delivery of the phase 2 school streets.

Equality Implications

9. This proposal is not expected to disproportionately impact, discriminate or unfairly disadvantage individuals or groups within the community.
10. Vehicles that are exempt from the school streets traffic restrictions include school street residents, their visitors, delivery drivers, local businesses, blue badge holders, emergency vehicles, parents/carers with children on the SEND register, or with behavioural needs, and council organised home to school transport for students with additional needs.
11. Officers will continue to work with the schools, residents and local stakeholders to ensure that anyone with specific needs is not adversely impacted by the experimental school street measures. This will ensure that these needs can be considered and accommodated appropriately.

Legal Implications

12. The five school street schemes have been introduced using an Experimental Traffic Regulation Order (ETRO) in accordance with the powers and duties set out in the Road Traffic Regulation Act 1984. Some, or all of the school street changes may be made permanent following the experimental phase, subject

to a follow up full public Traffic Regulation Order (TRO) consultation, and the ongoing monitoring of the school street scheme's impacts.

Sustainability implications

13. The experimental school street schemes seek to encourage higher levels of active travel (walking, wheeling, cycling and scooting), whilst reducing the level of motor vehicle traffic in the vicinity of the schools during the schools' peak morning drop off and afternoon pick up periods. The sustainability implications include ongoing improved air quality due to the reduced carbon emissions and ongoing reduced road safety risks due to the reduction in vehicles.
14. The experimental school street schemes are supported by each school and their local councillors. There have been sustainability implications affecting the continued operation of the experimental school streets using volunteers, hence the request to install ANPR cameras to ensure the consistent ongoing delivery of the phase 2 experimental school streets.

Consultation

15. The formal phase 2 school street proposed ANPR enforcement consultation was held between 8 July and 15 August 2024. It was a public consultation for residents, the schools, their parent groups, as well as local businesses, stakeholders, councillors, and interest groups.
16. A consultation email was sent to statutory consultees and key stakeholders, including (but not exclusively) Thames Valley Police, Oxfordshire Fire & Rescue Service, South Central Ambulance Service, local bus operators, countywide transport/access and disabled persons user groups, Oxford City Council, South Oxfordshire District Council, local city & district councillors, county councillors representing Barton, Sandhills & Risinghurst, Cowley, Iffley Fields & St Mary's, Isis wards, and Didcot West, Didcot Town Council, Risinghurst & Sandhills Parish Council, the Oxford Preservation Trust and other local interest and advocacy groups.
17. The school communities, residents and businesses adjacent or near to the school street were written to with details of the school street ANPR enforcement proposals and were invited to respond to the consultation. Letters were sent to addresses in the immediate vicinity of each school street (1368 in total). This was complemented by the schools circulating information about the consultation to their parent groups, and school communities (in particular parents/carers of the pupils attending each the respective schools).

Consultation Feedback & Key Themes

18. 243 consultation responses have been received in total: 226 being responses to the online survey on 'Let's Talk Oxfordshire', and 17 as email responses. The quantitative 'Let's Talk Oxfordshire' responses are listed in **Annex 1**.

19. Respondents were asked to feedback on their opinion of the proposal to introduce ANPR camera enforcement, (support, partial support, object, and no objection / no opinion), for each of the school streets. Annex 1 page 13, graph Q2 shows the volume of support for the proposal for each of the schools, in comparison to the volume of objections. The graph Q2 also shows where respondents have answered 'no objection / no opinion' for the schools they were not specifically responding about.

20. Although the email responses mostly cited multiple points and queries, they have also been reviewed for their levels of support:

Response	Numbers	Percentage
Support	4	24%
Partially support	1	6%
No objection / no opinion	6	35%
Object	6	35%
TOTALS	17	100%

21. Survey respondents were asked to share the reasoning for their responses, as well as asking if they had any other comments they wished to make in relation to the proposals in text questions. These qualitative responses range in length and the number of themes raised. [Annex 2 lists a sample of these responses, both from the emails received and the responses via the online consultation].

22. Each response to the text questions has been analysed to capture the themes raised and the level of support indicated. The breakdown of themes raised is listed below, accompanied by the level of support indicated by the response. Several responses covered multiple themes, and so the total numbers of themes is higher than the individual number of responses.

Theme category	Support	Partially support	No objection / no opinion	Object	Total
School Streets are safer for children	41		1		42
Concerns re: Traffic / parking displacement	10	5	1	19	35
Reduces dangerous driving outside the school	18				18
Scheme needs to be expanded to include additional roads / parking areas	5	3		4	12
Supports school streets	12				12

Theme category	Support	Partially support	No objection / no opinion	Object	Total
Additional time pressures / issues for parents		1		9	10
Aids and encourages active travel / promotes health	10				10
Less traffic	10				10
Reduces congestion / traffic volume / speeds	10				10
Residents / visitors vehicle exemption concerns	3	3		4	10
Easier, creates a less stressful and more pleasant environment	8				8
Volunteers are not sustainable	8				8
Access issues into school street i.e.: for tradespeople / visitors	1			5	6
Easier to cycle / improves cycling	6				6
Improves road / pedestrian safety	6				6
Reduces parking issues	6				6
Traffic displacement (and associated issues e.g., road safety risk)	2			3	5
Need to improve nearby crossings / road infrastructure	3	1		1	5
ANPR positioning needs to be considered	1	1		2	4
Cleaner air / improves air quality	3		1		4
Excessive / unnecessary scheme				4	4
Quieter / calmer during drop-off / pack up	3	1			4
ANPR concerns				3	3
Cost of scheme				3	3
Reducing volume of cars	3				3
Regulation of displaced traffic on surrounding streets	1	1		1	3
School Street operational times	2	1			3
Seen as a restriction for residents				3	3
Aids pupil independence				2	2
Less pollution	2				2
Live too far away from the school				2	2
No comment / no objection			2		2
Road layout concerns (outside school street area)	1	1			2
Encourages a sense of local community	2				2
Supports the use of ANPR (for improving safety)			2		2

Theme category	Support	Partially support	No objection / no opinion	Object	Total
Perceived as an incursion on car drivers				1	1
Use of ANPR raises civil liberties concerns				1	1
Access for local businesses				1	1
Improves children's learning / independence	1				1
Parents are being unfairly penalised			1		1
Parents need to use alternative parking / Park & Ride options	1				1
Encourages road sense in children	1				1
Supports tackling climate change	1				1
Exemptions for rental cars/company cars				1	1
Total	181	18	8	69	276

Table1. Table of general themes raised by consultation respondents.

Summary of Key Themes and Concerns

23. The consultation feedback has indicated that the reduction in traffic congestion, and improved road safety outside school gates is welcomed by residents.
24. Traffic and parking displacement are the two main concerns raised by respondents, both for those opposing and those supporting the school street ANPR proposal. Officers are currently reviewing each school street layout to determine the most suitable approach regarding traffic and parking displacement for each school, and this is detailed below in the officer responses for each school.
25. Concerns have been raised by residents regarding applying for school street vehicle exemptions. Many respondents have asked how they can apply for exemptions, and how they can ensure access for their deliveries and visitors. Should this ANPR proposal be approved, we will write to school street residents with details of their local school streets ANPR installation and with further information on how they can apply for exemptions.
26. Several respondents have also raised objections to the school street operational timings, stating they can cause issues for parents who either must drive to work, or those who live too far away from the school to walk or cycle. We will continue to work with schools to ensure that timing issues raised are reviewed and addressed as necessary on a case-by-case basis, and that additional options are also looked at.
27. Concerns were also raised regarding the ANPR cameras themselves, citing impacts on civil liberties and unnecessary surveillance, as well as queries

raised on the school streets' layouts and the provisionally proposed physical position of the ANPR cameras. The proposed positioning of the ANPR cameras is shown in annexes 3 to 7. We will continue to engage and inform people regarding the use of ANPR cameras for school streets, but it is important to note that there is some confusion evident between the scope and capabilities of ANPR and CCTV cameras within some of the feedback.

28. Overall, there is a higher number of respondents supporting the phase 2 experimental school street ANPR proposals than those opposing them (please refer to Q2 graph on page 14), stating school streets create a safer environment for children, by reducing traffic congestion, and improving air pollution and road safety. Themes supporting the proposals have also noted the health benefits of school streets for encouraging active travel modal shifts, noting how they create a less stressful environment outside the schools' gates and encourage a sense of local community.

Officer Response – General Themes

29. Comments and feedback have been received regarding the following:

- Additional time pressures / issues for parents:
Officer response: The school street operational timings have been developed with the schools and cover their busiest morning drop off and afternoon pick up periods. Officers will continue to work with each school to assist parents in adapting to the changes brought about by the school street, including supporting sustainable and active travel measures and initiatives, and providing guidance on park and stride locations for example. As mentioned above, parents can also work with their schools on a case-by-case basis if they experience additional time pressures.
- Residents / visitors vehicle exemption concerns and access issues into school street i.e.: for tradespeople / visitors:
Officer response: If the ANPR proposal is approved, letters will be sent to all school street residents and local business providing information and guidance on how they can apply for school street exemptions. Residents and local businesses can apply for exemptions for their visitors and trades. Further school streets exemption information can be found at: <https://www.oxfordshire.gov.uk/residents/roads-and-transport/school-streets/exemptions>
- Need to improve nearby crossings / road infrastructure:
Officer response: Each school street layout and location has been reviewed as part of the ANPR proposal. Where there have been specific crossing or road infrastructure issues raised via the consultation feedback, please refer to the officer response for each school below. The ongoing use of the school street and how changes in surrounding road infrastructure affects it will be addressed as part of the ongoing monitoring of each school street.
- ANPR concerns:

Officer response: Local authorities in England outside of London have received powers to enforce moving traffic regulations under Part 6 of the Traffic Management Act 2004. This means that those authorities who already have civil enforcement powers for parking and bus lanes, which Oxfordshire County Council does, are able to introduce measures to enforce moving traffic restrictions. On 15 July 2022, Oxfordshire County Council adopted powers previously held by the police which allows enforcement of moving traffic offences. These powers make full use of Part 6 of the Traffic Management Act, 2004. ANPR enforcement cameras are placed at sites where there is a problem with vehicles which contravene driving restrictions creating potential dangers to both pedestrians and other road users.

School Streets ANPR cameras are only operational on the days the school is open (so excluding school holidays and inset days) and only during the school street operational times. Unlike CCTV, ANPR does not record continuously. ANPR is kept to a limited field of view – essentially a small trigger area where should a vehicle enter that trigger area it will take a photograph of that vehicle to capture the licence/registration plate details. The captured images are only used to review the registration plates of vehicles entering the school street, and not vehicles leaving the school street. They are not CCTV cameras and are not used to monitor people or activity. All data is held and managed under UK data monitoring and protection laws.

- Cost of scheme:
The school streets programme is delivered to ensure best value for money and cost effectiveness through the council's contract and procurement processes. The phase 2 school streets programme is to be annually monitored to ensure its ongoing benefits realisation and its ongoing value for money.

Officer Response – Specific School Themes

St Mary and St John Church of England Primary School (SSP201):

30. Comments and feedback have been received regarding the following:

- Traffic and parking displacement (particularly onto Bedford Street, Meadow Lane, and Fairacres Road)
Officer response: The school street trial has highlighted the parking and traffic displacement areas, and we are working with our parking and highways colleagues to ensure any illegal parking or traffic displacement is appropriately managed.
- Illegal parking on Argyle Street double yellow lines

Officer response: As with the traffic and parking displacement mentioned above, we are working with our parking and highways colleagues to ensure any illegal parking on double yellow lines is appropriately managed.

- Alternative park and stride location at Falcon Boat Club car park
Officer response: Falcon Boat Club car park is an Oxford City Council owned car park. We are continuing to work with our Oxford City Council colleagues regarding the potential use of the Falcon Boat Club car park as a park and stride location and we are also looking into other alternative park and stride locations. We will liaise directly with the school on any further developments.

Sandhills Community Primary School (SSP202):

31. Comments and feedback have been received regarding the following:

- Traffic and parking displacement (particularly onto Delbush Avenue):
Officer response: The school street trial has highlighted the parking and traffic displacement areas, and we are working with our parking and highways colleagues to review the options for potentially extending the school street area slightly to include Delbush Avenue. This would necessarily involve further discussions with Sandhills school and local stakeholders, and we will engage with residents as part of this and follow OCC due processes.
- Need to promote/ incentivise use of park and ride better.
Thornhill Park and Ride is Sandhills' designated park and stride location, where parking is free for parents for up to one hour (and this can be one hour in the morning drop off period, and one hour in the afternoon pick up period). Parents have been informed of this, and are encouraged to use Thornhill Park and Ride as their park and stride location.
- London Road underpass issues:
Officer response: As part of the Sandhills school street trial, the London Road underpass from Thornhill Park and Ride has been painted and had new lighting installed. The issues raised regarding cyclists using the underpass and the potential installation of barriers is being reviewed with highway colleagues. Any anti-social behaviour can be reported to Thames Valley Police at: <https://www.thamesvalleypolice.ro/report/asb/asb-v3/report-antisocial-behaviour/>
- Pedestrian crossing on Merewood Avenue:
Officer response: As part of the Sandhills school street trial, the Pedestrian crossing on Merewood Avenue has been raised as an area of road safety concern. Officers will be reviewing the crossing.

Tyndale Community School (SSP203):

32. Comments and feedback have been received regarding the following:

- Traffic and parking displacement (particularly onto Horspath Road, Barracks Lane, and Hollow Way)
Officer response: The school street trial has evidenced parking and traffic displacement. We will continue to work with the school in supporting parents to use Tyndale's park and stride option and work with our parking and highway colleagues to ensure illegal parking is enforced, and displaced traffic is managed.
- School street timings are restricting for working parents
Officer response: The school street operational times have been set after discussions with the school, on the most appropriate timings to support school attendance, and still ensure the school street provides benefits for children during the busiest morning drop off and afternoon pick up times. The school does hold an exemption list for children who are SEND or have behavioural issues, and the school will work with parents on a case-by-case basis.
- Residents access for delivery drivers or tradespeople
Officer response: All residents can apply for their school street vehicle exemptions, and if this ANPR proposal is approved, we will write to all residents and explain how they can apply for exemptions.

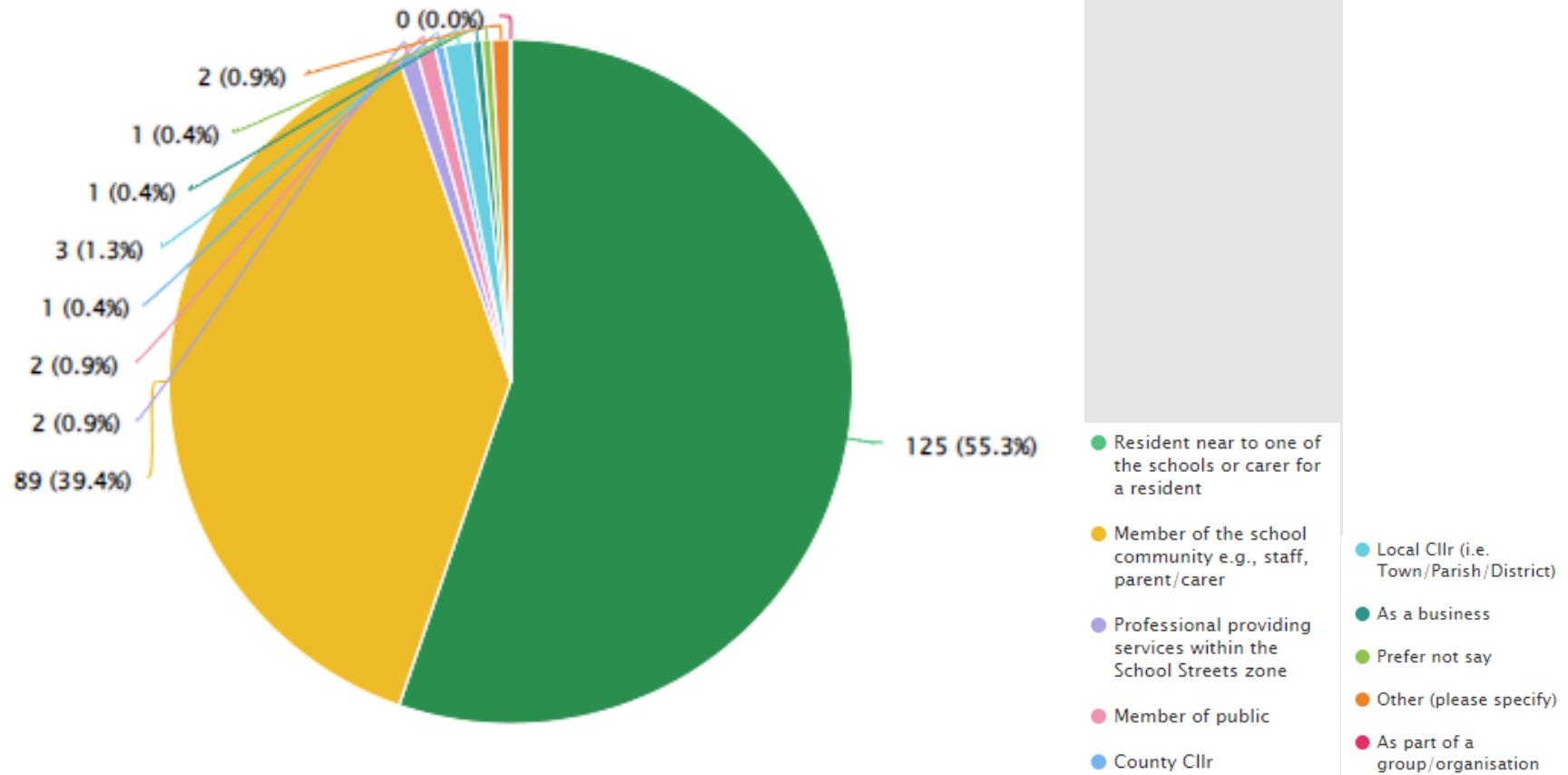
New Hinksey Church of England Primary School (SSP204):

33. Comments and feedback have been received regarding the following:

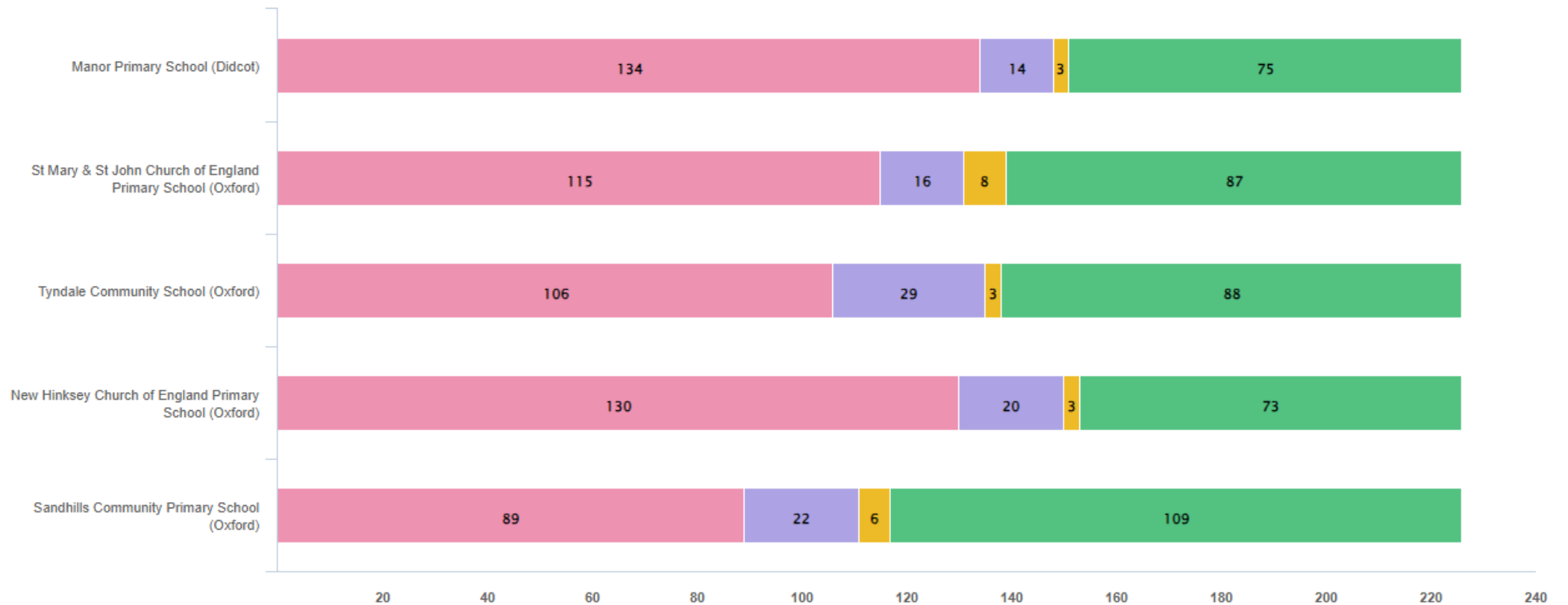
- Traffic and parking displacement (particularly onto Norreys Avenue and Wytham Street)
Officer response: The school street trial has evidenced parking and traffic displacement. We will continue to work with the school in supporting parents to use park and stride options and work with our parking and highway colleagues to ensure illegal parking is enforced, and displaced traffic is managed. Following the road safety concerns raised previously regarding Lake Street and Summerfield, the New Hinksey school street layout is was amended include Lake Street and Summerfield.
- Concerns raised regarding increased road safety risk on Wytham Street and Norreys Avenue (a key walking/cycling corridor) with calls to expand the school street to cover these areas.
Officer response: The school street will continue to be monitored to regarding any parking or traffic displacement in the surrounding areas, and we will continue to work with our parking and highway colleagues to ensure illegal parking is enforced, and displaced traffic is managed. Expanding the scheme would necessarily involve further discussions with New Hinksey school and local stakeholders, and we will engage with residents as part of this and follow OCC due processes.

**Oxford & Didcot – Experimental School Street Proposed ANPR
Camera Enforcement Consultation Responses**

Q1 In what capacity are you responding to this survey?



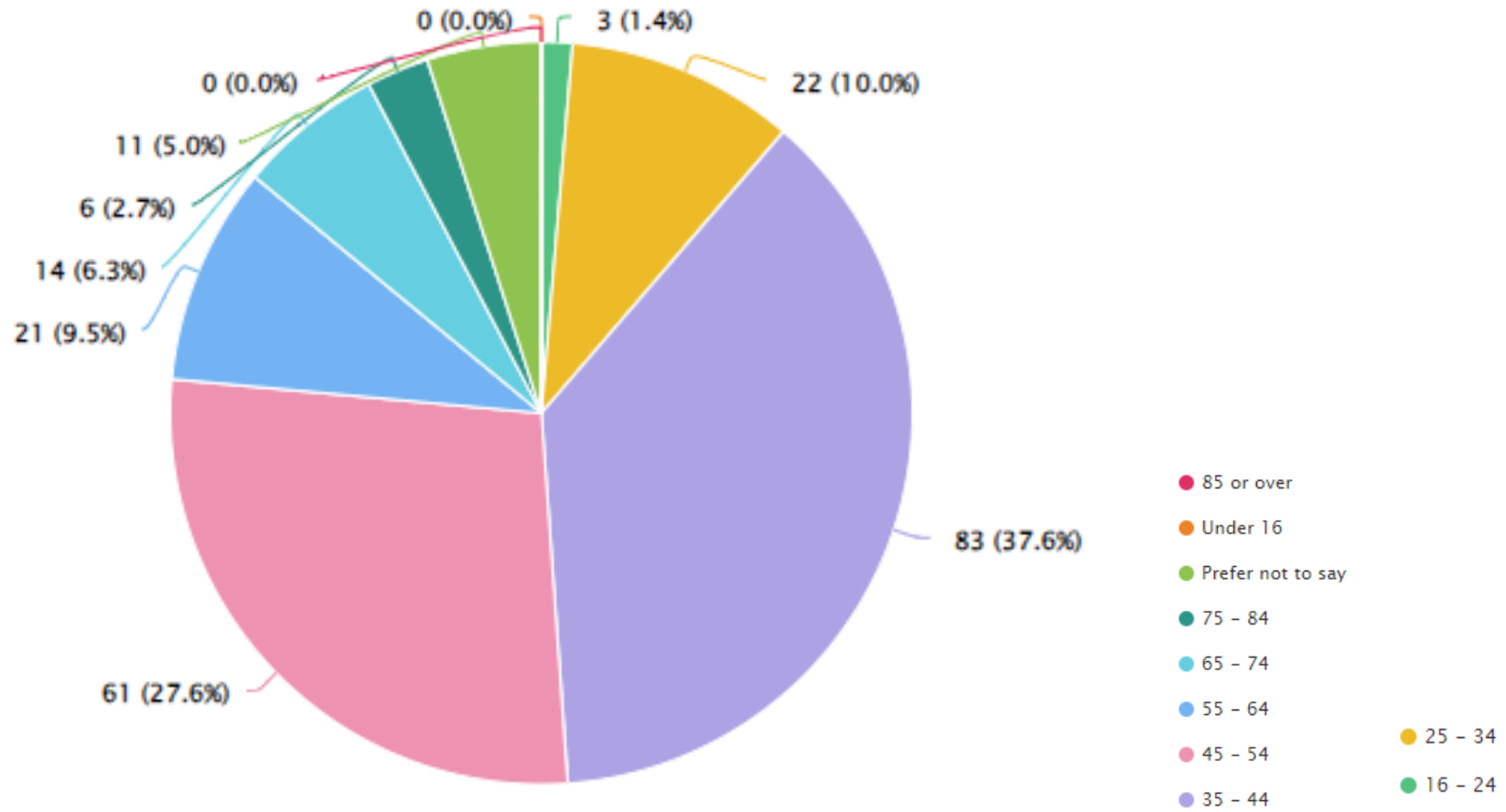
Q2 Please select which of the following that best describes your opinion of the proposal to introduce ANPR camera enforcement at the following Experimental 'School Streets'.



- No objection/No opinion
- Object
- Partially support
- Support

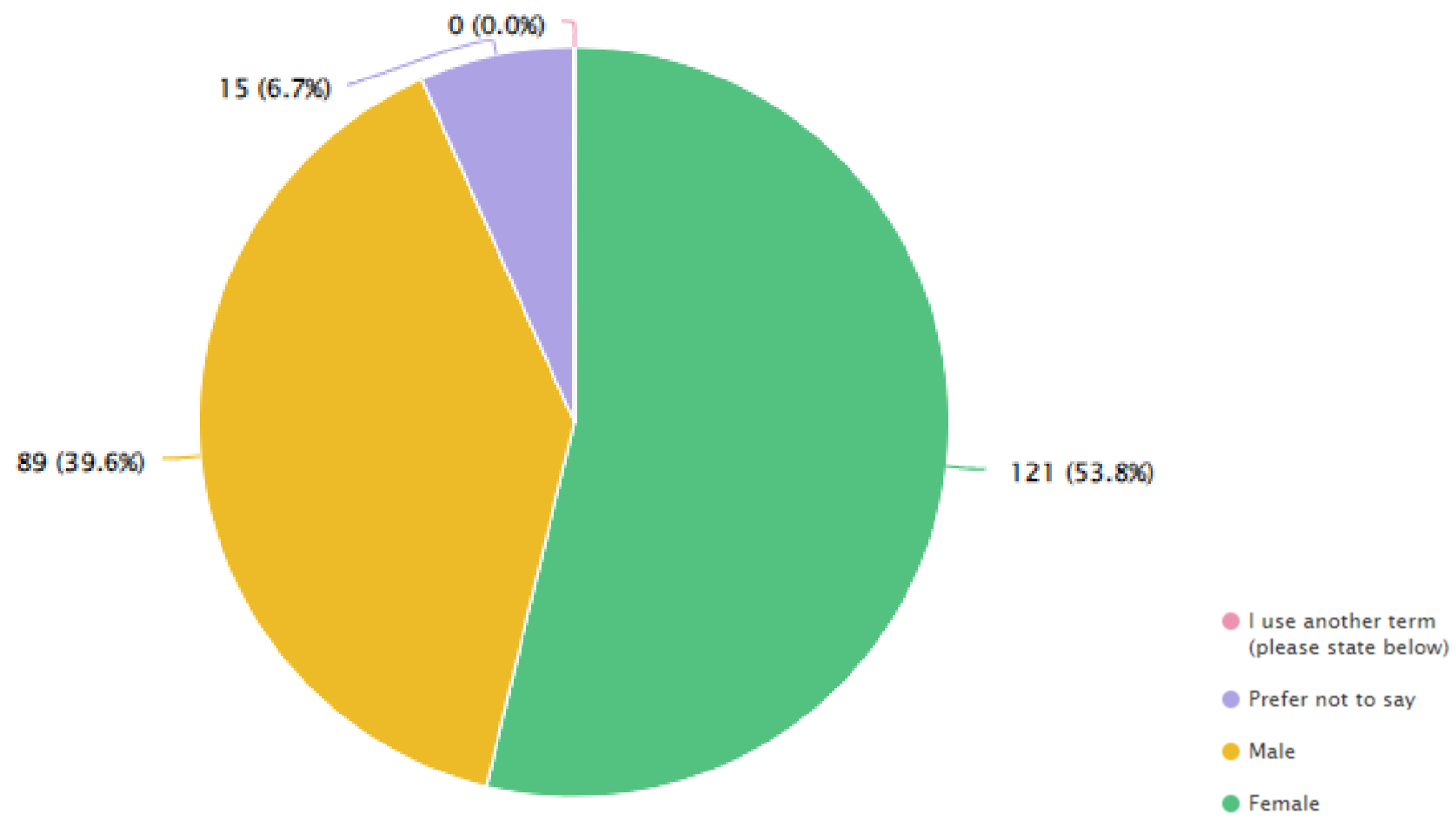
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Q4 What is your age?



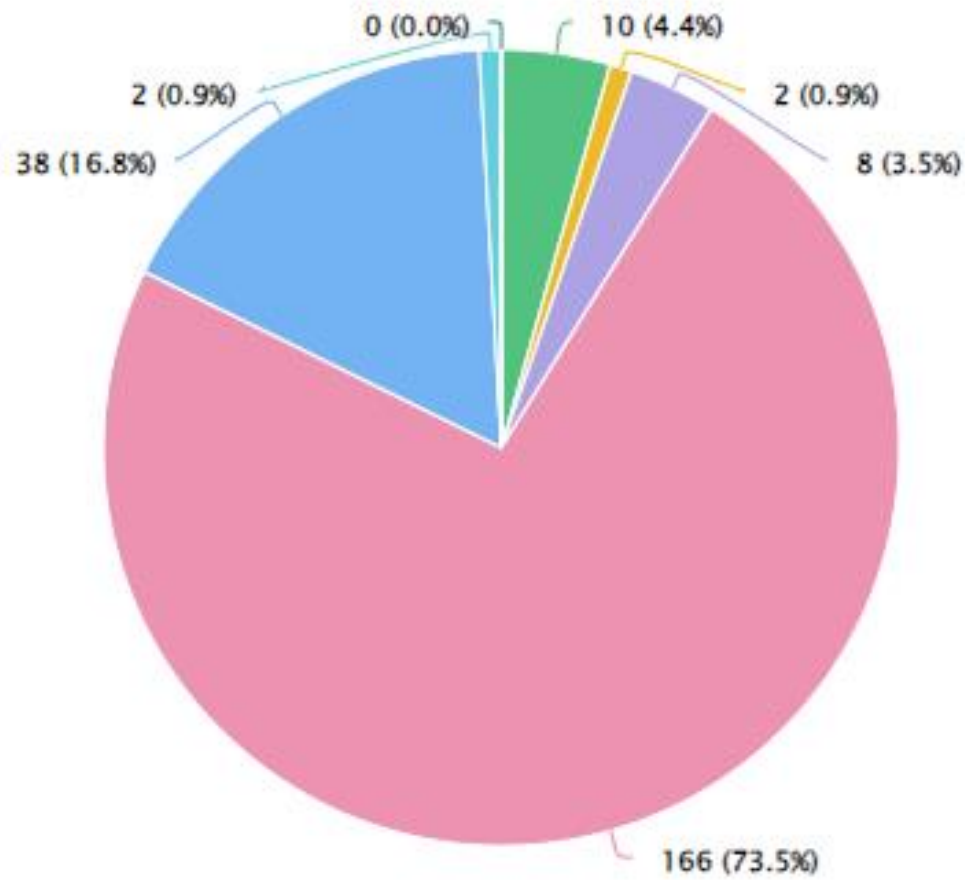
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Q5 What is your sex?



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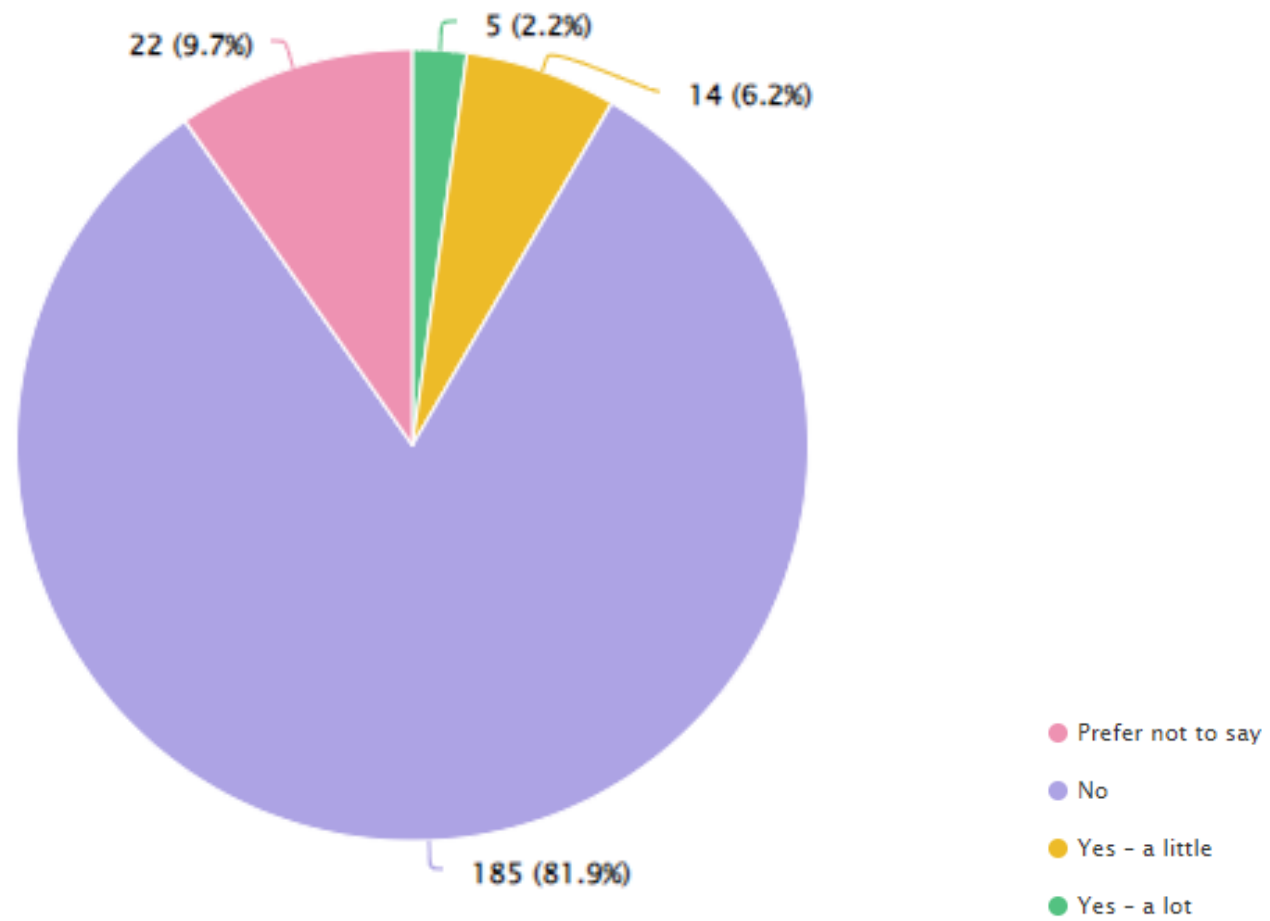
Q6 What is your ethnic group?



- Black or Black British (Caribbean/African/other Black background)
- Other (please specify)
- Prefer not to say
- White (British/Irish/Scottish/Welsh/other white background)
- Chinese
- Mixed or multiple ethnic groups (White and Black)
- Asian or Asian British (Indian/Pakistani/Bangladeshi/other Asian background)

Showing 226 of 226 responses

Q7 Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months ?



Showing 226 of 226 responses

ANNEX 2

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 2 is 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
Traffic Management Officer Hampshire Constabulary & Thames Valley Police Joint Operations Unit,	Thank you for the consultation documents. The Police have no objection.	Your response has been considered and noted
Head of Built Environment and Infrastructure Oxford buses	I am confirming that we have no objection nor observations to make in this instance.	Your response has been considered and noted
Chair, Oxford Pedestrians Association	Oxford Pedestrians Association is wholly in support of the installation of ANPR cameras to protect School Streets from unwanted driving of unauthorised motor vehicles at all the points consulted on in this proposal.	Your response has been considered and noted
Councillor	As a city councillor I support the introduction of school streets to make it safer for children to walk or wheel to school. ANPR cameras provide a solution to support this without a reliance on the goodwill of volunteers whose time is stretched.	Your response has been considered and noted

RESPONDENT	COMMENTS	OOC / PROJECT TEAM RESPONSES
Member of the public	<p>We received a letter today as residents of '[]' in East Oxford that our local school streets trial at Tyndale School is proposed to move to use of ANPR cameras. You requested that we email you directly with comments.</p> <p>While I support moves to reduce school traffic and encourage children to get to school by more environmentally friendly means, I believe the current plans place too many restrictions on the essentials of local residents' daily life.</p> <p>The proposal mentions that residents and their 'regular visitors' will be exempt, but it is very unclear which visitors will be included in this definition and how. I cannot envisage how this scheme would work when service providers, workmen, delivery drivers, and a myriad of other essential one-off visitors need to come to our property. It would not be possible to prepare authorisation in advance with many of this type of adhoc visitor or control the time of their arrival.</p> <p>The proposal additionally does not make clear whether vehicles will be able to freely <i>leave</i> the area during the restricted periods, as they are under the current in-person scheme. We live in a cul de sac and there is no other way to access or leave our street other than by passing the proposed ANPR camera. Surely it would not be moral to confine people in this way.</p> <p>I have been frustrated by the fear mongering and conspiracy theories in response to other schemes to reduce traffic in Oxford, but in this particular case I begin to share concerns that such a scheme places undue restrictions on residents' freedom to live their daily lives. I hope that the logistics of the scheme will be given more thought and resident concerns will be taken seriously.</p>	<p>All residents on the Phase 2 School Streets will be able to apply for exemptions. We will be writing to all school street residents explaining how they and their visitors can apply for exemptions.</p> <p>Vehicles do not receive a PCN for leaving the school street during its operational hours. All vehicles are able to leave.</p> <p>Further exemption information can be found here: https://www.oxfordshire.gov.uk/residents/roads-andtransport/school-streets/exemptions</p>

RESPONDENT	COMMENTS	OOC / PROJECT TEAM RESPONSES
Member of the public	<p>Further to your letter to householders near to Tyndale School, I live on Hollow Way not far from Barracks Lane and I am concerned about two issues:</p> <p>Firstly, the location of the ANPR cameras to be located on Hollow Way - I assume these cameras will only pick up movement of cars entering Barracks Lane and not those of us who have to drive through that junction to continue down Hollow Way every day during the school run times.</p> <p>Also, parents who still decide, for what ever reason, to continue to drive their child to school and have recently, since the experimental manned traffic orders began, started parking their cars along Hollow Way (on double yellows!), especially near my house and along Horspath Road which causes congestion for residents and buses - how is this going to be regulated/enforced?</p>	<p>Vehicles do not receive a PCN for leaving the school street during its operational hours. All vehicles are able to leave.</p> <p>Please refer to the Tyndale School traffic displacement section of this report.</p>
Member of the public	<p>Thank you for your letter of 8 July. I entirely support the stationing of an APR camera in Bedford Street to monitor traffic rather than rely on volunteers. It will though be important to act against offenders from day 1 to show that the Council means business. You also need to note that a number of taxi drivers bring their children to school: indeed it is sometimes difficult to get a taxi here when it is the beginning or end of the school day.</p>	<p>The issue of parents driving Taxis is being reviewed and we are working with the school to resolve this.</p>
Member of the public	<p>The experimental school street has been a huge success for multiple reasons:</p> <ol style="list-style-type: none"> 1. Before the school street, multiple cars were parked across pavement. During the warmer months, drivers would wait with their car doors open. Consequently, it was often not possible for pedestrians to walk on the pavement and they were forced onto 	<p>Your response has been considered and noted</p>

RESPONDENT	COMMENTS	OOC / PROJECT TEAM RESPONSES
	<p>the road. This was unsafe, especially as cars were coming and going in both directions along a relatively narrow street</p> <ol style="list-style-type: none"> 2. Parked cars made it difficult to cross the street safely, a particular risk for children attending Sandhills primary school 3. Drivers would often wait with their engines idling, thereby significantly impacting air quality. It has been well documented that pollution from vehicles has a detrimental effect on health, especially for children. An independent study from Imperial College London reported improvement in outer London following the mayor's extension of ULEZ 4. Cars would often block access to driveways for residents on the streets, making it difficult to enter or leave 5. Children and parents walking or cycling would have ancillary health benefits. It will also impress on young children the importance of exercise rather than always relying on car transport. <p>I very much support the installation of ANPR cameras.</p>	
Member of the public	Several near accidents at drop off and pick up involving cars and children on bikes/scooters. If cars are allowed, a serious accident or fatality will be a question of 'when' not 'if'.	Your response has been considered and noted
Member of the public	<p>I'm opposing to the installation of ANPR cameras. It's a waste of money. People just pick up their children later and drop them off earlier.</p> <p>Just spend the money on a school bus instead. This would be so much better, offering better service to the community and giving someone a job.</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.

RESPONDENT	COMMENTS	OOC / PROJECT TEAM RESPONSES
Member of the public	<p>Thank you for your letter about the proposed ANPR camera and school street for St Mary and St John primary school.</p> <p>I live near the junction of '[]' and '[]' Streets. I am also a '[]' of this primary school, but way before these measures were considered necessary.</p> <p>The school, as you will know, has done excellent work to promote active travel to school and a large number of families have, for a long time, come on foot, scooters and bikes.</p> <p>I understand that a small minority of families still drive their children to school though it is not clear why they need to do this. I presume this has been investigated.</p> <p>The trial period did not affect us much though the problem of parents parking on double yellow lines at the top of the street to drop off children continued and possibly slight increased.</p> <p>I understand at the bottom of the street (by the pub) there were some insults traded by drivers who responded in this way to residents politely asking them not to sit with engines idling while they waited to drop off children.</p> <p>I feel that you are using " a sledgehammer to crack a nut" and, as with other ANPR cameras in the area because of the LTN, the community becomes more polarised and some people are more resentful of council interventions as a result.</p> <p>The school street cannot guarantee a car free environment because of the exemptions which have to be issued so there will be continuing need for vigilance. It is expensive to install the camera and to pay for staff time to administer the system.</p> <p>The objectives listed in your letter under Why are we doing a trial? will be hard to show as outcomes and really do not stand up to scrutiny.</p> <p>1. More active travel has already been promoted and largely achieved without ANPR cameras.</p> <p>2. Improved air quality seems unlikely as there is still drop off of children at junctions - at best it will be a displaced problem, possibly worsened by idling engines.</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.</p> <p>Please refer to the St Mary & St John School traffic displacement and Falcon Boat Club car park sections of this report.</p> <p>There will be annual monitoring of the school street benefits to ensure ongoing value for money.</p>

RESPONDENT	COMMENTS	OOC / PROJECT TEAM RESPONSES
	<p>3. There is no evidence that St Mary and St John families lack confidence in active travel - many of them are moving happily throughout this area in active ways for school and other activities.</p> <p>4. The same applies for the chances to be sociable - there are already plenty of socialising opportunities in this school catchment area!</p> <p>I hope money will not be wasted on the installation of unnecessary cameras. Other safety measures could well be improved with less expense and restriction for local residents.</p> <p>For example, the use of electric bikes at high speed on Meadow Lane, particularly past the playground gate, needs attention and the car park in Meadow Lane also needs to be accessible to the public again so that parents can stop there safely and drop children off, as used to be the case.</p> <p>The time taken to resolve the car park issue with the '[]' has been extremely frustrating for local residents. It would provide an alternative access for parents who need to drive to school. It would also help if parking restrictions on double yellow lines were enforced, and pavement parking regulated so that children, buggies etc. do not need to move from the pavement into the street.</p> <p>Thank you for your consideration of our views as local residents.</p>	
Member of the public	<p>I am writing to comment on the proposed introduction of ANPR cameras to enforce the Tyndale school street.</p> <p>I have the same concern as I did with the initial trial in that I believe that the list of exemptions should be wider to allow delivery vehicles and tradespeople access to properties within the school street (but not merely to drive through). It is usually not possible to organise deliveries to avoid specific times of day, and regarding tradespeople, I am worried that I may have a plumbing emergency, and even if I arranged for a plumber to come at a certain time, it is not unusual for them to be late or to have to leave and come back. I think it is unreasonable to expect them to wait</p>	<p>All residents on the Phase 2 School Streets will be able to apply for exemptions. We will be writing to all school street residents explaining how they and their visitors can apply for exemptions.</p> <p>Vehicles do not receive a PCN for leaving the school street during its operational hours. All vehicles are able to leave.</p>

RESPONDENT	COMMENTS	OOC / PROJECT TEAM RESPONSES
	<p>around for an hour or to pay the fine if that happens, particularly when they are not the ones causing the traffic problems outside the school.</p> <p>This may only be relevant on school streets such as Tyndale that are on no through roads and hence block access to large numbers of properties, and where for the same reason it is clear that the road congestion is purely caused by parents dropping off their children.</p> <p>To make the exemption easy to administer I would suggest only sending a penalty charge notice if a vehicle enters the street more than once per term. This should stop genuine service providers from being penalised in the vast majority of cases, while still stopping the actual offenders (the parents).</p>	<p>Further exemption information can be found here: https://www.oxfordshire.gov.uk/residents/roads-andtransport/school-streets/exemptions</p>
Member of the public	<p>The streets have become incredibly busy and people drive too fast considering there are hoards of children walking/cycling to school. Drivers also have been seen attempting manoeuvres that have been dangerous such as reversing around a corner into the school drive, doing it badly so they mount the kerb and get far too close to children walking. It also causes lots of heavy traffic close to the school.</p> <p>As someone who until recently lived a fair distance from our school and would drive my children in, there are plenty of streets within a 2-5 minute walk of the school which doesn't require you to drive on the road where the ANPR cameras are being proposed, but lots of parents would rather sit in traffic down the school drive than take this option.</p> <p>Now we live a 10 minute walk from school I would like to encourage my children to build their confidence and cycle to school, but I feel this is too risky at the moment because of the school traffic.</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.</p>
Member of the public	<p>School streets has made a huge difference to the safety on the road outside the school and this would enable it to become a permanent solution.</p>	<p>Your response has been considered and noted</p>

RESPONDENT	COMMENTS	OOC / PROJECT TEAM RESPONSES
Member of the public	<p>School streets provide safe, ecological effective protection for school children and others travelling to school It is healthy, cost effective, social, good for environment. - also difficult to staff with volunteers Suggest Tyndale timings 745-845 as school starts at 815 earlier than others, if it's 0800 start ppl will drive before the cameras and park</p>	The school street timings have been agreed with Tyndale School, but are open to review as part of the ETRO.
Member of the public	As a resident on '[]', I think that the number of cars on the road has been reduced with the trial scheme, which helps me as a cyclist get my children to school (St Ebbes).	Your response has been considered and noted
Member of the public	It has stopped illegal parking, arguments, traffic jams, danger to children and a much more peaceful road for residents	Your response has been considered and noted
Member of the public	<p>I am responding in support of this proposal as a resident of '[]' Avenue. The proposal offers a number of benefits for all involved, including but not limited to the residents and students of the school. Having lived on the street for several years, I have had to experience the aggression of the parents who drop off and pick up their children, as well as their aggressive and dangerous driving. They often speed down the road when there are residents and children around. Thus, the regulated system has been great to prevent this.</p> <p>Parents also often leave their cars on while they wait. This means children and residents are left to breathe in the car's pollution - which, once again, is dangerous and harmful.</p> <p>Finally, having had a period of regulated driving in these hours has allowed for residents to enter and leave in their cars at will - which is otherwise restricted as parents block driveways for long periods of time as they pick up their children (while this is a problem in the morning, it is more so in the afternoon from 2-3.30)!</p> <p>This is not an exhaustive list of issues of having a non-regulated system but it aims to highlight the main problems faced by the residents and the children of the school.</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.

RESPONDENT	COMMENTS	OOC / PROJECT TEAM RESPONSES
Member of the public	<p>During the trial period there has been a dramatic reduction in traffic at school times. This has made it easier and safer for children to approach and leave the school. It has also improved access for all other pedestrians as a before the school street trial the waiting cars would park on the pavement. The pavement on '[]' Ave are narrow and cars that take up two thirds or more of the pavement would force pedestrians onto the road. This was especially unsafe due to the huge volume of traffic. There has also been an improvement in the air quality. Many of the people waiting in the cars in the afternoon would leave their engines running. There are incontrovertible independent data showing and poor air quality as a detrimental effect on people and children are especially vulnerable in this regard. There has also been a reduction in the amount of litter dropped on the street.</p> <p>Finally, assess for me as a resident has also improved. Previously waiting cars would regularly block my driveway.</p> <p>It is essential that the school street is now continued with ANPR cameras.</p>	Your response has been considered and noted
Member of the public	<p>I am writing to express my wholehearted support for the implementation of the Experimental School Streets ANPR (Automatic Number Plate Recognition) camera initiative.</p> <p>This initiative is especially important in reducing traffic congestion, lowering pollution levels, and preventing accidents near school zones. By restricting vehicular access during peak times, we can ensure that our children have a safer route to and from school.</p> <p>The benefits of this project extend beyond safety. It promotes healthier lifestyles by encouraging walking and cycling, which in turn helps to reduce the carbon footprint and improve air quality around schools. Additionally, the data collected from ANPR cameras can be invaluable in understanding and managing traffic patterns, thereby contributing to more effective urban planning and infrastructure development.</p> <p>I believe that the Experimental School Streets ANPR camera initiative represents a significant step forward in creating safer, healthier, and more sustainable communities. I fully support this project and look</p>	Your response has been considered and noted

RESPONDENT	COMMENTS	OOC / PROJECT TEAM RESPONSES
	<p>forward to seeing its positive impact on our school environments and beyond. Thank you for your commitment to improving the safety and quality of life for our children and our community.</p>	
Member of the public	<p>school streets has had a noticeable positive impact on school drop off at Manor primary and I would welcome anything that helps keep the scheme running. I have selected "no objection" for the other schools as I am not in a position to comment.</p>	Your response has been considered and noted
Member of the public	<p>I am working in hospital where no one wants to see us coming late to work especially working in a emergency department. In that situation dropping her in and getting her back from school is a heavy task without proper and easy transportation. Also few days of the week our friends are collecting my child along with there reception and year 1 kids or vice versa when we work and walking with these kids alone is quiet a difficult task. So I personally never support this restriction.</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>
Member of the public	<p>I am a parent of a child in year 3 at Tyndale Community School. We have always been cycling to school. Before the trial, Barracks Lane and Morris Close were regularly clogged with cars and it was extremely difficult to safely navigate with a little child on their bike and the stress of having to deal with incompetent and careless drivers had a detrimental effect on my mental health. Since the start of the school street trial it is magnitudes safer to cycle and walk to school. I am generally in favour of putting the safety of pedestrians and cyclists, particularly children, over the comfort of drivers, which is why I also support the other school streets.</p>	Your response has been considered and noted

RESPONDENT	COMMENTS	OOO / PROJECT TEAM RESPONSES
Member of the public	<p>The use of ANPR cameras to enforce the trialling Schools streets scheme as opposed to volunteers;</p> <p>My experience as a resident of Summerfield and therefore using Lake St to take the children to school on foot is that the vehicular traffic accessing Lake St from the main road has increased at school time due to a lack of volunteers often only being able to focus efforts on the junction of Vicarage Rd and Abingdon Rd.</p> <p>ANPR cameras could be a good solution to this issue.</p>	Your response has been considered and noted
Member of the public	<p>The trail of school streets has made such a difference to Barracks Lane. My children have had significant near misses with cars driving too fast /on the footpath /parked illegally before. It's been terrifying. With the road closed to cars during school run time, it has made so much difference. It is sad to say that enforcement is needed to make people aware of more than just their own but so needed in order to save serious injury or worse. Please put these cameras in asap. Thank you.</p>	Your response has been considered and noted
Member of the public	<p>I am a parent of 2 children and St Mary & St John school. The roads are narrow and hazardous, and on occasions sadly some drivers travel at speed. It endangers our children and leads to caution about letting them walk to school. However, we should support all measures to promote active travel because this promotes our children's health (and therefore their learning) and is better for our environment. It does require a culture change for some families to walk, scooter or cycle, and in my view using ANPR will be a valuable and effective means to achieve this.</p>	Your response has been considered and noted
Member of the public	<p>Fully agree the road was alot safer ! As a blue badge holder I could find somewhere safe to get my child into school which u struggle to do usually</p>	Your response has been considered and noted
Member of the public	<p>As a '[]'to a family with '[]' children who live'[]', I support the proposal and can give feedback as to what I have seen since the trial on the street in '[]' has taken place. The children '[]'are '[]', '[]', '[]' and '[]', so their independence stages are very different from each another when it comes</p>	Your response has been considered and noted

RESPONDENT	COMMENTS	OOC / PROJECT TEAM RESPONSES
	<p>to street and road safety. I have noticed the enormous change in traffic when we leave for the school run at 7:30am. It's quiet and we chat on the way round to the car. I'm not tense as we leave the house as there's no cars speeding and weaving around. Cars used to drive on the pathway outside the front door and so now the children don't need to remain with me at the door as I lock it, they can wander and wait on the path. The children are calmer when we leave. They have commented on how quiet it is and how it's not busy or hectic. On returning after the morning school run, there are now parking spaces on the road and I am not searching everywhere to park. The '[]' yr old who is with me is able to take their time noticing nature as we make our way slowly to the front door, unlike before when I wouldn't let go of his hand and would take him from the car to the house as fast as possible. Before, due to so many parked cars and people driving, the street became one way, needing to negotiate with whoever is driving towards you, who goes first. This resulted in my being boxed in and having to take risks on the road as any hesitancy would result in sitting still and getting taken advantage of. Now, it is a breeze. The school pickup is the same.</p>	
Member of the public	<p>I am a resident that has experienced seeing a child hit by a car outside our house and several near misses. There are several parents who are rude and have no respect for the residents i.e parking over driveways or directly opposite making it difficult for us, as residents, to leave our houses during this time to collect grandchildren from other schools</p>	Your response has been considered and noted
Member of the public	<p>Having experienced the school street trial period I have seen some resistance by car drivers to this (becoming aggressive toward volunteers or blocking barrier passage way for cyclist). Hence I feel the installation of the cameras will help to avoid this and protect the children and adults better.</p>	Your response has been considered and noted
Member of the public	<p>Having the trial made a qualitative improvement in road safety around Tyndale in the 6 weeks it was running. Before (and since) the trial, the roads would be regularly double parked, with plenty of people parking unsafely (i.e. on corners, obscuring the view) and there were a number</p>	Your response has been considered and noted

RESPONDENT	COMMENTS	OOC / PROJECT TEAM RESPONSES
	<p>of near-misses with children nearly being knocked over. It can also regularly take 30 minutes to drive into school or get out of school with lots of people driving. As a parent of a disabled pupil, it is difficult to get to school without a car, but it is regularly a challenge to try and drive in with the high volume of traffic. It also leads to a lot of cross and disgruntled parents as those trying to get into school are getting cross at those parking badly or stopping in the middle of the road to let children into/out of the car.</p>	

ANNEX 3

School Streets SSP201: St Mary & St John School (Oxford) - School Street area and ANPR camera positioning



Drawing No.	OX/SSE/006	Revision	v2
KEY			
SCHOOL STREET RESTRICTED AREA MON - FRI 8AM - 9AM & 2:30PM - 3:30PM EXCEPT PERMIT HOLDERS, EMERGENCY SERVICES, TAXI'S, DISABLED BADGE HOLDERS			
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
<small>IN ADDITION TO THE DANGERS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILLED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RISKS:</small> LOCALISATION <small>(ENTER NONE IF APPLICABLE)</small> MAINTENANCE/CLEANING <small>(ENTER NONE IF APPLICABLE)</small> LIFT <small>(ENTER NONE IF APPLICABLE)</small> OVERHEAD POWER LINES <small>(ENTER NONE IF APPLICABLE)</small>			
<small>© Crown Copyright and Database rights 2023 OS 400008010017</small>			
Rev.	Date	Purpose of revision	Drawn / Checked / Approved
v1	18.10.23	Original	VN / JW / JW
OXFORDSHIRE COUNTY COUNCIL <small>Paul Pinner Director of Highways & Operations Environment & Place Oxfordshire County Council County Hall 100, High Street Oxford OX1 1HD Tel: 0845 310 1111</small>			
Project title ANPR School Street Enforcement St Mary & St John Primary			
Drawing title School Streets Bedford Street Oxford			
Drawing Status			
Scale @ A4	Drawn by	Checked by	Approved by
1:1000	VN	JW	JW
Issue drawn	Date issued	Date approved	
04.07.24			
<small>Confidentiality Project No. 8.1.01.001</small>			
Drawing No.	OX/SSE/006	Revision	v2

ANNEX 4

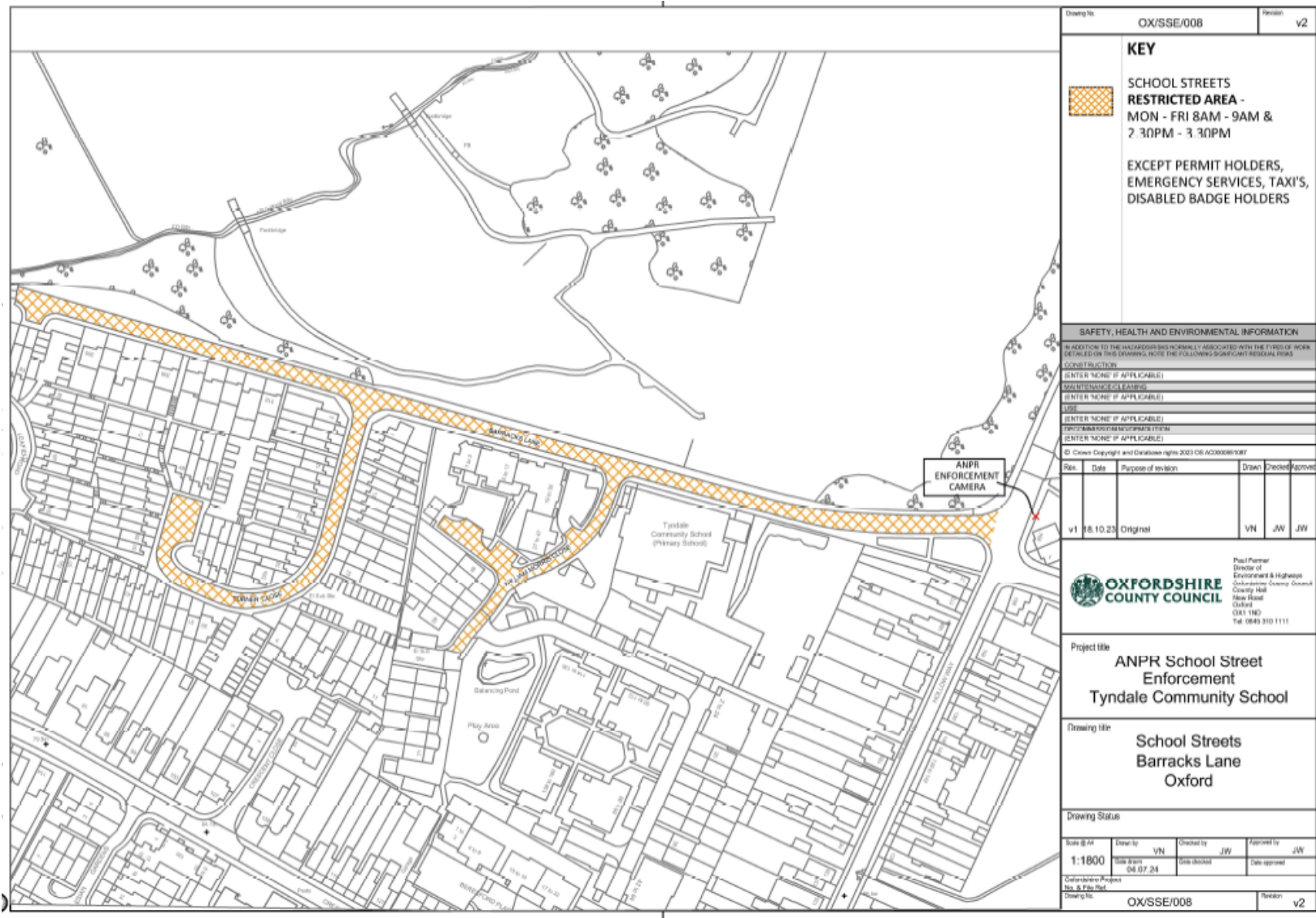
School Streets SSP202: Sandhills School (Oxford) - School Street area and ANPR camera positioning



Drawing No	OX/SSE/005	Revision	v2
KEY			
 SCHOOL STREET RESTRICTED AREA - MON - FRI 8AM-9AM & 2.30PM - 3.30PM			
EXCEPT PERMIT HOLDERS, EMERGENCY SERVICES, TAXI'S, DISABLED BADGE HOLDERS			
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
<small>IN ADDITION TO THE HAZARDS NORMALLY ASSOCIATED WITH THE TYPE OF WORK BEING DONE ON THIS DRAWING, NOTE THE FOLLOWING SUBSTANTIAL RISKS:</small> CONSTRUCTION <small>(ENTER NAME IF APPLICABLE)</small> MAINTENANCE/EQUIPMENT <small>(ENTER NAME IF APPLICABLE)</small> LIFT <small>(ENTER NAME IF APPLICABLE)</small> PROGRAMMING/MANAGEMENT SYSTEM <small>(ENTER NAME IF APPLICABLE)</small>			
<small>© Crown Copyright and Database rights 2021 OS All rights reserved</small>			
Rev	Date	Purpose of revision	Drawn/Checked/Approved
v1	10.10.23	Original	VN JW JW
 <small>Paul Fenner Director of Environment & Highways Oxfordshire County Council County Hall Rise Road Oxford OX1 1BQ Tel: 0845 310 1111</small>			
Project title ANPR School Street Enforcement Sandhills Community Primary			
Drawing title School Streets Terrett Avenue Headington			
Drawing Status			
Scale @ A4	Drawn by	Checked by	Approved by
1:1750	VN	JW	JW
	Date drawn	Date checked	Date approved
	06.07.24		
<small>Authorisation Project App. & Print No.</small>			
Drawing No.	OX/SSE/005	Revision	v2

ANNEX 5

School Streets SSP203: Tyndale School (Oxford) - School Street area and ANPR camera positioning



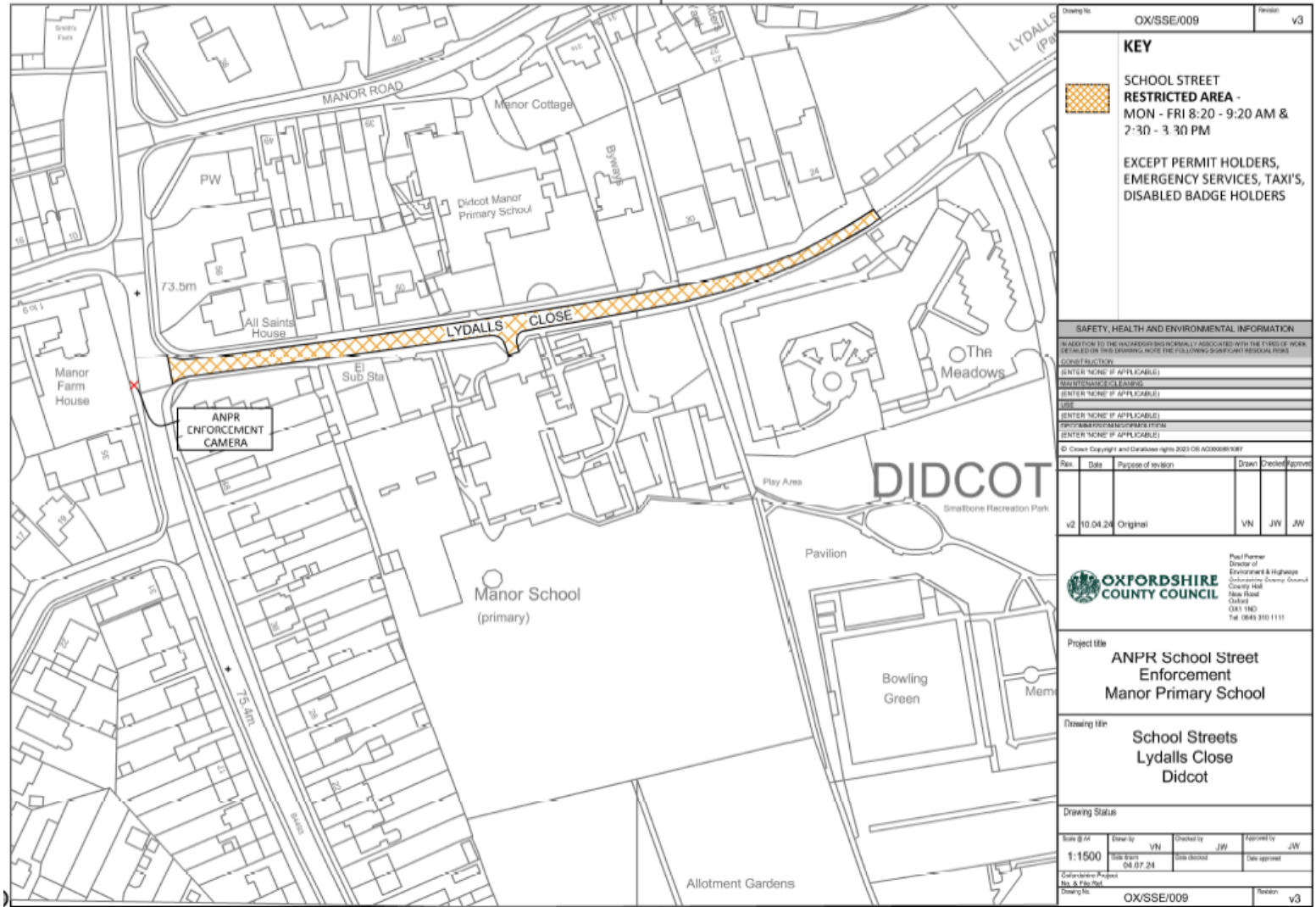
ANNEX 6

School Streets SSP204: New Hinksey School (Oxford) - School Street area and ANPR camera positioning



ANNEX 7

School Streets SSP205: Manor School (Didcot) - School Street area and ANPR camera positioning



Drawing No.	OX/SSE/009	Revision	v3		
KEY					
 SCHOOL STREET RESTRICTED AREA - MON - FRI 8:20 - 9:20 AM & 2:30 - 3:30 PM					
EXCEPT PERMIT HOLDERS, EMERGENCY SERVICES, TAXI'S, DISABLED BADGE HOLDERS					
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
<small>IN ADDITION TO THE HAZARDOUS SIGNS NORMALLY ASSOCIATED WITH THE TYPES OF WORK BEING DONE ON THIS DRAWING, NOTE THE FOLLOWING SIGN/SAFETY RESOURCES FORS:</small>					
CONSTRUCTION					
ENTER NONE IF APPLICABLE					
MAINTENANCE/CLEANING					
ENTER NONE IF APPLICABLE					
ROAD					
ENTER NONE IF APPLICABLE					
SPECIAL WORKS/OPERATIONS/STAFF					
ENTER NONE IF APPLICABLE					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
v2	10.04.24	Original	VN	JW	JW
 Paul Ferrar Director of Environment & Highways Oxfordshire County Council County Hall 100 High Street Oxford OX1 1HQ Tel: 01865 310 1111					
Project title					
ANPR School Street Enforcement Manor Primary School					
Drawing title					
School Streets Lydalls Close Didcot					
Drawing Status					
Scale @ A4	Drawn by	Checked by	Approved by		
1:1500	VN	JW	JW		
Scale drawn	Date drawn	Date checked	Date approved		
04.07.24					
<small>Collaboration Project No. & File Ref.</small>					
Drawing No.	OX/SSE/009	Revision	v3		