



SCHOOL STREETS GUIDANCE

Safe Routes to School
September 2025

Figure 1: Launch of a School Street at Pope John Paul II Malahide, Dublin.

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AUDIENCE FOR THIS GUIDANCE

The **School Streets Ideas Document** is designed to support local authorities with the delivery of School Streets across Ireland and to inform school communities and elected members. The guidance can also apply to schools outside the Safe Routes to School programme, however SRTS infrastructure officers are only available to work with schools within the SRTS programme.

This guidance does not cover every scenario, and local authorities will have to adapt School Street proposals to each context.

WHAT ARE SCHOOL STREETS?

A school street is a road outside a school where general vehicular traffic is temporarily restricted during certain times of day (typically during school drop-off and pick-up times) to create a safer and healthier environment for children. For example, for a primary school with a 09:00 start and a 13:30 finish for junior classes and a 14:30 finish for senior classes, access to the street could be restricted between 08:30 - 09:15 and 13:00 - 14:45. The exact timings will be determined by the local authority in consultation with the school based on the local context.

While at most School Streets there is minimal vehicular traffic, School Streets generally allow for exemptions for vehicular access for:

- Residential access and business access, and healthcare workers serving properties within the School Street area
- Disabled parking
- Emergency vehicles, waste trucks, postal service vehicles, utility companies attending emergency work
- School buses
- Other location specific exemptions



Figure 2: An Mhodscoil, Limerick City before.



Figure 3: An Mhodscoil, Limerick City after.



Figure 4: An Mhodscoil, Limerick City video by Transport for Ireland.

School Streets are different to School Zones which don't restrict vehicles. Learn more about the difference between School Streets and School Zones in our [Toolkit](#).

At the time of publishing, there are seven Irish examples of permanent operational School Streets in Limerick City, Galway City, Fingal, South Dublin and Dublin City, and three trial School Streets - one in Ennis, County Clare, and two in Galway City. Detailed case studies are provided in the [Case Studies](#) section at the end of this document.

Although Ireland currently has only a few School Streets, their number is projected to increase - 19 were proposed as part of the Safe Routes to School programme in 2024 alone. School Streets are becoming increasingly popular in the UK. As of July 2024, almost [700 School Streets](#) have been established in London, from 80 in 2019, with approximately 200 more across the rest of England.

WHY SCHOOL STREETS?

Benefits of School Streets

- 1. Prioritising Children's Safety:** School Streets create a vehicle-free space in front of schools reducing noise, stress, pollution, and the risk of injury.
- 2. Promoting Active Travel:** School Streets encourage children and parents/guardians to walk, cycle or wheel (use of manual scooters or mobility aids) to school leading to health benefits.
- 3. Improved Community Environment:** School Streets benefit the local community through improved air quality and increased space to stop and chat.
- 4. Decreased Pressure on School Staff:** School Streets also help school staff to focus on their roles, lessening involvement in traffic management outside the school.

What problems can School Streets solve?

- 1. Congestion Issues:** Traffic congestion at the school gates is another particularly serious problem, with parents often double-parking, or parking on yellow lines to drop their children off. The result is incredibly dangerous: "Small children weaving in and out of parked and moving cars at the school gate, many of whom are too small to be seen by drivers pulling in and out." - (CEO Road Safety Authority, 2019).
- 2. Environmental Issues:** Reducing emissions, noise, and fuel consumption by limiting car traffic around schools encourages sustainable travel habits and long term behaviour change to greener, healthier transport.
- 3. Health Issues:** Providing more opportunities for daily physical activity and improving air quality. A calmer school environment can reduce stress for students, parents and staff.
- 4. Community Issues:** Alleviating congestion creates opportunities for community to connect during drop off and collection times.

FREQUENTLY ASKED QUESTIONS

Can School Streets help Air Quality?

Research at the Malahide School Street showed a 23% reduction in nitrogen dioxide associated with the School Street. Research at 35 schools in London has shown School Streets can reduce nitrogen dioxide emissions by up to 23%. According to the SRTS Annual Report 2024, PM_{2.5} levels at the front of school were found to be 1.5 times higher when the School Streets were not in operation compared to when School Streets were in place.

Will traffic be displaced onto other roads?

Research at the Fingal County Council School Street pilot in Malahide, found a 23% overall decrease in traffic on neighbouring streets. A 2020 review of displacement of traffic and associated road safety implications at 16 School Street locations around the UK by Edinburgh Napier University found that in almost all cases the total number of motor vehicles on School Streets and neighbouring streets reduces, although a small number of badly parked motor vehicles can remain an issue.

Do School Streets have an impact on Active Travel?

The Malahide School Street recorded a 43% shift from car travel to active modes, including the walk from the Park and Stride sites. A School Street trial in Tramore, Co. Waterford, found there had been a modal shift with an 11.3% reduction in students travelling to school by car between October 2021 and January 2023, attributed to a 7.5% increase in the use of Park and Stride and a 3.8% increase in students walking to school. Research at 35 School Streets in London in 2022, showed that 18% of parents reported driving to school less.

Do School Streets delay the response of emergency services?

Emergency service vehicles should be exempt from School Street restrictions, so they can access locations within a School Street zone and use roads in the zone to travel to emergencies at other location.

How do the neighbours and people in general feel about School Streets?

A 2020 UK review found evidence that restrictions to vehicular access are supported by the majority of parents and residents living on the closed and neighbouring streets and that their support increases after any trial period.

Are School Street always successful?

Not all School Street trials continue, for example there was a School Street in Waterford which did not continue beyond the trial period for a variety of reasons, despite majority parental support, due to localised resident opposition and the complexities of managing scheduled bus routing. However, a growing network of schools both nationally and internationally means that there is a lot of experience for others to draw on. This knowledge, gathered and shared through the SRTS programme, alongside this guidance, can give confidence that school streets are likely to be successful, and challenges managed.

STEPS IN ESTABLISHING A SCHOOL STREET

1

Suitable Location

2

**Buy-in from the Local
Community**

3

**Baseline Survey
Information**

4

**Stakeholder and Public
Communication**

5

**Traffic Management and
Road Safety Audit**

6

**Are Physical Barriers Needed
to Close the Street?**

7

Signage

8

**Consider
Implementing a Trial**

9

**Monitoring the Operation
of the School Street**

10

**Making School Streets
Permanent**

1. SUITABLE LOCATION

Schools, local authorities, and the SRTS team should consider the criteria below before proposing a School Street outside a school.

Essential Criteria

- Principal and Bord of Management support
- Low trafficked road (outside school times), with alternative available routes for traffic
- Low level of residential access on the street
- No or very low level of commercial premises accessed via the street
- The street should not be on a scheduled bus route
- The surrounding neighbourhood is generally pedestrian friendly – e.g. there are footpaths and crossing facilities, even if upgrades might be desirable
- Large proportion of students living within a 1km radius for primary schools and 2km for secondary

Desirable Criteria

- Identified Park and Stride location(s) within 500m
- Parental support
- School located on a cul-de-sac



Figure 5: School Street at An Mhodscoil, Limerick City, located on Roden Street, a low traffic road with a traffic warden present.



Figure 6: School Street at Scoil Maelruain, South Dublin, located on a cul de sac in a residential area.

2. BUY-IN FROM THE LOCAL COMMUNITY

The school principal, the local authority, and SRTS team should agree on the potential for a School Street and the principal should be keen to progress and champion the School Street.

3. BASELINE INFORMATION

1. Gathering robust baseline data is essential. School Streets initiatives can be contentious, as they restrict vehicle movements. Accurate data can help support the scheme and address any misinformation. It is recommended that the following information is collected:
 - a. Student travel patterns
 - b. Traffic speeds and volumes, on the proposed school street and surrounding road network, including pedestrians, those on scooters and cyclists
 - c. Air quality (nice-to-have as it can be difficult to capture accurately)
2. GDPR-compliant photo footage of the current situation.

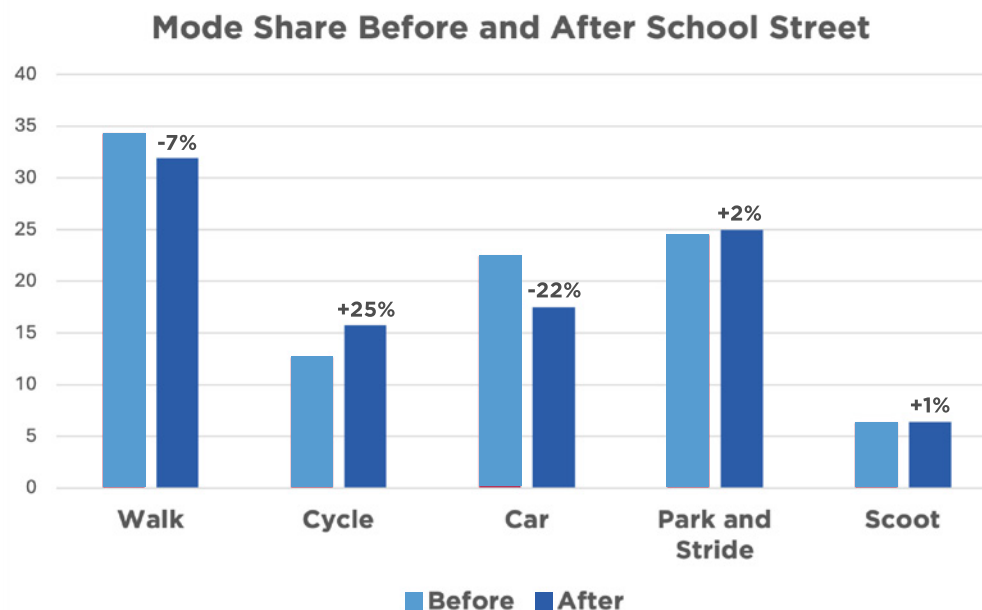


Figure 7: Mode share at Scoil Iognáid, Galway City before and after a School Street was implemented.

4.

STAKEHOLDER AND PUBLIC COMMUNICATION

Informative, and early communications with residents, parents/guardians and school staff is essential to attaining buy-in, using both local authority and school resources. The local authority will lead on engagement with local councillors, local businesses, and residents. The SRTS team can support the local authority in developing communication materials and the schools should agree to share information about the school street initiative with the school community through their existing communication channels. Here are some ways the local authority can engage with the community:

- The local authority should offer engagement events, ideally in-person, to explain the scheme and listen to and address any concerns raised by nearby residents. Invitees could include:
 - School principal, board of management and a staff representative
 - Local Gardaí
 - Residents on or very close to school street
 - Local Councillors
 - Parents and student representatives
- As part of the public consultation process, the local authority should produce a leaflet including FAQs about the scheme, and distribute it to the key stakeholders, within the relevant locality, at public-facing events and on the local authority's website
- To answer any questions or concerns from local councillors, in advance of the public consultation, the local authority should arrange meetings to inform them directly about the proposed scheme.
- Consider the local community and if any communications should be distributed in languages other than English/Irish.
- Consider using the video of the school street in Limerick in the consultation communications.

Suggested means of communication:

- School communication channels e.g Aladdin/school WhatsApp groups/newsletters
- Leaflet drops
- On-street banners and posters
- Statutory notices
- Social media
- Updates to navigation apps (for example, Google Maps and Waze)

Who is responsible for ensuring safe parking?

Every driver must take responsibility to park respectfully, legally and safely, avoiding double yellow lines and being careful not to block roadways or entrances to residential areas. The rules of the road are enforced by An Garda Síochána and Limerick City and County Council.

Complaints about parking should be made to the relevant authorities.

Can I park at the school gate?

As Roden Street is now operating as a School Street, vehicles are restricted from entering during the drop-off and collection times. We ask all parents and students to respect these new rules and to not distract any wardens while they operate the street. Drop your child safely in a Park and Stride area, or by parking safely elsewhere, and allowing your child walk the short distance to the school.

What about wheelchair accessible spaces and bus parking?

Accessible spaces are near the front-of-school for children with mobility needs. The creche buses serving the school will still drop your child at the school in the newly designated bus-parking area. Do not attempt to park in these spaces without a permit

What about residents in the area?

Regrettably, parking at the school is causing significant disruption within the local community and has done so for many years. Please leave the cars at home and allow your children to walk, cycle or scoot to school as much as possible. If you must drive, choose a Park and Stride area, remembering to park safely and responsibly. Please be mindful that residents of Barrack Hill have access to Roden Street at all times.

What can parents do to help?

- Encourage your child to walk, scoot or cycle either from home or Park and Stride areas
- Adhere to the rules of the road
- If you must drive to school, consider car-pooling
- Respect and keep the road clear for residents
- Support the school in ensuring that all children can get to school safely!

What happens on wet days?

Wet days are inevitable in Ireland. Please ensure your child comes to school with appropriate clothing in the event of rain. The rules of the road apply regardless of the weather.

Figure 8: An extract from an information leaflet for the School Street at An Mhodscoil Limerick City.

5.

TRAFFIC MANAGEMENT AND ROAD SAFETY AUDIT

The local authority should address the following in the design:

- Determine the traffic control method to be used to create the School Street and produce a design
- Procure a road safety audit
- Ensure accessible parking spaces and school buses are catered for in the design
- What exemptions for vehicular traffic need to apply

Further details regarding road markings are included in the SRTS Design Guide within the Supplementary Information Section at the end of this document. Further information on signage is included in the signage section of this document below.

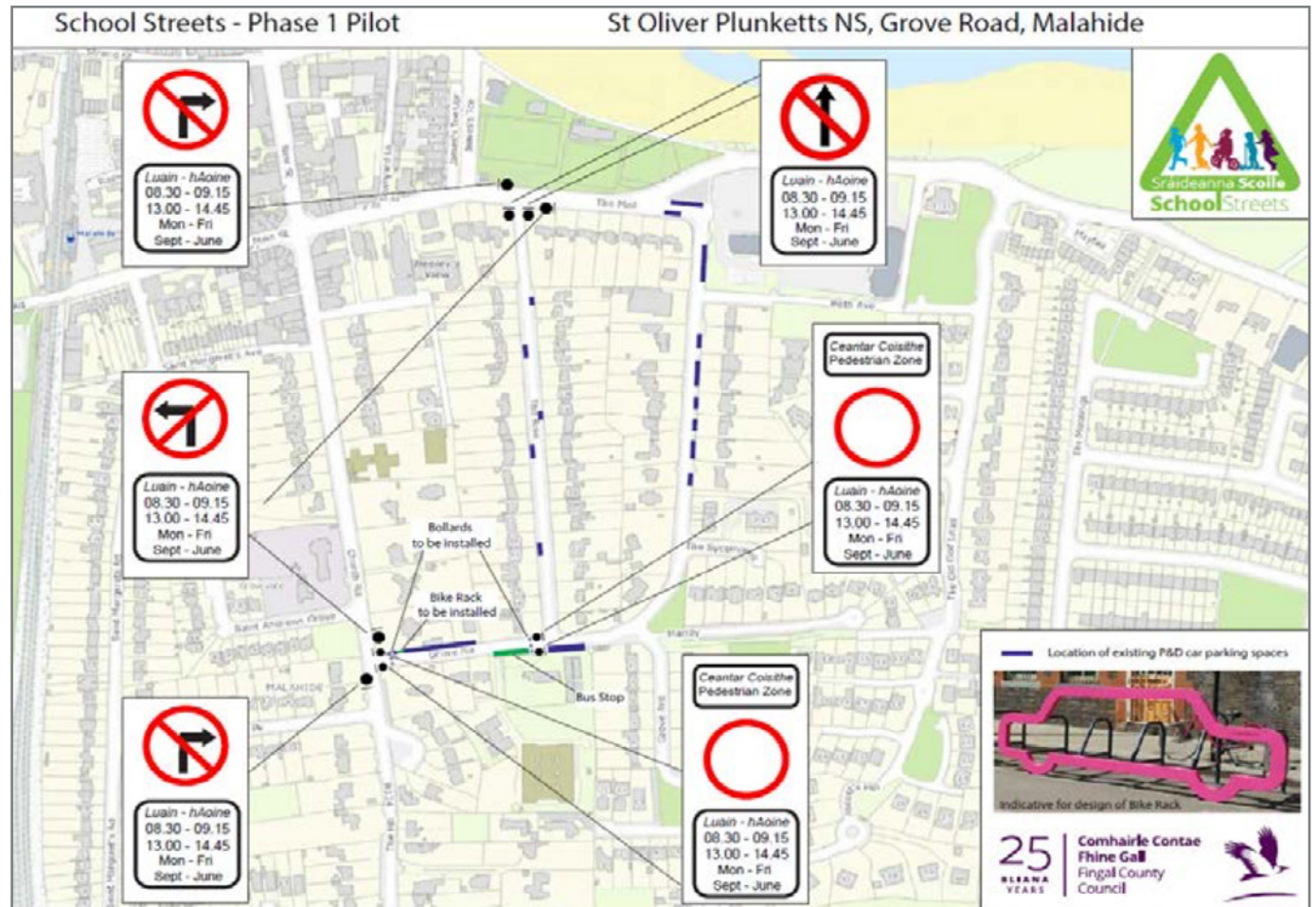


Figure 9: Park and Stride and Walking Bus mapping at St Oliver Plunkett School, Dublin.

6. ARE PHYSICAL BARRIERS NEEDED TO CLOSE THE STREET?

Physical barriers can help create a feeling of a new 'traffic free' environment during the School Street hours and increase confidence amongst parents/guardians and children to use the full width of the street. However, implementation and operation are key considerations.

- In the Irish School Street examples that have used bollards or barriers (Malahide, Dublin and Tramore, Waterford), existing school wardens placed and removed the barriers.
- Many of the existing Irish School Streets don't use barriers, at least after an initial period, but rely on regulatory signage and communication to create self-enforcing streets, in much the same way as pedestrianised streets.
- The cost of school wardens must be considered as the National Transport Authority (NTA) cannot fund the costs of operational staff.
- In the UK, some parents volunteer as School Street Stewards and operate the barriers, with formal training provided by the local authorities. However, this process is not yet available in Ireland and is not without its disadvantages, as it is difficult to secure volunteers over extended periods. As of July 2024, there were over 700 School Streets in London, most of which operate on a courtesy basis using signage and no barriers, although many are enforced by Automatic Number Plate Recognition cameras.
- Unless local authorities can agree a process with existing school wardens, it is recommended to use barriers or bollards only at the initial period of the School Street. This could be supported by Gardaí presence.
- Expandable safety barriers or retractable barriers may be useful as their positioning can be adjusted to accommodate exempted vehicles. Storage will need to be considered. The barriers will need to be stored and moved into place, four times a day. The best approach for any school will depend on who is available to manage the street, and the anticipated frequency of exempted vehicles.
- There are approximately 400 school wardens and 4000 schools in Ireland, and the presence of a school warden will make the operation of a School Street easier. However, it's important to consider the needs of school wardens and ensure that any barriers are user-friendly, lightweight and not requiring excessive lifting or bending. Local authorities employing school wardens might wish to supplement their general training with school street operation - Sustrans have created an instructional video to support people fulfilling the role of steward at a School Street scheme.

"In Phase 1 we had some quite big chunky barriers that we used for the School Streets, they were totally impractical for people to carry out and put out."

Birmingham City Council
([cited here](#)).



Figure 10: School Street at Scoil Maelruain with no physical barriers.

7. SIGNAGE

The NTA has liaised with the Department of Transport to incorporate new legal signage for use for School Streets:

School Street Signage RUS 032A: Motorised traffic must not proceed beyond the sign. It should be accompanied by a rectangular plate (P051) which should be placed below the sign, and on which should be shown the periods during which the restrictions apply. This sign is normally erected on both sides of every entry to the School Street. A single sign is acceptable where existing constraints do not allow them on both sides.



Figure 11: School Street Signage RUS 032A with supplementary plate P051.

Informational signage which can supplement regulatory signage should be clear and simple to ensure it can be easily read by a wide range of people.



Figure 12: Informational signage which can supplement regulatory signage.

Prohibitory signage, with supplementary plates, such as RUS 011 (No Straight Ahead), RUS 012 (No Right Turn) and RUS 013 (No Left Turn) on approach to the School Street may typically be required as part of wider traffic management measures on adjacent roads.



Figure 13: Prohibitory signage.

7. SIGNAGE

Removable or Foldable Signage: School Street signage may be removable or foldable during school holidays/summer months. The example below from England uses a hinged sign to achieve this.



Figure 14: Removable or foldable signage used in England.

8.

CONSIDER IMPLEMENTING A TRIAL

Trials are a very a useful way of assessing the implications of a particular School Street and creating public and political buy-in.

The applicability and process for applying a Section 38 Trial procedure is set out in the [Guidelines on Traffic Works Procedure](#).

1. For traffic signs, [Section 95 of Road Traffic Act 1961](#), (as amended by [Section 37 of the Road Traffic Act 1994](#)) should be followed, which provides a procedure for the provision of regulatory signs
2. It is recommended that any decision to progress a School Street under the provisions of Section 38 standard or trial procedure would, where traffic signs will form part of the proposal, also reference Section 95 in the decision.
3. The period of the trial should be set out. In most cases the trial period should be between six months and twelve months to allow revised patterns to become fully established to be properly able to assess the impact of the trial School Street scheme, but where there are specific reasons to do so, shorter, or longer trials can be considered. However, the period of a trial should not exceed 18 months in accordance with the Guidelines on Traffic Works Procedures referenced above.
4. If there are plans available for a more permanent scheme, which closely replicates the trial but uses more permanent materials, those plans could be presented as part of the trial consultation period, for the trial to move to a permanent scheme via a Traffic Works Order, without a further public consultation process. If the permanent scheme is significantly different e.g., additional/wider footpaths, carriageway alterations, another statutory planning process may be needed.



Figure 15: School Street Trial at Gaelscoil Mhíchíl Cíosóg, Clare.



Figure 16: School Street Trial at Glór na Mara, Waterford.



MONITORING THE OPERATION OF THE SCHOOL STREET

It is recommended the local authority monitors School Street schemes to determine the level of success, if operating as intended or if further measures are needed. This will allow for greater roll out of School Street schemes. How the scheme will be monitored needs to be considered early to allow baseline data to be collected.

It is important to set clear and measurable objectives and to monitor and evaluate progress against them.

School Street project objectives can include:

1. Increase the number of children/adults using active travel (walking, cycling, and scooting) to travel to school. This can be measured by:

- a. School Community Feedback & Surveys:** surveys with students, parents/guardians, and staff to gather data on their modes of travel to school. Compare the results over time to see if there's an increase in walking, cycling, or wheeling.
- b. Bicycle and Scooter Counts:** Count the number of bicycles and scooters parked at the school each day. An increase in these numbers can indicate a rise in active travel.

2. Reduce traffic congestion at the front of school. Measured by:

- a. School Community Feedback & Surveys:** Conduct interviews and surveys with students, parents/guardians, and staff pre- and post-implementation of the scheme to gather information on the perceived safety at the front of school.
- b. Traffic Counts:** Conduct traffic counts at the school entrance during drop-off and pick-up times. A decrease in the number of vehicles can indicate success in reducing car usage.
- c. Observation:** Local authority professionals can conduct observational studies to count the number of cars idling or parked illegally near the school. A reduction in these behaviours can indicate success.
- d. Air Quality Monitoring:** Measure air quality around the school. Improved air quality can be an indirect indicator of reduced vehicle traffic.

3. Create a more inclusive and attractive place outside the schools. Measured by:

- a. Before and After Photographs:** these can be key in illustrating the impact of the transformation. Permanent School Streets may include more seating areas and green spaces.
- b. School Community Feedback & Surveys:** Conduct interviews and surveys with students, parents/guardians, and staff pre and post implementation of the scheme to gather information on the perceived attractiveness of the school street.

**More
guidance
is available
[here.](#)**

10. MAKING SCHOOL STREETS PERMANENT

Should the outcome of the trial be deemed successful, additional infrastructure may be desirable to create a more permanent School Street. This could include:

- Build-outs to narrow the road and slow down traffic.
- Crossings to provide safe pedestrian pathways.
- Traffic calming measures to reduce vehicle speed and discourage non-local traffic.
- Signage to clearly indicate the School Street operation and restrictions.

Furthermore, enhancing the walking and cycling infrastructure along routes to schools might be desirable. Local authorities should consult the [Safe Routes to School Design Guide](#) for detailed recommendations on front of school designs and active travel links.

Note: If the plans for the permanent scheme differ significantly from the trial measures, an additional statutory planning process, such as Section 38 or Part 8, may be required. This step must be completed before transitioning from a Temporary Traffic Works Order to a Traffic Works Order ([Traffic Works Procedure](#)).



Figure 17: Raleigh Row in 2009 before intervention.



Figure 18: Raleigh Row in 2022 with the School Street in place, limited infrastructure improvements.



Figure 19: Raleigh Row in 2024, School Street in place, infrastructural improvements complete.

CASE STUDIES

As part of the SRTS programme, SRTS Infrastructure Officers, together with local authorities, work closely with participating schools and local stakeholders to implement School Streets at suitable locations. This process includes carrying out front of school audits, standardising School Street design guidelines, and conducting appropriate consultation. Before any School Street is permanently implemented, the scheme can be established as a trial. This will allow for adjustments to be made which would improve the quality of the street for its specific users, and for assessment of the overall impact of the development.

To date, in Ireland, School Streets have been implemented as trials or as permanent fixtures, in **Galway City, Waterford City and County, Dublin City, Fingal, Limerick City, Clare and South County Dublin**. Case studies presenting national experience implementing School Streets are provided in this appendix.

School Street: Malahide, Dublin	18
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CASE STUDY 1: MALAHIDE, DUBLIN

St Oliver Plunkett School, Fingal County Council

INITIAL CONTEXT:

The primary issue facing the school was illegal parking on footpaths which reduced the visibility of students and hindered their access to school. Quantitative and qualitative data was collected to measure the current road conditions, air quality, travel behaviour, and the needs, desires, and appetite for change of the school community.

- High levels of illegal parking were reported at St Oliver Plunkett's and St Andrew's schools, which presented a safety hazard for pedestrians and cyclists, and hindered the visibility of children crossing the road.
- Traffic congestion was significantly high at the front of the school and adjacent streets.
- In the weeks prior to the establishment of the School Street, the air quality monitor averaged at $44.66 \mu\text{g}/\text{m}^3$.
 - WHO recommended level: $10 \mu\text{g}/\text{m}^3$ or less.
 - EU recommended level: $40 \mu\text{g}/\text{m}^3$ or less.
- 37% of students arrived to school by car, 4% arrived by school bus/taxi, 24% used Park and Stride, and 35% travelled actively.

CONSIDERATIONS:

Air quality was monitored on the road adjacent to the school before and after the establishment of the School Street. A main bus route runs along the R124, which impeded the possibility of extending the School Street to the adjacent St. Andrew's National School. In advance of establishing the trial, a comprehensive public consultation process was conducted. A stakeholder engagement campaign detailed all aspects of the initiative and was carried out through a variety of media, including formal submissions through Fingal County Council's online consultation portal, opinion surveys, a public meeting with approximately 200 citizens, three School Gate Engagement survey sessions, a 'Hands Up Survey' with students, and regular stakeholder meetings.

A total of 670 public responses, along with 880 student responses, were reviewed. Following the consultation, Fingal County Council revised their plans with several amendments to address the concerns of stakeholders.

ESTABLISHING A SCHOOL STREET:

The flow of vehicular traffic on Grove Road and The Rise was redirected to all travel the same direction. To facilitate this objective two changes to the road conditions were applied:

- Scheduled times which restrict vehicular access to a section of Grove Road between Church Road R124 and The Rise.
- Scheduled times which restrict 'no right' and 'no left' turns from

Infrastructural upgrades were made in the vicinity of Grove Road, The Rise, Church Road and The Diamond (the crossroads junction at the centre of the village) to improve active travel. These included repairs to footpaths, signage and kerbing, hedge cutting notices, and the installation of additional bike parking facilities. A new footpath link was created from Robswall to Jamestown Orchard, which aimed to shorten walking and cycling times from these areas. The traffic signals at The Diamond were upgraded to put the junction on the intelligent traffic control 'Mova' system. To help ease traffic turning from The Rise at the junction of the Mall, the yellow box was extended.

Additional active travel supports for both St Oliver Plunkett School and St Andrew's Primary School included Park and Stride alternatives and walking buses supplemented by School Wardens. These supports addressed concerns from families with junior and senior infant students. 2,000 two-hour Park and Stride permits were issued to parents of both schools for use at the nearby car parks.



Figure 20: Congestion on the roads adjacent to St Oliver Plunkett and St Andrew's schools.

CASE STUDY 1: MALAHIDE, DUBLIN

St Oliver Plunkett School, Fingal County Council

“The children are particularly happy to have their safety ensured as they walk on Grove Road. They like the space to chat and play in complete safety.”

Principal, St Oliver Plunkett's School,
Malahide

ENFORCEMENT:

Fingal CC Traffic Wardens, together with An Garda Síochána, intensively increased their focus on illegal parking enforcement in the areas surrounding both schools. Parents and guardians of students at the schools were sent information about parking etiquette and the enforcements which will be in place. Residents living on a section of Grove Road and Blue badge holders who need to park to pick-up or drop-off students were granted access during the operating times.

OUTCOMES:

Success of the pilot, and its impact on easing traffic and reducing air pollution, was monitored in the immediate days and weeks after the launch, as well as during formal 3- and 6-monthly reviews (excluding school holidays). The survey conducted by Fingal CC showed that active travel to St Oliver Plunkett School by students increased by 43%. The Park and Stride initiative saw the most significant rate of modal change from 24% to 39%.

Cycling rates were initially low prior to the trial but doubled thereafter. Walking increased from 30% to 35% of journeys. The increase in these sustainable travel journeys resulted in a decrease in students arriving to school by car, from 37% to 18%, and led to the reduction of over 300 vehicles driving directly outside the school each day.

The air quality monitor recorded more than 20% reduction in Nitrogen Oxide (NO₂), dropping from an average of 44.66 µg/m³ to 34.25 µg/m³.

Both parents/guardians and school staff reported a considerable improvement in the morale and attitude of students. Positive feedback was also reported from local residents and businesses. Some concerns were raised by local residents over local traffic impacts, the prevalence of dangerous driving, illegal parking within adjacent areas, and the need for further improvements to pedestrian infrastructure. Local businesses have reported an increase in business in the village.

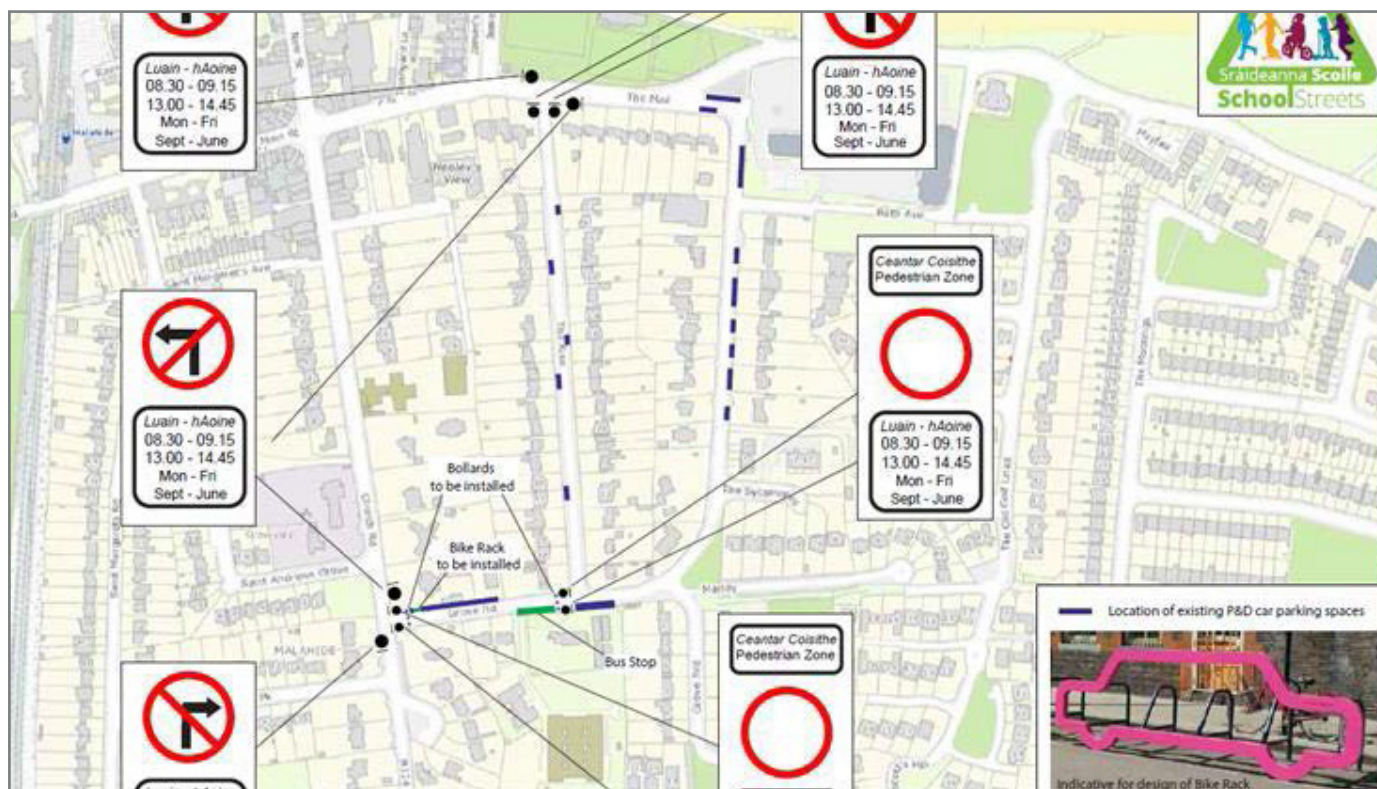


Figure 21: Park and Stride and walking bus mapping for St Oliver Plunkett School, Malahide, Dublin.

51%
reduction in
students arriving
to school by
car

The air quality
monitor recorded
more than
20%
reduction of
Nitrogen Oxide
(NO₂)

CASE STUDY 2: LIMERICK CITY

An Mhodhscoil

Visit the school
on [Google](#)
[Maps](#).

INITIAL CONTEXT:

An Mhodhscoil (The Model School) is a primary school on O'Connell Avenue and Roden Street in Limerick city. Previous to the School Street, there was little indication that a school was present. On Roden St, a one-way street leading to the main gate of the school, pedestrian and cyclist priority was low. Guard railings, narrow footpaths, vehicles parking on footpaths and stopping outside the school gate all contributed to limited space for students and parents to walk and gather. On O'Connell Avenue, even with a school traffic warden assisting students at the pelican crossing, vehicles were observed breaking the red light. Illegally parked cars obstructed visibility for students, occupying the public bus bay, the crossing, and parking on double- yellow lines. There was insufficient parking for creche buses collecting and dropping students to school.

CONSIDERATIONS:

The SRTS parent survey carried out with the school in 2021 found that:

- 73.8% of parents surveyed agreed that road safety is a problem around the school.
- 95.4% of parents would support works at the front of school that improve student safety, putting pedestrians and cyclists first.
- 96.9% of parents would support works that would improve the walking and cycling links to school.

A large proportion (41.9%) of students used active travel on their journey to school, with 27% walking, 9.8% cycling and 5.1% scooting. 13.9% used Park and Stride and 43.6% travelled by car. There was huge support for the School Street initiative from the school and the school community.

ESTABLISHING A SCHOOL STREET:

The development of the School Street included the following works on Roden Street and O'Connell Avenue:

- Narrowing the carriageway, removing the guard rails and widening the footpaths along Roden Street.
- Road surfacing, road markings and coloured dots on the carriageway and footpath of Roden Street.
- Pencil bollards and planters along Roden Street.
- A continuous footpath and tightening of the Roden Street junction with O'Connell Avenue.
- Raising the existing pedestrian crossing on O'Connell Avenue.
- Creation of build-outs with instreet planting on O'Connell Avenue.
- A designated bus bay at end of Roden Street for creche buses.

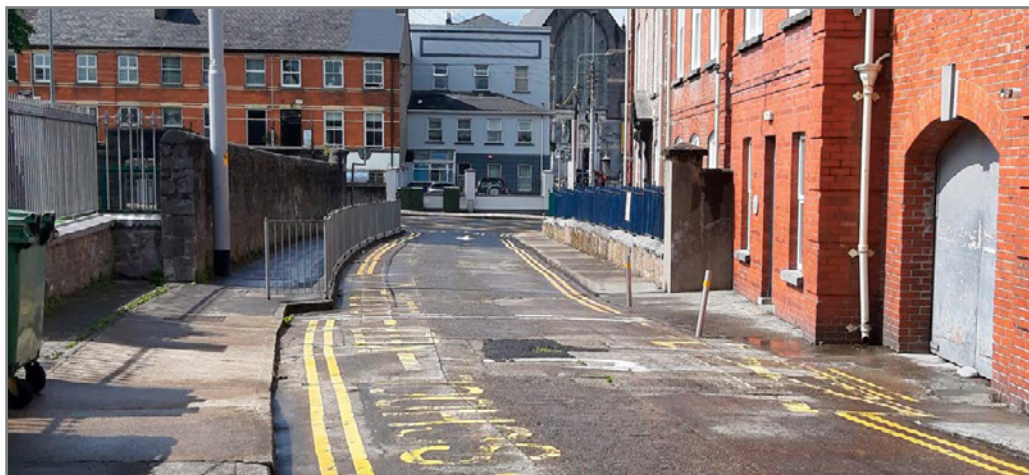


Figure 22: The front of school environment at An Mhodhscoil, Limerick City before a School Street was implemented.



Figure 23: An Mhodhscoil after the School Street was introduced.

CASE STUDY 2: LIMERICK CITY

An Mhodhscoil

ENFORCEMENT:

Signage at the junction of Roden Street and O'Connell Avenue informed of the School Street operating times. Enforcement is assisted by school communications to parents, and the placemaking elements on Roden Street discourage the presence of cars. In the infrequent event that the road is used by vehicles during the times of operation as a school street, the narrowed carriageway width results in reduced traffic speeds.

OUTCOMES:

The environment at the front of school has completely changed. Pedestrians and cyclists have more space and a safer approach to the school. A larger congregation area and the placemaking elements have created a more playful and social environment for parents and students. The infrastructure improvements have reduced speed overall on Roden Street outside of School Street operation times.

A follow on survey carried out by SRTS in May 2023 found that students feel safer walking and cycling on the School Street and enjoy the placemaking elements such as the pencil bollards.

"There are a lot more people walking and cycling because they feel safer going up and down the School Street."

Pupil from An Mhodhscoil



Figure 24: School Street in use at An Mhodhscoil, Limerick City.

CASE STUDY 3: GALWAY CITY

Scoil Iognáid, Galway City Council

INITIAL CONTEXT:

Scoil Iognáid is a primary school located on Raleigh Row, a narrow, residential street in Galway City, that has direct access from the adjacent residential streets of Palmyra Avenue and Palmyra Park. Most of the students who attend the school live within 2-3km of the school, however other students travel to the school from just outside the city, and the wider county.

The residential streets on the approach to the school were narrow, with narrow or no footpaths in parts. Active travel to school by means of walking, cycling or wheeling was dangerous with reports of 'near misses' and pedestrians being hit by wing mirrors as they accessed the school.

CONSIDERATIONS:

A Steering Group was formed with members representing Galway City Council, school staff, and parents of children attending the school. The group met regularly to develop the establishment of the School Street trial.

The access needs for local businesses had to be taken into consideration, including managing times for deliveries so that these could take place outside the proposed hours of traffic restrictions on the streets. The needs of those who would continue to need access to the School Street, including blue badge holders and local residents, had to be considered. A system for exemptions had to be developed.

ESTABLISHING A SCHOOL STREET:

In 2020, Galway City Council designed plans for the pedestrianisation of three streets connecting to the front of school. The design incorporated some works to apply additional road markings and install bollards. Non-statutory public consultation took place in October 2020, and was undertaken remotely due to Covid-19 restrictions. An information booklet was distributed in the area and an online survey was carried out. On completion of the consultation the plans were finalised. Statutory information plates were installed at the gateways to the School Street at the end of 2021. The signage is in line with Chapter 5 of the Traffic Signs Manual, and additional School Street specific signage was also included. Vehicular access is restricted to Palmyra Park, Palmyra Avenue and Raleigh Row during term-time, between the hours of 8.15am and 9.15am and between 1.15pm and 2.45pm.

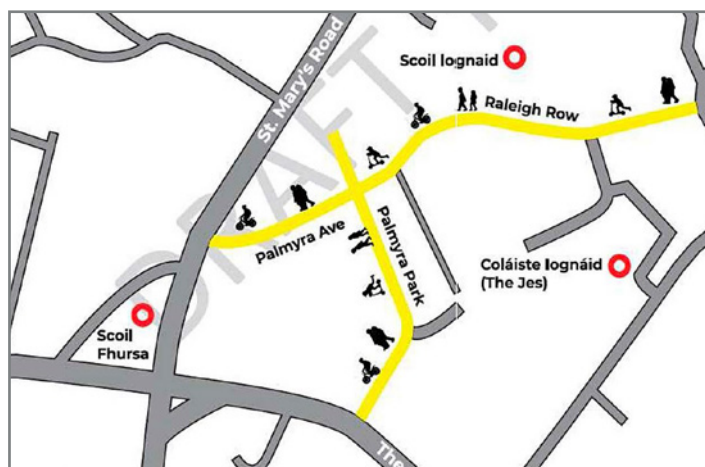


Figure 25: Scoil Iognáid and the three pedestrianised streets of Palmyra Park, Palmyra Avenue and Raleigh Row.

The School Street was resurfaced and School Street road markings were applied. Other traffic calming measures including buildouts, pencil bollards, coloured roundels, and additional 'No Entry' and 'Stop/Yield' signage were provided in the School Street. Additional cycle and scooter parking was provided at the school.

The majority of school staff who were already parking off-site, continued to do so. Visitors to the school were instructed to do the same. Scheduled deliveries were organised to take place outside of the restricted times. Park and Stride was promoted to parents and guardians to provide an alternative for getting to school. Parents and guardians can register for a free parking permit at 20 city centre car parks as part of a Galway City Council Park and Stride scheme.

The School Streets pilot at Scoil Iognáid was a challenging and daring initiative for the school, moving from a car-centric environment and school community to one where all children were required to arrive on foot, by bike, or by scooter.

Galway City Council, 2021

CASE STUDY 3: GALWAY CITY

Scoil Iognáid, Galway City Council

ENFORCEMENT:

Access during scheduled periods of traffic restriction is granted to cyclists, blue badge holders who are dropping off or collecting children from the school, and residents. Residents were issued School Streets stickers to display on their car windscreen. No physical barriers were used to enforce the School Street. However, signage was displayed prominently at all the gateways to the School Street and the school and the local authority carried out communications to inform road users of the School Street.

Follow-up reports revealed some non-compliance breaches of the restrictions by drivers who were unaware of the area or scheme, a small number of parents dropping children directly to Scoil Iognáid and to a nearby school, local businesses patrons, taxis, and drivers making deliveries.

Following reports of non-compliance with the scheduled restrictions the Galway City Council Community Warden and An Garda Síochána engaged with parents and supported addressing illegal parking enforcement in the areas surrounding the school. Parents of students at the school are sent reminders about the restrictions in advance of the 'back to school' term each September.

OUTCOMES:

On completion of the trial, Galway City Council sought feedback from the school community. Almost 300 responses were received, and revealed strong support for the School Streets initiative. Improved well-being, positive behaviour, and increased alertness of the students were just some of the positive impacts reported by school staff. There was a 21% increase of students travelling to school actively and 24% of parents reported availing of free on-street parking on a daily basis as part of the Park and Stride scheme.

To build on this success, Galway City Council developed designs to further improve the infrastructure within the School Street, including improvements to junctions and widening footpaths.

Public consultation on the proposed plans was carried out in May 2022. The National Transport Authority (NTA) allocated funding for the scheme to Galway City Council under the 2023 allocations. Works were completed in early 2024 and the scheme was launched in May 2024.

A follow on survey carried out by Safe Routes to School in September 2024 found that there had been a 25% increase in cycling to school. The majority of respondents reported that their children's enjoyment of the journey to school had improved. Galway City Council continue to engage with local residents and the school community to ensure the ongoing success of the School Street.



Figure 26: Scoil Iognáid students at the launch of the front of school scheme in May 2024.

CASE STUDY 4: DUBLIN CITY

St Kevin's National School, Donaghmede

INITIAL CONTEXT:

St. Kevin's Junior National School in Donaghmede, Dublin is a Round 2 Safe Routes to School (SRTS) school. The school shares a campus with St. Colmcille Senior National School (a non-SRTS school). Two other non-SRTS schools, Scoil Bhríde and Holy Trinity Senior National School, are both located within 250m west of St. Kevin's. The total student population across the four schools is over 1,160, which leads to high levels of congestion during school drop off and collection times.

St. Kevin's and St. Colmcille have two main entrances to the campus, one on Newbrook Road and one on Newbrook Avenue, both of which are both located in residential cul-de-sacs. There is an existing permeability link at the end of Newbrook Avenue to Donaghmede Park giving pedestrian and cyclist access to the school from the northeast. The main entrances to Scoil Bhríde and Holy Trinity are from Grange Road, however, the vehicular access to Holy Trinity SNS car park is via Newbrook Road which brings additional traffic to the residential area during school times.

During the Front of School audit and site visits carried out by the SRTS Infrastructure Officer and DCC team, illegal parking and dangerous manoeuvres were observed to be common on Newbrook Road.

CONSIDERATIONS:

Newbrook Road was considered a suitable location for a School Street as:

- It is a cul-de-sac so there is no through traffic.
- There is no bus route using this road.
- There is opportunity for active travel through Donaghmede Park.

As highlighted in the SRTS Delivery Plan for St. Kevin's, there is a fantastic opportunity for Park and Stride from the Donaghmede shopping centre car park, with a School Warden to help students cross the road. This could support the School Street and help to alleviate congestion at the front of school areas and to and to improve the situation for residents in the area.

Consideration needed to be given to ensuring that residents could still access the street. The school also needed staff, key workers and the school bus to be able to gain entry to the school. DCC created car passes which were shared with the schools and residents for those who needed to drive on the School Street during the hours of operation, although everyone is encouraged to arrive and leave outside the hours of operation of the School Street, where possible.



Figure 27: Newbrook Road at St Kevin's National School before the School Street was implemented.



Figure 28: Newbrook Road at St Kevin's National School before the School Street was implemented.

CASE STUDY 4: DUBLIN CITY

St Kevin's National School, Donaghmede

ESTABLISHING THE SCHOOL STREET (TRIAL):

Dublin City Council, in collaboration with SRTS and the four schools, launched a School Street trial on Newbrook Road in June 2024. In preparation for the trial, DCC developed a leaflet for residents and this was issued to all residents in April 2024. DCC also went door to door to meet residents and discuss any queries or concerns. Residents were overwhelmingly positive about the initiative.

The June 2024 trial took in the last four weeks of the school term. The trial was really positively received so it was decided to continue from the start of the new school term until the end of the year to assess the School Street during autumn and winter. DCC conducted a survey to collect feedback on the trial and over 80% of survey respondents reported that the trial had made the street safer. There was also a positive impact on modal shift with 15% of respondents reporting a change in their travel behaviour from driving to using sustainable transport for their journey to school. Due to the success of the trial, DCC moved forward with plans to formalise the School Street as a permanent School Street.

ENFORCEMENT:

During the trial the School Street was enforced using traffic cones to temporarily block off the entrance to Newbrook Road. These were managed by a traffic management company hired by DCC for this role.

It was reported that some drivers continued to try to gain access to Newbrook Road during school drop off and collection times and nearby Newbrook Avenue became busier. Moving to a permanent School Street, DCC installed removable pencil bollards that can be screwed in place during the times of the School Street and removed as needed to allow access, where necessary. DCC has employed a 'School Street Traffic Warden' to manage the bollards.



Figure 29: Removable pencil bollards at the School Street outside St Kevin's National School.

OUTCOMES AND FURTHER CONSIDERATIONS:

On the 1st of April 2025 the School Street became permanent and was officially launched. The School Street has been very positively received by the residents and schools on Newbrook Road. Employing a 'School Street Traffic Warden' is likely not a feasible solution for all School Streets.

Further exploration of and support to the school in the use of Park and Stride during school drop off and collection along with behaviour change campaigns in favour of active travel could help to alleviate congestion at the front of school areas and to and to improve the situation for residents in the area.



Figure 30: Traffic Warden at St Kevin's National School with the removable pencil bollards.

TRIAL CASE STUDY 1: ENNIS, CLARE

Gaelscoil Mhíchíl Cíosóg

INITIAL CONTEXT:

Gaelscoil Mhíchíl Cíosóg is a mixed national school with more than 450 students in Ennis, Co. Clare. The school is located on a cul-de-sac which is entered through Glenina estate, just off the Gort Road. The school is very active on sustainable travel, with a walking bus running from Active Ennis every day and No-Car Days every Thursday and Friday (extended from every Friday the year before). The school's location is considered ideal for a School Street, in part because there is no through traffic. There are several Park and Stride options in close proximity to the school, and the school has been very strong on promoting the use of Park and Stride locations to reduce congestion at the front of the school.

THE TRIAL:

Prior to the running of a trial, the SRTS team supported the school in preparing an information leaflet about the trial, which the school disseminated to their school community and neighboring residents. In October 2023, Gaelscoil Mhíchíl Cíosóg successfully trialled a School Street on the cul-de-sac within Glenina estate over the course of a week. Signage developed by the school, SRTS, and Clare County Council, in collaboration, was erected to mark the start of the School Street. No barriers were used to close off the School Street, and although some did choose to drive to the front of the school, there was a significant reduction in the presence of cars driving, parking, and idling at the front of

the school. The collection at 1:30 p.m. of the junior classes was the time with the least adherence to the School Street (although there was still a reduced presence of cars). This is likely due to a combination of factors, including the younger age of the students.



Figure 31: Temporary signage used at Gaelscoil Mhíchíl Cíosóg.

OUTCOMES:

The school, local residents, and the local authority responded very positively to the trial. A second week-long School Street trial ran from 18th to 22nd of December 2023 and was also highly successful. The school now holds car-free days every Thursday and Friday, and during the 2024/2025 school year, implemented the School Street for a total of six full weeks. The trials have been received well and the school and local authority hope to make the School Street a permanent fixture.



Figure 32: Trial School Street in action at Gaelscoil Mhíchíl Cíosóg.

TRIAL CASE STUDY 2: TRAMORE, WATERFORD

Glór na Mara

INITIAL CONTEXT:

The school is located on Convent Hill in Waterford, a primarily residential area. The front-of-school environment was heavily car-dominated, and little protection was afforded to pedestrians and cyclists. An existing set-down area was not functioning, and the visibility of the school was poor. Parents noted concerns with junctions and crossings on the way to school as a prohibiting factor in using active travel to get to school. Bus Éireann route 360 (to Tramore) passes in front of the school along Convent Hill and runs every 30 minutes.

CONSIDERATIONS:

The SRTS parent/guardian survey conducted in late 2021 found that 82% of students live within 2 km of the school. The survey also found that:

- 65.8% of parents surveyed agreed that road safety is a problem around the school.
- 96.4% of parents would support works at the front of school that improve student safety, putting pedestrians and cyclists first.
- 98.2% of parents would support works that would improve the walking and cycling links to school.

The survey also provides data on mode share. The majority of students (49.5%) were travelling to school by car. Just over a quarter (25.5%) of students were walking to school, 9.8% were using Park and Stride, 7.6% were scooting to school, and 7.1% were cycling to school.

The 360 bus route needed to be accommodated within the School Street restrictions. This was addressed in the design approach through the use of movable barriers manned by the school traffic wardens, which were moved to allow the bus to pass through.

TRIALLING A SCHOOL STREET:

The School Street was initially trialled in June 2022, with Convent Hill temporarily closed to vehicles between 8:15 a.m. – 9:15 a.m. and 1:15 p.m. – 2:45 p.m. on school days. The trial was considered a success and was continued during the 2022–2023 school year. In addition to the School Street, junction tightening and footpath and crossing improvements were implemented in the area to support walking, cycling, and scooting on the routes to school.



Figure 33: First trial of a School Street at Glór na Mara.

TRIAL CASE STUDY 2: TRAMORE, WATERFORD

Glór na Mara

ENFORCEMENT:

During the initial trial in June 2022, temporary barriers managed by school traffic wardens were used to enforce the access restrictions. From September 2022, flexible bollards were used instead. These were installed, guarded, and removed by the school traffic wardens. In collaboration with Bus Éireann, it was decided to create a minor diversion to the 360 bus route during the School Street operating times. This supported increased safety at the front of the school for students accessing the building.



Figure 34: Second trial of the School Street at Glór na Mara.

OUTCOMES:

An interim parent survey and school staff surveys were undertaken in January 2023. It showed that there had been a modal shift, with an 18.7% reduction in students travelling to school by car between October 2021 and January 2023. This reduction in car use was due to a 49.7% increase in the use of Park and Stride and a 19.2% increase in students walking to school. The survey also provided valuable qualitative feedback on the School Street, as well as identifying some amendments that could be made to address concerns from parents and staff. In early 2023,

Waterford City and County Council (WCCC) brought forward a Section 38 Traffic Calming Scheme on Convent Hill and surrounding streets to provide additional footpath widening and pedestrian crossings. The proposal made by WCCC was not supported by Councillors, in part due to the contention surrounding the trial School Street. As a result, the School Street trial is no longer in place, and the 360 bus route has been reinstated along Convent Hill.

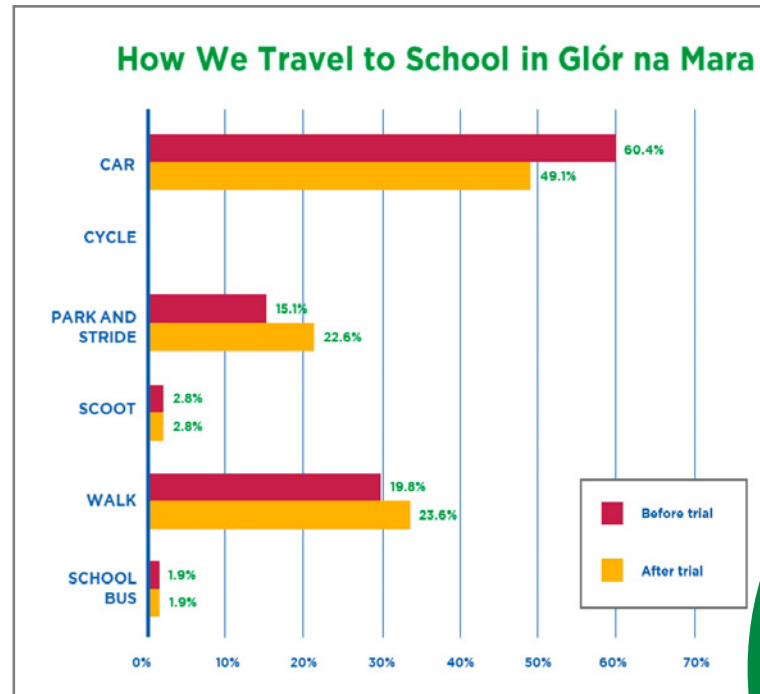


Figure 35: Graph of the travel mode percentages for students attending Glór na Mara from SRTS surveys conducted in October 2021 and January 2023.

11.3%
reduction in
students travelling
to school
by car

7.5%
increase in the
use of Park
and Stride

“It’s so much safer, the air quality is greatly improved, and the play and fun outside the school is fantastic to see. Everyone seems to have got into the groove, parking is not an issue, and in general, around the school feels a much better and safer place to be.”

Parent from Glór na Mara.

SUPPLEMENTARY INFORMATION

In addition to this information provided in this guidance document, there are a number of other useful guides and reference documents available. Navigate through the documents by clicking the thumbnails below.

SRTS Design Information:

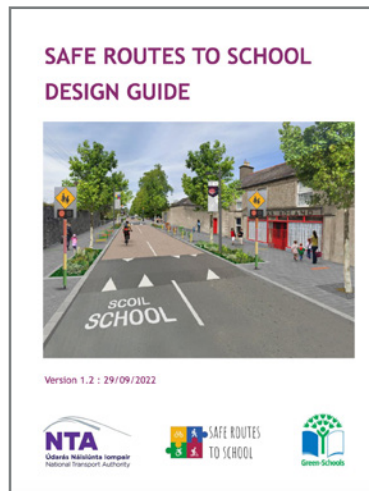


Figure 36: Safe Routes to School Design Guide.

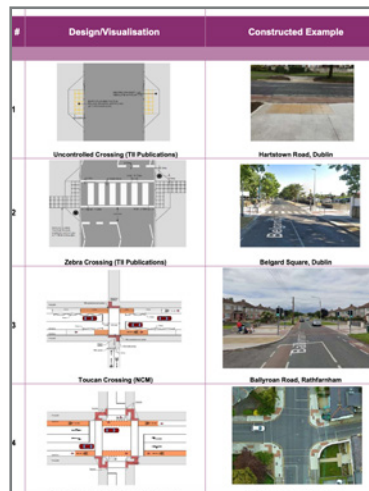


Figure 37: SRTS Design Guide Appendix 2.



Figure 38: NTA Rapid Build Active Travel Facilities.

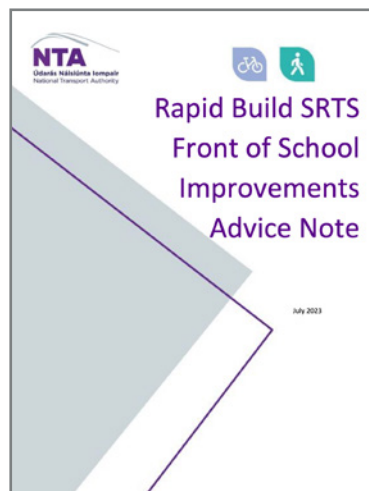


Figure 39: NTA Rapid Build SRTS Front of School Improvements Advice Note.

Additional Information on School Streets:



Figure 40: Scoil Iognáid Pilot Project.



Figure 41: Fingal School Streets Pilot Review 1.



Figure 42: School Streets: how to set up and manage a scheme - GOV.UK.

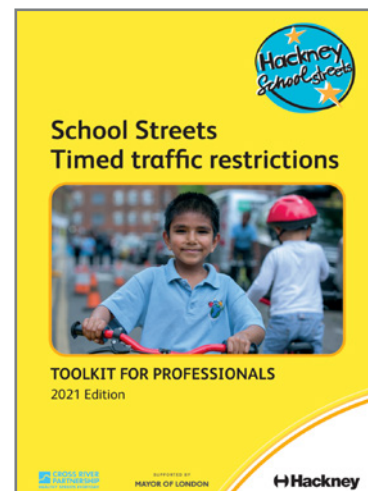


Figure 43: Hackney School Streets Toolkit for Professionals.



Figure 44: School Streets to shape child-friendly cities.



Figure 45: School Streets: Putting Children and the Planet First.



An Taisce
The National Trust for Ireland



An Roinn Iompair
Department of Transport



SAFE ROUTES TO SCHOOL

