

School Streets options

This supplementary information has been collated to show school street options available for the future trials and permanent school streets as well as the requirements for the schools wishing to take part in trials. School Street model used will be chosen and adapted to meet the needs of the school and the area.

1. School role

To be considered for a school street, the applying schools would need to commit to working with the council on improving their pupils' active travel. Schools would need to monitor pupils travel on quarterly basis, conduct parent surveys to find out more about their school run and their needs, engage pupils in road safety lessons, walk to school challenges and commit to an increase in Bikeability training uptake. The council officers will work closely with the school to create a tailored plan with steps to take towards more parent and pupil engagement and to influence long term behaviour change.

2. Types of school streets

2.1 Steward model

This model requires a lead steward to be the main force and point of contact. It relies on people being committed, consistent and wishing to be involved long term but for short periods of time. Schools offering breakfast club or after school club to pupils free of charge to parents who steward is a good incentive.

The steward model requires little to set up; a combination of cones, barriers and temporary signs are the most common. If barriers are a fair distance from the school, transporting signs and barriers may be challenging for stewards. This was the case at St Jude's and St John's schools.

Stewards can be paid and unpaid - an unpaid model is the most common, however stewards are paid in East Sussex and lead stewards are paid in Oxford and Bournemouth, Christchurch and Poole (BCP).

This model can be time consuming due to the need for ongoing recruitment, reinforcing messages to parents and residents. Many parents and residents are weary of stewarding and concerned with potential abusive language from other parents or members of the public. The steward training provided by Sustrans addresses these areas of concern. In addition, the need for 2 stewards per barrier especially during the initial weeks significantly impacts schools which have more than one closure point e.g. St Jude's School CoE Primary School.

Kings Academy College Park trial ended after 7 weeks due to their inability to recruit volunteers. Similarly, Meon schools trial ended after 8 weeks due to issues with the steward rota and the school needing to fill the gaps at the last minute.

Other local authorities have experienced the same issues with 5 schools streets trials in Norfolk finishing or being put on hold due to lack of volunteers. Oxford County Council trials have been carried out using a volunteer model, however they opted for use of ANPR cameras for permanent School Streets.

Below are some images and examples of the steward model, with a combination of cones, barriers and temporary signs.



Bramble Infant and Nursery School



St John's Cathedral Catholic Primary School



Meon Infant and Meon Junior



Robert Kett Primary, Wymondham, Norfolk

2.2 Physical infrastructure

There are various ways to create School Streets using temporary or permanent equipment or infrastructure, via a combination of signs, removable barriers, removable bollards, planters and build outs.

For the reasons noted above, many Local Authorities have improved their School Streets using infrastructure interventions. It is important to note that until 2023 camera enforcement was available only in Greater London and Wales. As such, a variety of alternatives have been developed across England and Scotland.

It should be noted that camera enforcement is not always used by local authorities who are able to use them, for example Westminster City Council has both ANPR and non-ANPR school streets in operation. In the long term it is anticipated that ANPR camera

enforcement will become more common, and Oxford County Council has already taken steps towards this.

2.2.1 Signs only

Signage installed at each entry point of the timed road closure. Considerable engagement with the school and local community ahead of the launch is crucial, with reliance on community buy-in and self policing, achieves on average 80% compliance, no enforcement unless police or parking enforcement officers are present.

Some London councils commenced their School Streets without camera enforcement and upgrade to ANPR if compliance is too low.

Newcastle was the first local authority to trial School Streets with no stewards or barriers from the outset. Instead, they use a signs only approach with cameras which monitor, but do not enforce traffic. The pilot school benefitted from over 140 hours of Sustrans-led engagement which included assemblies, workshops, Sustrans Big Street Survey, cycling lessons in and out of school times, pop-ups, Councillor Walkabouts, leaflets and Commonplace online mapping tool. The scheme saw a reduction of 51% vehicle movements in the School Street zone, 41% increase in people cycling in the zone and 5% increase in pedestrians. The scheme also has strong support from the Police, who reported that it has made the area feel safer.

Below are some images and examples of the signs only model.



Ark Atwood Academy Primary School,
Westminster



Newcastle

2.2.2 Bollards

Removable bollards can be used in addition to signs to create a full or partial closure. Depending on the area foldable or telescopic bollards are used. Half closure allows residents and exemptions to access; however, it acts as a visible barrier preventing accidental access. Bollards can also be used to allow 'access only' but prevent through traffic. Examples are outlined below.



Whipton Barton Infant and Nursery School, Devon-School Street in operation and bollards at other times



St John's Primary and Nursery School, Southampton

2.2.3 Signs and planters

Many local authorities use planters to narrow the road to make a School Street more visible. Planters bring additional greenery to the street and allow pupils, residents, and local groups to get involved in maintaining them. Planters mostly have School Street signs built in, but this is not mandatory. Additional space on the planter allows installation of other signs and indicates that the road is open to non-motorised vehicles.

Some local authorities use foldable signs, however officers report that the requirement of folding/unfolding at the start and end of term can be an issue for schools and the council.



Worcester Primary School, Enfield-
planters with foldable signs



Stansted Primary and Nursery School, Nottingham-
free standing planters



Planter with LTN sign Credit: Living Streets

2.2.4 Use of multiple options

Many schools use a combination of options available which emphasises the School Street being in operation and ensures compliance. In many cases they include steward operating retractable barriers as outlined in the examples below.



Chase Side Primary School, Enfield



Abbeyfield Primary Academy, Sheffield

2.2.5 Temporary barriers

At times barriers are used to restrict the traffic, in most cases they are light and easily removable barriers, often used as a temporary measure during shorter trials or before introducing other options.



St Luke's Primary School, Brighton



Nether Edge Primary School, Sheffield

2.2.6 Gates/ swing gates

In Brighton two School Streets were installed using a permanent swing gate. Barriers and signage are moved into place, with no stewards in place to enforce closure. This model may be suitable for low traffic roads with no need for resident or exempt persons access. It also requires wide roads or pavements so that the barrier does not block the footway or carriageway at other times. The barriers are used widely in cities in France and Belgium.



Brunswick Primary School, Brighton



Montpellier, France

2.2.7 Camera enforcement (ANPR)

Most School Streets in London use camera enforcement; sometimes enforcement comes in later to improve compliance. It is a considerably more expensive option than other School Streets models, however the fines can often cover some or all of the ongoing cost.

With powers given to Local Authorities in England, it is anticipated that there will be more camera enforced School Streets in place over the next few years. Oxford County Council has already applied for these powers, as they feel that the camera enforcement is more suitable for permanent School Streets than steward model used for trials.



Acland Burghley School, Camden, London



Hanover Primary School, Islington, London

2.3 Additional options

2.3.1 Highlighting children presence

There are a variety of options to highlight children presence in the area. These which are used to raise driver awareness, slow the traffic, direct children towards preferred routes and make the area nice place to be in. Pencil bollards especially are an attractive and inexpensive addition for making a School Zone stand out.



Francis Street School, Dublin

The changes made by Valentine Primary School in Sholing, Southampton over last few years is a great example of improvements to make junction by the school safer and more attractive. These are outlined in the images below.



Starting point in 2017



Continuous pavement in 2019



Further safety measures and area improvements in 2021

2.3.2 Thermoplastics

Colourful pavements, crossings and junctions can make an area to stand out more. In the UK they are mostly used at pedestrian crossings or pedestrianised areas, but in the USA also to mark intersections. In Brussels some of the school streets are painted with red squares making them to stand out.



Walthworth Healthy Streets, Southwark, London - by a children's play area



Duisburg Way, Portsmouth



Durham, North Carolina, USA -
intersection by the school



School Street, Brussels, Belgium

2.3.3 Placemaking

Placemaking around schools can make the area safer and more attractive, which will help to encourage behaviour change and modal shift. Enhancements can include: continuous footways, new or upgraded crossings, traffic calming, resurfacing, cycle lanes, seating for parents, shelter for waiting parents, light-touch play (hopscotch), art, bike / scooter storage, planting, hanging baskets, trees and rain gardens (SUDS).

In Brussels, the city reviewed a whole area which has 6 schools and 3 nurseries. They plan to make infrastructure changes to the whole quarter - the 'Schools Quarter'; to improve child safety and air quality by enabling and encouraging more active travel.



Brunswick Primary School, Brighton-
traffic filtering



Haverstock School, Chalk Farm, London-
continuous pavement