

## **Sheen Mount 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.

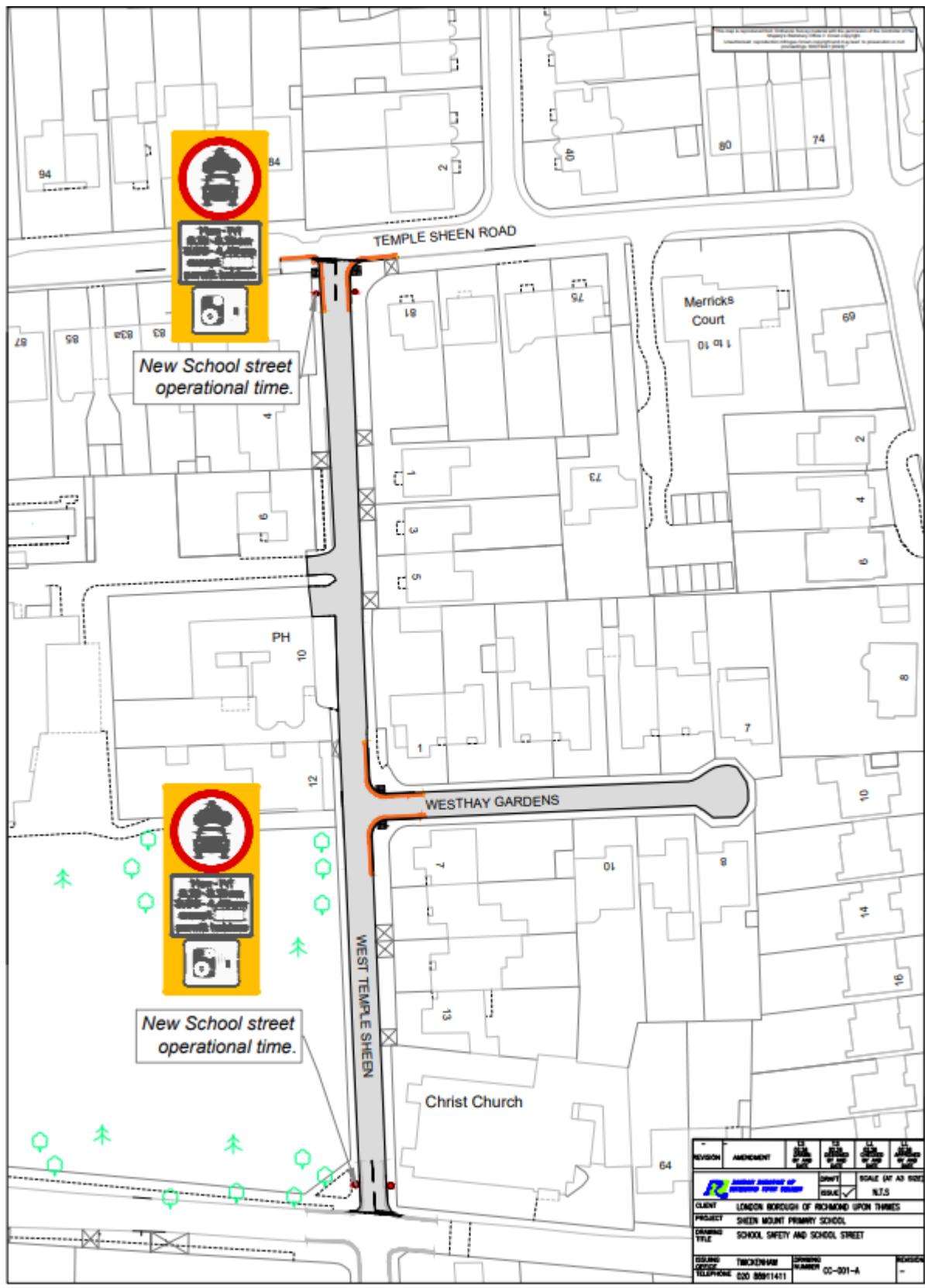
The proposed operational times for this School Street are now amended, as requested by residents and the school. They will now cover an extra hour in the afternoon: **Monday to Friday, 8.15 to 9.15am and 3.00 to 4.45pm, term time only.** This consultation seeks your views on the newly amended hours whilst they are in operation.

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 School Street restricted area will not change and includes West Temple Sheen and Westhay Gardens only. The extent of the restriction is not being considered as part of this consultation. A drawing of the proposed area can be viewed below.



If the amended 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 scheme will continue to be managed by ANPR camera enforcement. 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 restricts 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

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 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 undertook post-implementation traffic counts around the area and travel to school surveys, which we compared with baseline data.

We are pleased to be working with Sheen Mount Primary on updating their School Travel Plan, which is a helpful tool in supporting a school street and 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 6-month consultation closed, we undertook more traffic counts in the area and ask the school to undertake travel to school surveys and compared these against baseline (pre installation) data to see what impact/s the School Street had in the area.

This comparison showed that vehicles reduced by an average of 81% (26 vehicles) during school street operational hours on West Temple Sheen and by 6% (9 vehicles) on Christchurch Road. Berwyn Road saw a slight average increase of 11% (3 vehicles) and Sheen Common saw a vast reduction during the survey dates.

Results of the first 6-month consultation, along with the monitoring data were reported to the Transport and Air Quality committee, who approved amending the hours as was requested in the consultation feedback. The 6-month consultation has reopened and again views are being sought.

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

## 7. Process, timeline and decision making:

### **Autumn Term 2023 – Early engagement – Completed**

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

### **Spring Term 2024 – Completed**

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

### **Summer Term 2024 – Pre-trial consultation – Completed**

- Online consultation on a School Street with general public
- Consultation sessions held at the school
- Consultation feedback and monitoring data reviewed and reported to local ward councillors and Transport and Air Quality Chair and Vice Chair
- Delegated Decision approved before proceeding with ETO/trial

### **Spring Term 2025 – Trial and consultation - Completed**

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

### **Autumn Term 2025 - Completed**

- Undertake post implementation monitoring for comparison with baseline
- Close consultation

### **Spring Term 2026 – Amended trial – Current Stage of the Process**

- Report consultation feedback and monitoring data to the TAQ committee who approved 1 hour afternoon extension amendment to the scheme
- Action TAQ committee decision with an amended experimental traffic order and reconsult for 6 months

### **Autumn Term 2026**

- If no objections received to the experimental traffic order, the school street will be made permanent and enhanced with gateways similar to the above example