

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 Street operate Monday to Friday during term-time using signs to denote their presence. The proposed operational times for this School Street are from **8:00 to 9:00 am and 2:00 – 4:00 pm, Monday to Friday, term time only.**

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. Furthermore, the Council is considering additional road safety improvements for the area.



Furthermore, the Council is considering additional road safety improvements for the area. The school has a second entrance on Wellesley Road and traffic volumes at peak school times along this road (and Tower Road) currently trigger the Council's intervention level for traffic calming. As a result, a package of measures is being considered, which include changes to the existing traffic calming features in accordance with current standards, improved crossing facilities and better awareness of the school frontage through improved signage and road markings.

Measures being considered also include cycle access improvements at the existing signalised crossing junction of Stanley Road with Hampton Road and pedestrian refuge and signage improvements at Stanley Road junction with South Road.

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 below).



3. How is it managed?

School Streets can be managed:

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

We envisage CCTV ANPR enforcement may be required for this School Street. For more information on how other schemes are camera enforced please visit the [exemptions page](#) of our website.

The operational hours proposed for St James's Primary School Street are Monday to Friday **8.00am to 9.00 am and 2.00pm to 4.00pm, term time only.**

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 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 permit). 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 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.

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 a few months we undertake more traffic counts in the area and as the school to undertake travel to school surveys and compare these against baseline (pre installation) data to see what impact/s as 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](#).

7. Process, timeline and decision making:

Spring Term 2024

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

Summer Term 2024

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

Autumn Term 2024

- 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