

Ealing School Streets FAQs

What are School Streets?

School Streets is a scheme where the streets outside a school are closed to traffic at school opening and closing times. Closing the streets to school and through traffic helps to achieve a safer, more pleasant environment for everyone using the streets whilst maintaining access for residents, businesses, pedestrians and cyclists.



Ealing School Streets

How will it work?

The streets around school entrances become a pedestrian and cycle-only zone before and after school. Signs at the entrances to the scheme will inform drivers of the restrictions. Non-registered vehicles entering the scheme during the times of operation will be identified by camera/police officers and issued a penalty charge notice.

What times are the restrictions in force?

The scheme operates for set periods before entry and after exit times of the school during school term time. It will not operate in the school holidays or at weekends. The length of each restriction is usually between 30-60 mins, often longer in the afternoon when schools may have staggered finish times. Vehicles will not be able to enter the scheme between these times unless they have been given a dispensation.

Who will enforce them?

The Perivale school street will be enforced using automatic number plate recognition (ANPR) cameras. The penalty for ignoring the prohibition is a penalty charge notice. Advanced warning signs will be installed.

What if I am already parked inside the scheme when it comes into operation?

All vehicles already parked in the scheme before the times of operation will be able to exit without incurring a penalty charge notice.

I am a resident of a School Street, what do I need to know? Can I drive in and out of my street during operating times?

Residents living within the scheme will be able to apply, free of charge, for a permit for a vehicle or vehicles registered to their address. This will allow them to drive that vehicle in the scheme when it is closed to other traffic. It is the resident's responsibility to tell the Council if they change their vehicle and register a new number plate for dispensation.

As a blue badge holder, can I apply for a permit?

Yes, you are exempt from the scheme, but you must apply for a dispensation.

As a parent/carer, can I apply for a permit?

Parents or carers dropping children at school will not be eligible for a dispensation. You can only be granted a dispensation if you or your child are a blue badge holder.



Will school staff get a permit?

No, they must be in the scheme before it comes into operation. Only staff who have a blue badge will be exempt.

What other road users are permitted in the scheme?

This will vary from scheme to scheme, often depending on information obtained through the consultation/engagement process. To ensure that bus routes are not impacted during operating times, public service buses are usually exempt. Other likely dispensations are emergency service vehicles and contract school transport dropping or picking up pupils from the school or their home address if it is within a School Street scheme.

This scheme will penalise parents and is a ban on driving to school

No, it is a ban on driving just on streets around school entrances. There are already a high proportion of pupils walking and cycling to school and a significant number of the vehicles are using the streets as a short cut on their journey, rather than school traffic.

94% of families at Perivale Primary live within 1 mile of the school. It's 80% at St John Fisher Catholic. This can usually be walked by most people in 20 minutes. Parents who feel they need to drive will have to park legally nearby and walk the last leg of the journey. The schools have a 'Walk to School' map that they can share with families.

The signage would be unsightly and, because this is such an unusual form of restriction, it would have to be large and prominent.

The signage will be kept to a minimum, with a pair of signs being erected only at the entrances to the scheme. When the scheme is not in operation, the signs will be closed up or switched off to make them less intrusive.

Could this create congestion on surrounding streets?

We will be working with school communities to identify and promote locations away from schools where parents can park; this should disperse the cars over a wider area than at present. Reward schemes could be introduced to encourage use of these 'Park & Stride' as well as pedestrian & cycle training, setting up of walking buses (groups of children accompanied by adults), and provision of additional cycle and scooter parking.

How long will the scheme last?

Usually the scheme is promoted as a trial by an Experimental Order, so it is only being made for a maximum period of 18 months. During this period, each scheme will be reviewed and, if deemed successful, can be made permanent by the introduction of a permanent Traffic Management /Regulation Order.

The Council have failed to follow the correct legal process in introducing the experimental scheme as I was unable to lodge an objection to the scheme.



An experimental order is a legal document which imposes traffic and parking restrictions such as road closures, on specific streets for a short time span of up to 18 months. However, it is not possible to lodge a formal objection to an experimental order until it is in force. This allows Councils to introduce new and innovative schemes and take feedback on the progress of them whilst they are in operation. Once it is in force, objections may be made to the order being made permanent and these must be made within six months of the day that the experimental order comes into force.

Were other options explored to improve the traffic problem and children's safety before introducing the School Streets scheme?

Schools chosen to participate in these schemes have already tried other means of improving the road environment around the school gates. One of the selection criteria is that schools have an active School Travel Plan in place or have achieved a Transport for London STARS accreditation. They will have tried publicity, training and promotion activities to improve the situation, often with limited success.

Other traffic management options, like One-Way Systems or extensive parking restrictions, may have been considered, but to introduce them on a permanent 24/7 basis may penalise those residents living in the affected streets based on an issue that occurs only during school term times at drop-off and pick-up times. It would also not discourage or penalise parking on school zig zag or crossings.

The School Streets project provides an opportunity to trial a new way of addressing concerns raised around school parking and congestion, whilst encouraging and enabling alternative and sustainable forms of travel to school.

How will you know if the pilot has been successful?

The road should be visibly calmer, safer and cleaner during these times. Data will be collected and compared before and during the trial period on modes of travel to school, traffic flow and speeds, and air quality will be monitored. The school community and local residents can also give their views on the scheme.

Who is paying for this?

Ealing Council have allocated funding from our 2019/20 transport Local Implementation Plan budget.

Who should I contact for further information?

Please contact the School Travel Team at schoolsstreets@ealing.gov.uk

