

## **Broomfield House School Street – FAQs**

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## 1. What is a School Street?

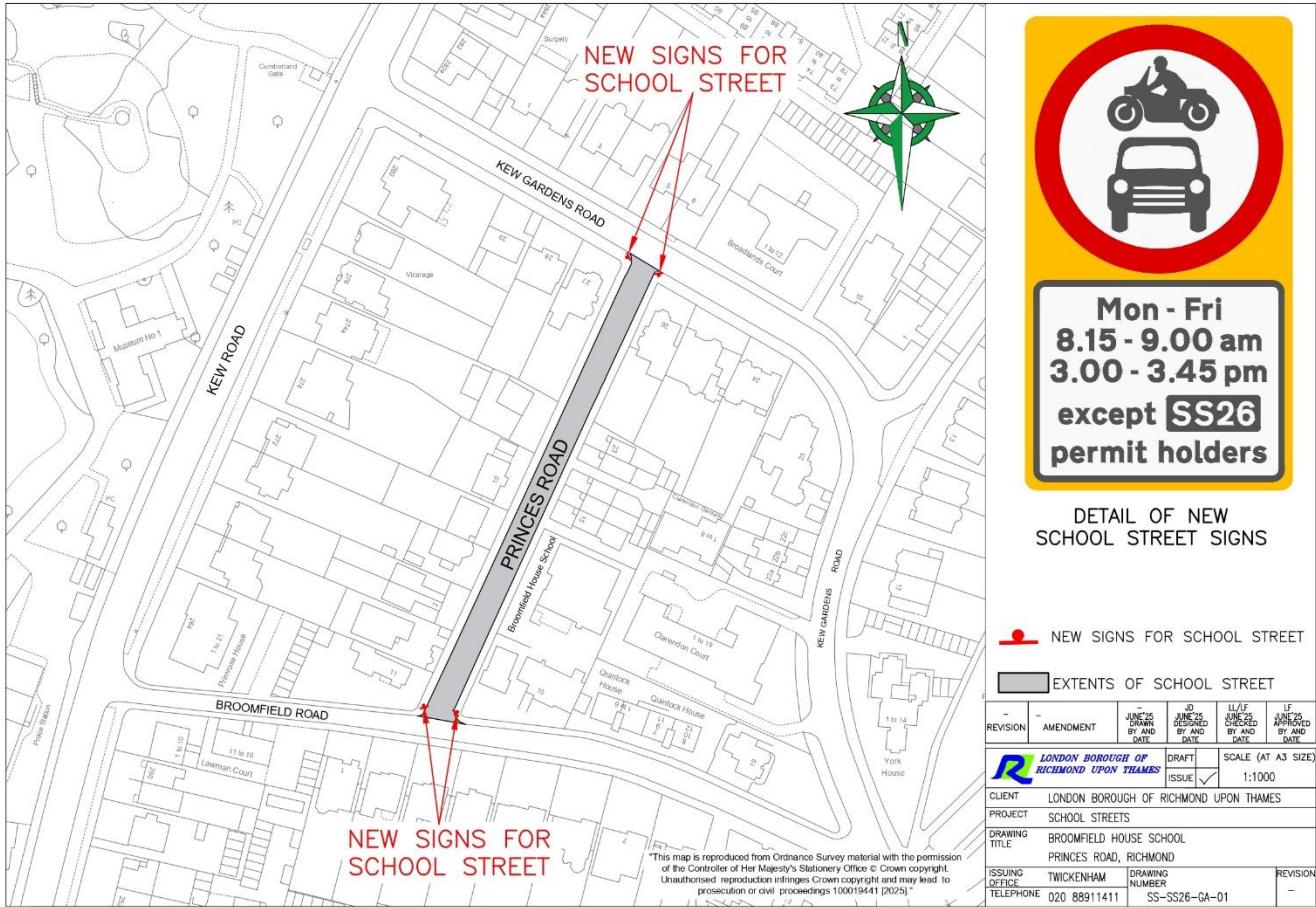
A School Street is a timed road closure which reduces vehicular traffic into the restricted area, supporting active travel, reducing vehicle movement and creating a safer and more pleasant start and end to the day. School Streets operate Monday to Friday during term-time using signs to denote their presence. The proposed operational times for this School Street are from **Monday to Friday 8.15am to 9.00am and 3.00pm to 3.45pm term time only.**

For School Street term times please visit our [locations webpage](#) where you can find a timetable for all School Street operating hours.

## 2. What does it look like?

For an experimental School Street trial, not a lot changes on street except that yellow backed school street signs (shown below) are installed and where necessary we also install advance warning signs ahead of the School Street entrance.

The proposed School Street restricted area will include Princes Road only. Following the informal consultation feedback and monitoring data, some parents/guardians and residents wanted to include Broomfield Road in the trial. This street will be monitored, and amendments can be made as part of the trial, if necessary. A drawing of the proposed area can be viewed below.



If a scheme is approved to be made permanent, it will be enhanced with our new entry treatment that is being rolled out at permanent School Streets in the borough (an example shown below, but each location is designed with its particular road layout in mind).



### 3. How is it managed?

School Streets can be managed:

- with a barrier/s, such as retractable gates operated by volunteers
- CCTV Automatic Number Plate Recognition (CCTV/ ANPR) cameras
- signage only

We envisage this to be a signage only scheme given the nature of the road and the relatively short length of the proposed restriction. For more information on how other schemes are camera enforced please visit the [exemptions page of our website](#).

### 4. Will I be inconvenienced?

The scheme will restrict access to parents/guardians and non-essential road users during peak school times.

The following drivers are exempt from the restrictions:

- Residents and businesses within the School Street restriction
- Blue badge holders visiting a property within the School Street
- Taxis serving a property within the School Street
- Healthcare workers/carers/medical staff visiting a property within the School Street
- Essential deliveries and emergency/urgent statutory undertakers and suppliers visiting properties within the School Street

Emergency vehicles are automatically exempt.

**All parked vehicles can exit the School Street at any time without contravening the restriction.**

## 5. Won't the parents/guardians park in the next available street?

A new School Street takes a few months for everyone to adjust to the changes, but as parents/carers are having to park further away some may find active travel and park and stride a more convenient option and parking is then diluted across a wider area and is less concentrated than before. The result is a safer and healthier environment outside the school gate.

Schools have always been encouraged to promote park and stride to parents as part of their school travel plans. We also undertake post-implementation traffic counts around the area and travel to school surveys, which we compare with baseline data.

We are pleased to have been working with Broomfield House for many years on their Gold Accredited Travel Plan, which shows their commitment to encouraging active travel to school.

## 6. What do you mean by trialling the School Street under an experimental traffic order?

School Streets are first implemented with an experimental traffic order (ETO) as a trial to start. This allows the council to reopen the consultation and gather views from residents, businesses and parents/carers during the first 6 months of the trial whilst they are experiencing the impacts of the School Street live.

It also allows the council to monitor the impacts and make any necessary amendments to the scheme. After the consultation closes, we undertake more traffic counts in the area and ask the school to undertake travel to school surveys and compare these against baseline (pre installation) data to see what impact/s the School Street has had in the area.

Results of this consultation, along with the monitoring data will help inform the decision to be taken by Transport and Air Quality committee, whether to make permanent, amend or remove the School Street.

For more information, please visit our [School Street webpages](#).

## 7. Process, timeline and decision making:

### **Summer Term 2025**

- Baseline Monitoring data undertaken (parking survey, traffic counts and travel to school survey)
- Online pre-trial consultation on a School Street with public and school community

### **Autumn Term 2025**

- Consultation feedback and monitoring data reviewed and reported to local ward councillors and Transport and Air Quality Committee Chair and Vice Chair
- Delegated Decision signed before proceeding with Experimental Traffic Order (ETO)/trial

### **Spring Term 2026**

- Launch ETO School Street trial with reopened consultation for 6 months

### **Roughly 6 months after launching ETO/trial**

- Undertake post implementation monitoring for comparison with baseline
- Close consultation
- Report consultation feedback and monitoring data to the TAQ committee for a decision on whether to make the School Street permanent, amend or remove it

### **Up to 18 months from the ETO/trial launch**

- Action TAQ committee decision possibly with installation of a School Street enhanced gateway similar to above image