

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 this would apply **Monday to Friday 8.15am to 9.30am and 2.45pm to 4.00pm term time only**. This is an extension of the existing morning restriction times at St Mary's Infant Site School Street, which would be absorbed into this proposal, if trialled. Signs of the original scheme would be removed, but the pencil bollards and red surface treatment would remain. The consultation gives an opportunity to comment on the proposed operational hours.

In this scheme, the Council also proposes to extend the area of the existing School Street at St Mary's CE Infants site to cover Oak Lane, Amyand Park Road from Beaconsfield Road to Aragon Road, Beauchamp Road, St Mary's Terrace, Cheltenham Avenue, Candler Mews, Devoncroft Gardens, Strafford Road, Haggard Road, Victoria Road, Baylis Mews, Greville Close and Amyand park Gardens.

Two entry points are proposed at Strafford Road junction with Richmond Road and Amyand Park Road junction with Beaconsfield Road

Maps of the proposed changes can be seen [here](#). This map includes the proposed changes at Orleans Primary School Street.

2. Why do we want to extend the existing School Streets at St Mary's Infant site?

Residents of the area have asked for the Council to consider a wider School Street scheme to cover the area recently consulted on for footways widening and contraflow cycle lanes on Amyand Park Road. Residents felt permanent carriageway changes were unnecessary because the concerns were mostly present at school drop off and collection times.

Site visits revealed that many children walk to school, but due to narrow footways and cars trying to manoeuvre in the area this experience is very stressful and bottlenecks are commonplace. A School Street reduces vehicular traffic within the restricted area, which will improve safety and reduce conflict between cars and pedestrians during School Street operational hours. A higher ratio of pedestrians to cars creates a safer space for these vulnerable road users as well as for other pedestrians using the footpaths to the station and also for cyclists.

There is also a need for many parents/guardians to collect children from both St Mary's infant and middle school sites, which are both along this narrow footway. A School Street will reduce the potential conflict between pedestrians crossing and cars passing.

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, cut through traffic and parking concerns across a wider area instead 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 before being made permanent schemes. 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 CCTV Automatic Number Plate Recognition (CCTV/ANPR) cameras will enforce this scheme. 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
- 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 (including staff of the existing medical centres)
- Essential deliveries and emergency/urgent statutory undertakers and suppliers visiting properties within the School Street
- Patients of the existing medical centres who have appointments within the operational hours of the School Street
- A limited number of nursery parents/carers with a legitimate need to enter and where walking from outside the area is deemed not possible by the nursery

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. St Mary's CE 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 once it is expected to have settled.

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