

Division(s) affected: *Isis, Cowley, Barton, Sandhills & Risinghurst, Didcot West*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**09 OCTOBER 2025**

### **OXFORD & DIDCOT: VARIOUS LOCATIONS – PROPOSED PERMANENT ‘SCHOOL STREETS’ & ANPR ENFORCEMENT**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the making permanent of the Traffic Regulation Orders (TROs) that will continue the ‘School Streets’ programme with the following participating schools in Oxfordshire, as advertised:**
  - i. **St. Mary and St. John CE Primary School, Oxford, 8-9am & 2:30 - 3:30 pm**
  - ii. **New Hinksey Primary School, Oxford, 8-9 am and 2:30 – 3:30 pm**
  - iii. **Tyndale Community Primary School, Oxford, 8-9 am and 2:30 – 3:30 pm**
  - iv. **Sandhills Community Primary School, Oxford, 8-9 am and 2:30 – 3:30 pm and**
  - v. **The Manor Primary School, Didcot. 8 – 9 am and 2:20 – 3:30 pm**
- b) **Approve the continued and permanent use of ‘Automatic Number Plate Recognition’ (ANPR) cameras to help enforce the ‘prohibition of motor vehicles’ restrictions during the stated operational hours, as advertised.**

#### **Executive Summary**

1. This report presents responses received to a statutory consultation on an Experimental Traffic Regulation Order (ETRO) that introduced ‘School Streets’ via ‘prohibition of motor vehicles’ restrictions during stated ‘drop-off & ‘pick-up’ hours at St. Mary and St. John CE Primary School, New Hinksey Primary School, Tyndale Community Primary School, and Sandhills Community Primary School in Oxford, and The Manor Primary School in Didcot, as shown in **Annexes 1 to 5**.

2. The School Streets programme is part of the 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. Experimental Traffic Regulation Orders (ETRO) are used when it is difficult to assess the impacts of a scheme beforehand. In an ETRO, the council introduces the scheme first and there is then a six-month statutory consultation period after the scheme is introduced when the public can see for themselves the impact and make comment accordingly. The council can monitor the impacts of the scheme and make amendments, which triggers a further six-month consultation period. At the end of the six-month consultation period, the council assesses the impacts and can decide whether to confirm, cancel or continue the ETRO for up to 18 months in total to allow further monitoring before a final decision is made as to whether to make the ETRO permanent.
4. The proposals seek to introduce permanent Traffic Regulation Orders (TROs) for the participating schools that have been trialling school streets under Experimental Traffic Regulation Orders (ETRO), using ANPR cameras to manage and enforce the temporary closures. The current ETROs are due to expire in November 2025.
5. Under the proposals, the designated streets around the school entrance point/s would be 'closed' to general motor vehicle traffic during school start and finish times. Signs ahead of the entrances to school streets display closure times. ANPR cameras will be used to enforce the motor vehicle restrictions during the specified closure times.

## **Sustainability Implications**

6. 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 sustainable and 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. 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.
7. Air quality sensors will continue to be used to monitor air quality at school street sites. Levels of walking, wheeling, cycling, and scooting will continue to be monitored to measure changes in the methods used to travel to/from schools. Qualitative data recorded by the schools will also inform our records. Implementing school streets demonstrates the action we are taking to address the climate emergency.

## Financial Implications

8. Funding for consultation and the proposals themselves has been provided by the County Council's capital funding. Subject to the approval of the scheme, there would be no further capital costs required to make the TRO permanent. Any income from ANPR charges will be used to offset the cost of operating the cameras.
9. The ongoing cost for the management of the ANPR enforcement is fully funded by the income generation as part of the OCC ANPR contract.

*Comments checked by:*

*Rob Finlayson (Strategic Finance Business Partner)*

[Rob.Finlayson@oxfordshire.gov.uk](mailto:Rob.Finlayson@oxfordshire.gov.uk)

## Legal Implications

10. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
11. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.
12. The council will use its powers under the Traffic Management Act 2004 to enforce the order and will comply with its duties and responsibilities under the UK data monitoring and protection laws in respect of the operation of the scheme.

*Comments checked by:*

*Jennifer Crouch (Head of Law - Environmental)*

[Jennifer.Crouch@oxfordshire.gov.uk](mailto:Jennifer.Crouch@oxfordshire.gov.uk)

## Equalities and Inclusion Implications

13. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals. These proposals are not expected to disproportionately impact, discriminate or unfairly disadvantage individuals or groups within the community. There are specific groups and individuals who would strongly benefit from exemptions to the school street motor vehicle restrictions, and the TRO accommodates for this.
14. 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.

15. 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 school street measures. This will ensure that these needs can be considered and accommodated appropriately.

## **Policy Context**

16. 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." Policy 11 in the Local Transport & Connectivity Plan states:

"We will:...Work with schools, to develop a programme of walking and cycling measures for travel to and from school."

17. Furthermore, our Sustainable School Travel Strategy details the proposals for promoting and supporting sustainable travel options for school and college journeys. School Streets is one action that can be taken to achieve this.

## **Formal Consultation**

18. The initial formal consultation period was open from 10 May to 15 November 2024. A notice was published in the Oxfordshire Herald Series & Oxford Times newspapers, and an 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.
19. The school communities, residents and businesses adjacent or near to the school streets 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 of the respective schools).

20.265 consultation responses were received in total to the online survey on 'Let's Talk Oxfordshire' from May 2024 to November 2024 as part of the ETRO consultation process, and these are summarised in the tables below:

In what capacity are you responding to this survey?	Responses	%
Resident near to one of the schools or carer for a resident near one of the schools	96	36.2
Member of the School community, e.g., staff, parent/carer of pupil	150	56.6
Member of public	11	4.2
Other	5	1.9
Prefer not to say / not given	3	1.1

What school are you responding to?	Responses	%
The Manor School, Didcot	64	24.2
St Mary and St John CE Primary School, Oxford	59	22.3
Tyndale Community School, Oxford	76	28.7
New Hinksey CE Primary School, Oxford	25	9.4
Sandhills Community Primary School, Oxford	113	42.6

*\* **note** – participants could respond with comments to more than 1 school so may add up to more than 100%)*

Which of the following best describes your opinion of the proposed experimental school street?	Support %	Partially Support %	Object %	No Objection %
The Manor School, Didcot	73.1	10.4	9	7.5
St Mary and St John CE Primary School, Oxford	65.0	12.9	13.3	6.7
Tyndale Community School, Oxford	69.7	5.3	23.7	1.3
New Hinksey CE Primary School, Oxford	76.0	4.0	16.0	4.0
Sandhills Community Primary School, Oxford	65.5	6.2	24.8	3.5

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.

Theme category	Support	Partially support	No objection / no opinion	Object	Total
School streets are safer for children	18	5	2	1	26
Concerns re: traffic / parking displacement	6	5	2	10	23
Reduces dangerous driving outside the school					

Scheme needs to be expanded to include additional roads / parking areas	12	18	2		32
Additional time pressures / issues for parents				5	5
Reduces congestion / traffic volume / speeds				1	1
Residents / visitors vehicle exemption concerns				1	1
Access issues into school street i.e.: for tradespeople / visitors				2	2
Easier to cycle / improves cycling	15		2	9	26
Improves road / pedestrian safety	15	5	2		22
Reduces parking issues	30	5	1	2	38
Traffic displacement (and associated issues e.g., road safety risk)			6	4	10
Cleaner air / improves air quality	15	5			20
Quieter / calmer during drop-off / pick up	20				20
Regulation of displaced traffic on surrounding streets	1	9	2	6	18
Live too far away from the school			2	5	7
Use of ANPR raises civil liberties concerns				2	2
Parents need to use alternative parking / Park & Ride options	12	6	9		27
<b>Total</b>	<b>145</b>	<b>58</b>	<b>30</b>	<b>48</b>	<b>281</b>

22. Additionally, 12 emails were received directly, with one regarding the proposals at St. Mary and St. John CE Primary School, two for Sandhills Community Primary School, two for Tyndale Community Primary School, five for New Hinksey Primary School, and two in relation to The Manor Primary School in Didcot.

23. Two responses were also received from Oxford Bus Company, stating that they were supportive of the trial, and that the proposals would not impinge on bus routes directly, wider TRO measures in place would also avoid any wider impacts from displaced parental traffic and waiting.

24. The consultation feedback has indicated that the reduction in traffic congestion, and improved road safety outside school gates is welcomed by residents.

25. 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.

26. 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.
27. Several respondents 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.
28. The full responses are shown in **Annex 6**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.
29. Public consultation for the proposed ANPR enforcement of the phase 2 school streets was held between 08 July 2024 and 15 August 2024. It was responded to by residents, the schools, their parent/carers groups, as well as local businesses, stakeholders, councillors, and interest groups. This was subsequently approved in September 2024.

## **Officer Response to Objections/Concerns**

30. Review of the comments & feedback received during the consultation has identified the following concerns:

Additional time pressures / issues for parents:

31. 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/carers 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/carers 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. tradespeople/visitors)

32. All residents whose access is directly affected by the phase 2 school streets (either living within a school street or whose only access to their address is through a school street) are able to apply for exemptions. We wrote to all

residents explaining how they and their visitors can apply for exemptions – in addition to maintaining this information on our website.

33. Motor vehicles do not receive a PCN for leaving the school street during its operational hours, all vehicles are freely able to leave the restricted area.

ANPR concerns:

34. 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
35. 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:

36. The school streets programme is delivered to ensure best value for money and cost effectiveness through the council's contract and procurement processes. It is annually monitored to ensure its ongoing benefits realisation and its ongoing value for money.

Displaced Traffic:

37. The school streets will continue to be monitored 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. The school engagement officers will continue to work with the schools to promote the park and stride sites rather than parking on the residential roads surrounding the schools.
38. As a result of monitoring, we have listened to feedback on this topic (through the phase 2 consultation activity and from stakeholder conversations and contact from residents and school community) and have included a section for proposals to expand the school street at Sandhills Community Primary School in the phase 3 public engagement exercise: comments were invited to be



submitted on this specific proposal (and the overall phase 3 school streets proposals) by 13 October 2025.

## **Monitoring & Evaluation**

39. Officers will continue to work with the schools to support sustainable and active travel interventions, including the promotion of park and stride sites and ongoing monitoring of the displaced parking.
40. Feedback from the consultation will also help inform the Council's School Streets Policy, which includes guidelines for the school streets including ANPR camera enforcement and exemptions.

**Paul Fermer**  
**Director of Environment and Highways**

Annex1-5: Consultation plans  
Annex 6: Consultation responses

Background papers      [Local Transport & Connectivity Plan](#)  
                                     [Sustainable School Travel Strategy](#)  
                                     [School Streets webpages](#)

Contact Officers:            Mark Gregory (Team Leader – Behavioural Change & Travel Planning)  
                                     Melissa Goodacre (Sustainable Transport Manager – Place Shaping)



October 2025

# ANNEX 1

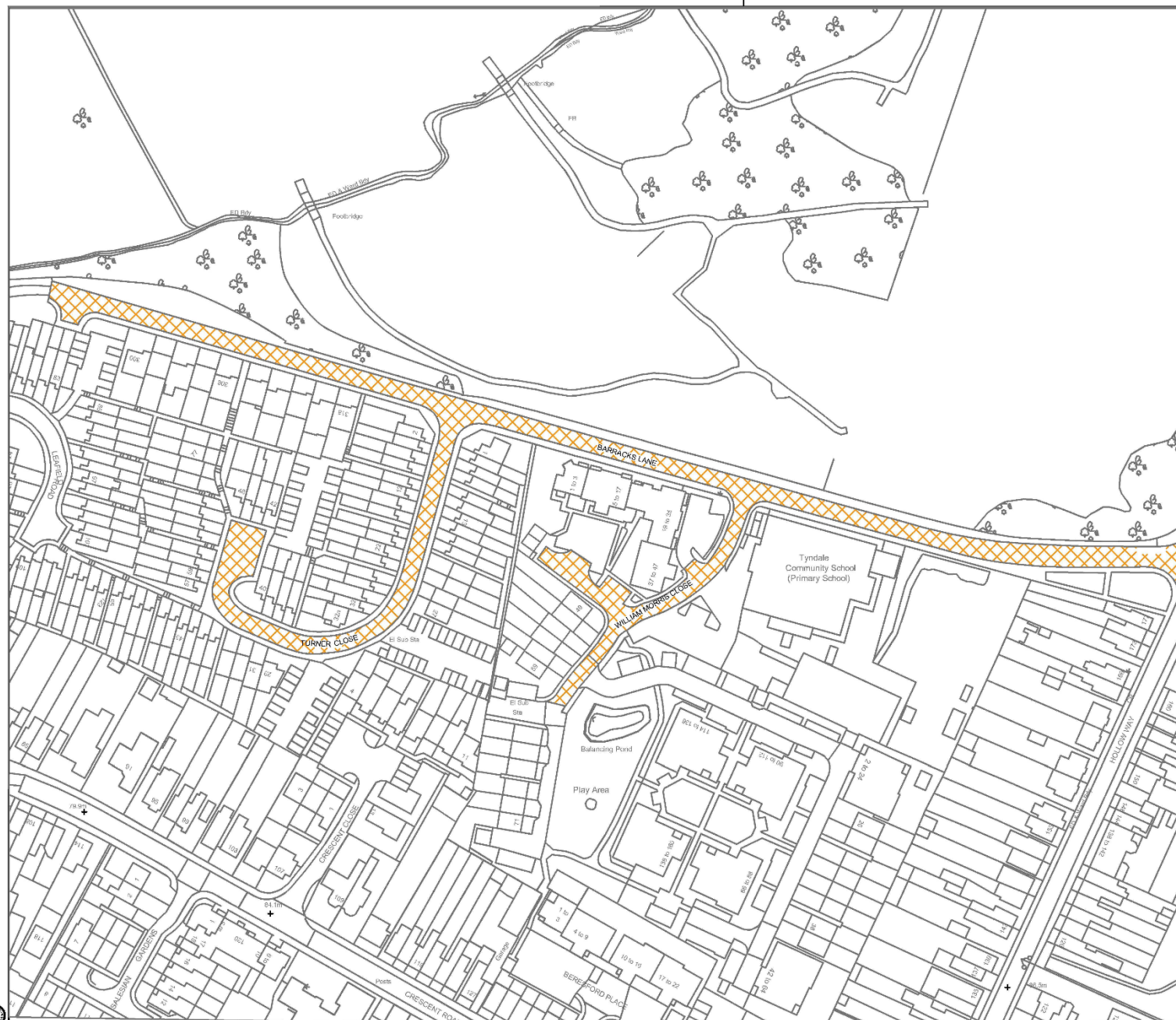
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Project title <b>ANPR School Street Enforcement          St Mary &amp; St John Primary</b>													
Drawing title <b>School Streets          Bedford Street          Oxford</b>													
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Project title <b>ANPR School Street Enforcement          New Hinkley C of E School</b>					
Drawing title <b>School Streets          Vicarage Rd &amp; Surrounding area          Oxford</b>					
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**SCHOOL STREETS  
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**E L** Paul Formor  
Director of  
Highways & Operations  
Environment & Place  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 0845 310 1111

Project title

ANPR School Street  
Enforcement  
Tyndale Community School

Drawing title
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School Streets  
Barracks Lane  
Oxford

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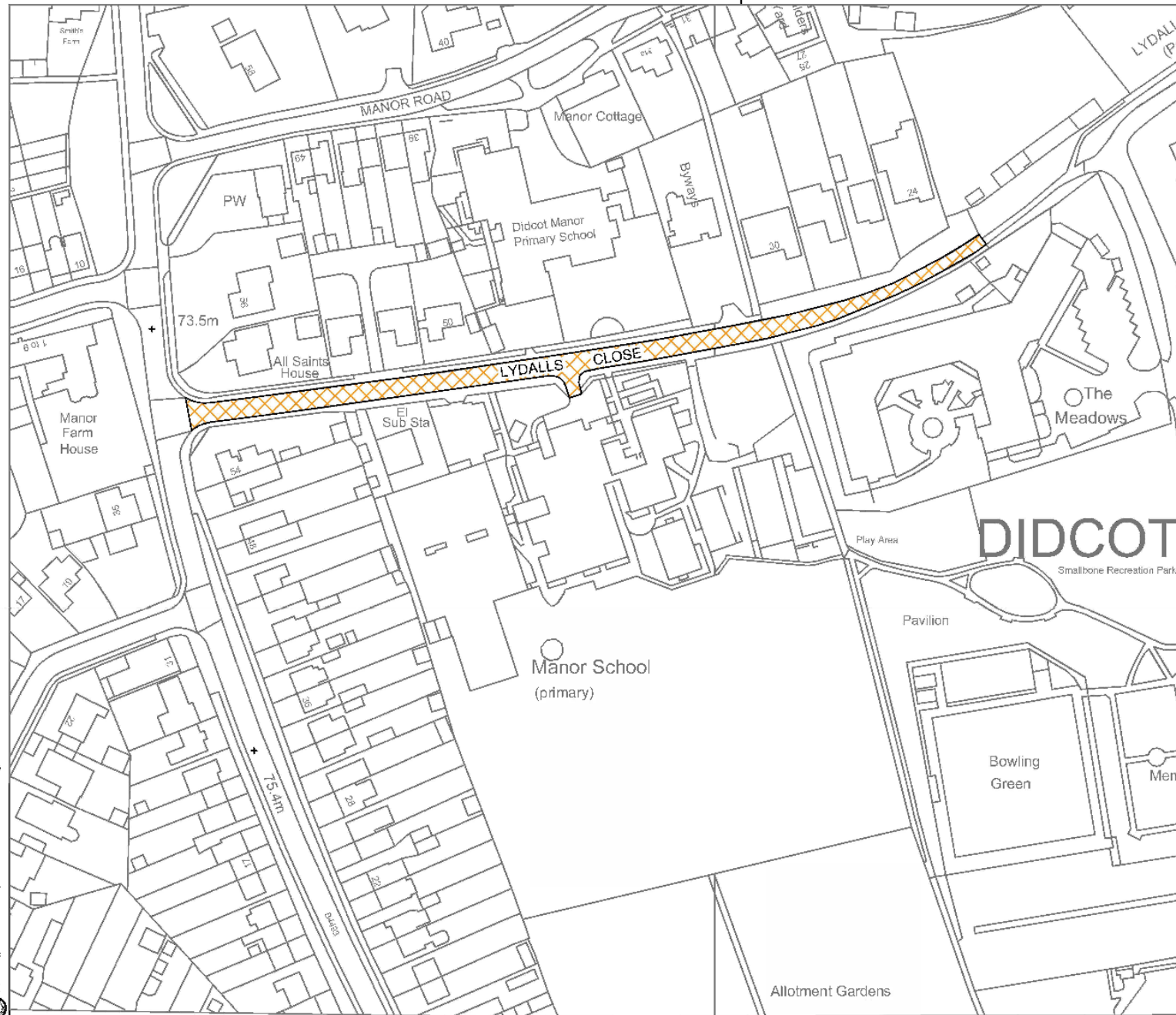
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