

School Streets - FAQs

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. It is proposed that the existing operational hours would apply **Monday to Friday 8.15am to 9.30am and 2.45pm to 3.45pm term time only**. The consultation gives an opportunity to comment on the proposed operational hours.

In this scheme, the council proposes to extend the area of the existing School Street at Hartington Road to also include Napoleon Road, Marble Hill Gardens and Marble Hill Close, which are well used routes to school linked to the school by public footpaths.

Two entry points are proposed at Napoleon Road junction with Richmond Road and, Marble Hill Gardens junction with Richmond Road

Maps of the proposed changes can be seen [here](#). This map includes the proposed changes at St Mary's CE Primary School Street.

2. Why do we want to extend the existing School Streets at Orleans Primary School?

Residents of the area have asked for the council to consider the inclusion of Marble Hill Gardens because many cars are parking in this street at school peak times causing safety concerns and obstructing access.

When the School Street was first installed, residents in Napoleon Road also requested inclusion and it was decided to allow the scheme to settle. The scheme has been in place for 5 years and if we were to include Marble Hill Gardens/Close, the council believes Napoleon Road may suffer from displaced traffic because all these streets have footways leading to the school. For this reason the Council proposes to include Napoleon Road if residents still support inclusion.

It is believed that by encouraging parents/carers to park further away and walk the remaining distance these cars can be dissolved into other nearby streets. This would dilute congestion and parking concerns across a wider area or potentially encourage modal shift to active/sustainable travel instead.

3. Has the Council collected any data for the area?

The Council is in the process of collecting automatic traffic count data in the area. The school has also been asked to undertake a hands up travel to school survey.

This exercise will be repeated, if a trial is agreed, so that pre and post implementation data can be compared to understand the impact of the scheme on the surrounding roads.

4. What does it look like?

School Streets are first implemented as trials. For an experimental School Street trial, not a lot changes on street except that yellow backed School Street signs (shown in the image below) are installed and where necessary we also install advance warning signs ahead of the School Street entrances.

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 rolled out at other permanent School Streets (an example shown below).



5. How is it managed?

School Streets can be managed:

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

We envisage shared CCTV Automatic Number Plate Recognition (CCTV/ANPR) cameras will enforce this scheme as they have the existing scheme on Hartington Road. An exemption list will be created allowing access for eligible drivers. Further information will be provided on this process, if a trial is agreed.

6. Will I be inconvenienced?

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

The following drivers may apply for free exemption from ANPR CCTV enforced schemes (this is not the same as a CPZ permit):

- Residents and businesses located within the School Street restriction (including school staff who may need access to the rear car park)
- 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.

For more information on how schemes are camera enforced please visit the [exemptions page](#) of our website.

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

7. 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 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. Orleans Primary School currently enjoy the benefits of gold accredited 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. This gives us an indication of the impacts of the scheme.

8. 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 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.

Consultation results, along with the monitoring data, will help inform the decision to be taken by Transport and Air Quality committee (TAQ), whether to make permanent, amend or remove the School Street.

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

9. Process, timeline and decision making:

Spring Term 2026 – current stage

- Baseline Monitoring data undertaken (traffic counts and travel to school survey)
- Online pre-trial consultation on School Street extension with public
- Consultation feedback and monitoring data reviewed and reported to local ward councillors
- Delegated Decision Approval required before proceeding with ETO/trial

Spring/Summer Term 2026

- 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