

## School Streets – FAQs

### 1. What is a School Safety Zone?

A School Safety Zone could include various measures such as: enhanced crossings, review of parking restrictions and road lining, speed reduction measures, improved school warning signs, and more 20mph signage. Proposals suggest School Safety zone considerations along Fairfax Rd and Cromwell Rd or Cromwell Rd only.

### 2. 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 proposal for this School Street is to operate from 8.10 – 9.00AM and 2.50 – 3.40PM, Monday to Friday, term time only.

School Streets are always implemented as a trial under an experimental traffic order. A consultation is reopened for the first 6 months and you will be invited to comment during that time. We do this to monitor the impacts of the project and, if necessary, make amendments, approve, or remove the scheme. Some other School Streets have seen a reduction of through traffic in an area by 30%. For further information about our School Streets programme, visit our [website](#).

### 3. What does it look like?

For a standard School Street not much changes on street for the experimental trial except that yellow backed school street signs (shown on the right) are installed and where necessary we also install advance warning signs ahead of the School Street entrance. This proposal may be implemented with complimentary engineering measures to enhance its impact and address resident and parent concerns and is therefore subject to potential road layout amendments, detailed within the consultation form and includes:



- A School Safety Zone along Fairfax Rd and Cromwell Rd outside the school gates, a review of Kingston Lane pedestrian safety and consideration of a crossing,
- A trial School Street on Fairfax Rd from Cromwell Rd to Harlequin Rd (potentially CCTV/ANPR enforced) with School Safety Zone measures along Cromwell Road, a review of Kingston Lane pedestrian safety and consideration of a crossing,
- 2x trial School Streets which includes both Fairfax Rd (from Cromwell Rd to Harlequin Rd) and Cromwell Rd (from Udney Park Rd to Kingston Ln) - potentially CCTV/ANPR enforced - including a review of Kingston Lane pedestrian safety and consideration of a crossing.

If a scheme is trialled and then approved to be made permanent, there is potential for the School Street to be enhanced with our new entry treatment that is currently being trialled at St John the Baptist Junior School on Lower Teddington Road (shown on the next page).



#### 4. How is it managed?

School Streets can be managed:

- With a barrier/s, such as a retractable barrier used by volunteers
- CCTV Automatic Number Plate Recognition (ANPR) cameras
- Smaller schemes use signage only

We envisage CCTV ANPR enforcement may be needed for this School Street. For more information on how other schemes are camera enforced please visit the exemptions page of our website. School Streets tend to operate between 30 and 60 minutes at school drop off time and again at school pick up time. The operational hours proposed for Collis Primary School Street are **Monday to Friday 8.10 – 9.00AM and 2.50 – 3.40PM, term time only.**

## 5. 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 living 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

For CCTV ANPR enforced School Streets, the above drivers can apply for free exemption to enter the restricted area (this is not the same as a CPZ (Controlled Parking Zone) permit). Emergency vehicles are automatically exempt. All parked vehicles can exit the School Street at any time without contravening the restriction.

## 6. 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 choice and parking is then dispersed wider 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 baseline traffic counts around the area and travel to school surveys, which we compare with post implementation data should the School Street be trialled.

## 7. 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 a few months we monitor traffic counts and travel to school surveys in the area and compare these against baseline (pre installation) data to see what affects the School Street has had in the area. Results of this consultation, along with the monitoring data and possibly safety audits, will help inform the decision to be taken by TAQ, whether to make permanent, amend or remove the School Street.

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

## Process, timeline and decision making:

### Autumn Term 2023

- Public engagement sessions held at the school
- Feedback used to design a proposal/s

### Spring Term 2024

- Baseline Monitoring data undertaken (parking survey, traffic counts and request school to undertake a travel to school survey)

### Summer Term 2024

- Online consultation on a School Street with the public
- Consultation sessions held at the school

### Autumn Term 2024

- Consultation feedback and monitoring data reviewed and reported to local ward councillors and Transport and Air Quality Chair and Vice Chair
- Delegated Decision needed before going ahead with ETO/trial
- If approved, 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 as shown above