

General School Street design principles

1. A School Street is, technically, a pedestrian and cycle zone that operates during drop-off and pick-up times outside a school. They typically last for 1-1.5hrs at the start and end of the school day.
2. By removing the majority of motor vehicles from the roads outside of a school, they encourage parents/carers and pupils to travel to school by sustainable modes, including walking, cycling or public transport. It is noted that 'school run' traffic accounts for a quarter of London's weekday morning peak traffic¹.
3. Exemptions are available for those who need it, including residents living within the scheme or those with reduced mobility to enable access to school, for example children with SEND.
4. School Streets have been successfully implemented across London and have been shown to provide environmental benefits² to school pupils and residents alike.
5. Each school will be carefully assessed to respond to the local situation, but a consistent design approach has been applied which, unless stated otherwise, will:
 - limit access to pedestrians and cyclists only in the street(s) outside the school gates i.e. no motor vehicles
 - only operate for a limited time each day which aligns with the times that the school gates open and close
 - operate in a logical section of street or streets (known as a zone) that removes or reduces the need for vehicle U-turns at the closure point, i.e. School Streets should generally start at a junction where vehicles can safely choose another route, if they find the street closed
 - provide exemptions to 'permit holders' which includes those residents and businesses who live or operate in a property within the zone (as per the adopted policy)
 - introduce at any time waiting and loading restrictions close to the boundary of the zone to deter inconsiderate or dangerous parking just outside the boundary of the zone.
6. The size of the School Street (i.e. the number of roads included) will be guided by the location of the school gates in relation to the surrounding road network. In some cases, a short length of road will work effectively (e.g. a cul-de-sac or one-way street)

¹ <https://content.tfl.gov.uk/mts-walking-action-plan.pdf>

² <https://www.london.gov.uk/WHAT-WE-DO/environment/environment-publications/school-streets-air-quality-study>

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but, in other locations, a more extensive network of streets will be required to have a similar effect.

7. Larger zones may (in some circumstances) make driving to school even less appealing (and can minimize the potential for displacement) but a larger zone will also result in more exemptions being issued. More exemptions per zone will increase the frequency that school children and cars are on the road at the same time and therefore larger zones will reduce the road safety benefits that might be achieved through a smaller zone.
8. The hours of operation have been determined in conjunction with the school gate opening and closing times, and in line with the policy established in paragraph 7.5.1 of the School Street Plan.
9. Typically, the closure is achieved through the installation of a small number of 'pedestrian and cycle zone' traffic signs (a variant of Diagram 618.3C³). This sign is one of a number of moving traffic restriction signs related to traffic enforcement activity that was decriminalised as part of the London Local Authorities and Transport for London Act, 2003. This means that the Council, in its role as traffic authority, has the power to issue penalty charge notices (PCNs) for contraventions of the restriction and is permitted to use CCTV with automatic number plate recognition (ANPR) for enforcement purposes.

³ Traffic Signs Regulations and General Directions 2016