



West Berkshire Council

SAFER SCHOOLS MOTION

Measures Study





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TYPE OF DOCUMENT (VERSION) CONFIDENTIAL

PROJECT NO. 70076581

OUR REF. NO. 6581-SSM-001-A

DATE: NOVEMBER 2020

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QUALITY CONTROL

Issue/revision	Final Issue	Rev A			
Remarks	Final Issue	Clr Comment			
Date	October 2020	November 2020			
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Signature					
Project number	70076581	70076581			
Report number	6581-SSM-001-FI	6581-SSM-001-A			
File reference	\\uk.wspgroup.com\Central Data\Projects\70076xxx\70076581 - West Berks-WBE-1360380-2021-Schools Motion\03 WIP\TP Transport Planning\05 Reports\6581-SSM-001-A Safer Schools Motion Measures Study (Final Issue).docx				



CONTENTS

1	INTRODUCTION	1
1.2	SAFER SCHOOLS MOTION	1
1.3	WEST BERKSHIRE	1
1.4	AIR QUALITY MANAGEMENT AREAS (AQMA'S)	2
2	SAFER SCHOOL MOTION: ANTI-IDLING	4
2.1	INTRODUCTION	4
2.2	FEASIBILITY, EFFECTIVENESS AND VALUE	4
2.3	WEST BERKSHIRE EXISTING MEASURES	5
3	SAFER SCHOOLS MOTION: GREEN WALLS	7
3.1	INTRODUCTION	7
3.2	FEASIBILITY, EFFECTIVENESS AND VALUE	7
3.3	WEST BERKSHIRE EXISTING MEASURES	7
4	SAFER SCHOOLS MOTION: SPEED LIMITS	8
4.1	INTRODUCTION	8
4.2	FEASIBILITY, EFFECTIVENESS AND VALUE	8
4.3	WEST BERKSHIRE EXISTING MEASURES	8
5	SAFER SCHOOLS MOTION: SCHOOL ACTION TOOLKIT	10
5.1	INTRODUCTION	10
5.2	FEASIBILITY, EFFECTIVENESS AND VALUE	10
5.3	WEST BERKSHIRE EXISTING MEASURES	10
6	SCHOOL SAFETY MOTION: DANGEROUS PARKING	13



6.1	INTRODUCTION	13
6.2	FEASIBILITY, EFFECTIVENESS AND VALUE	13
6.3	WEST BERKSHIRE – CURRENT ACTIONS	13
7	SAFER SCHOOLS MOTION: ADDITIONAL MEASURES	14
8	SUMMARY	15

1 INTRODUCTION

1.1.1. WSP has been commissioned by West Berkshire Council to provide transport planning support in response to a Safer Schools Motion (SSM) raised by a councillor from the local authority. WSP are to investigate the principles and practicalities of implementing measures outside schools that improve safety, health and the environment. To do this, WSP are to draw on national guidelines and best practice, experience with other clients and information and expertise provided by West Berkshire Council officers.

1.2 SAFER SCHOOLS MOTION

1.2.1. The SSM has identified a range of issues and measures that are to be investigated including:

- The impact of idling cars and an investigation into enforcing no vehicle idling zones;
- The use of green walls;
- Schools residing near roads with 40mph speed limits; and
- Safer Schools Zones.

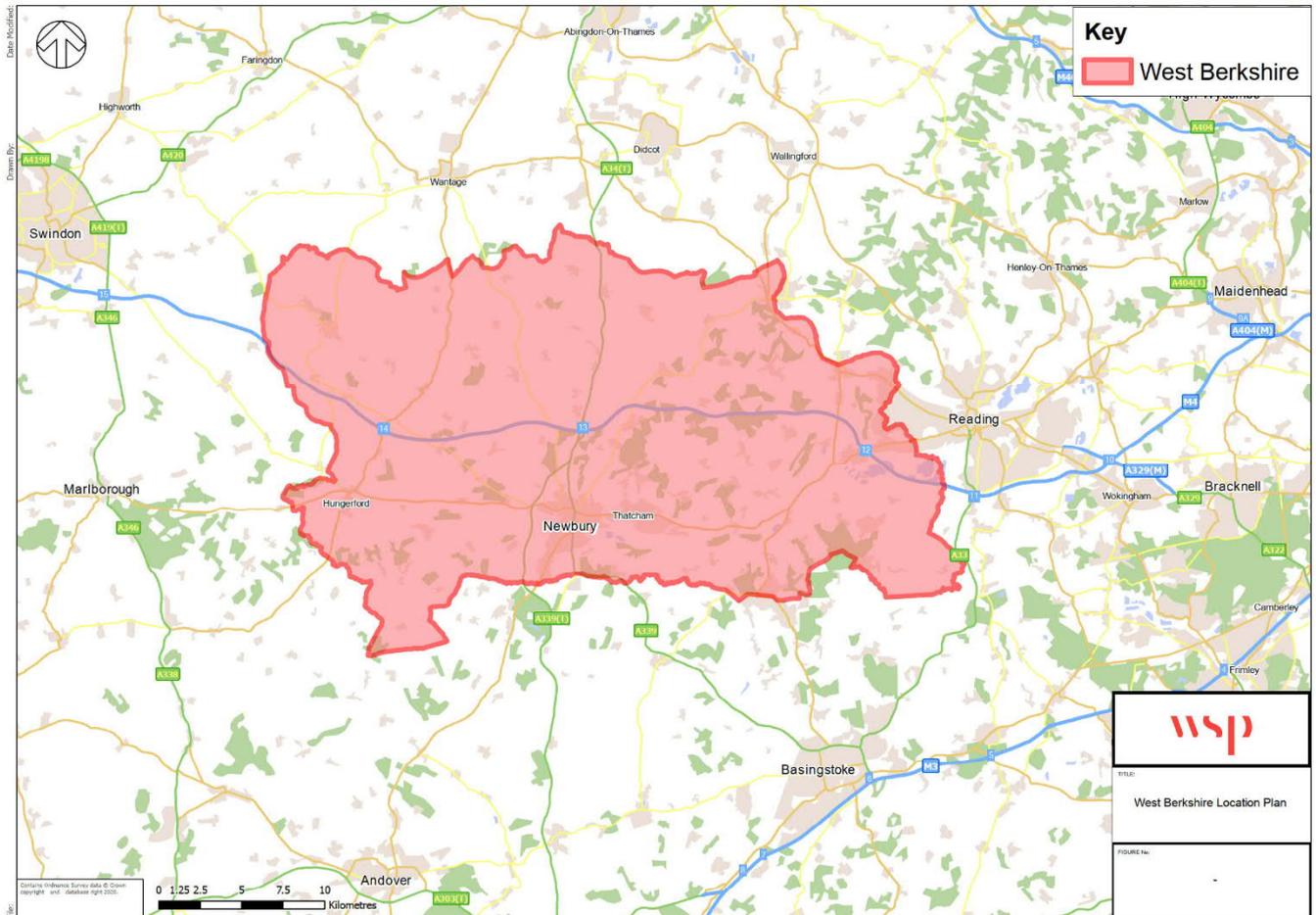
1.2.2. This report will determine the suitability and value of implementing the above measures in the context of West Berkshire, as well as highlighting the measures that have already been implemented. To achieve this, the report will explore best practice and whether it is appropriate for West Berkshire, before providing a recommendation for any next steps to be taken.

1.3 WEST BERKSHIRE

1.3.1. West Berkshire is a local authority that sits in between Oxfordshire, Wiltshire, Hampshire, Reading and Wokingham authorities. West Berkshire is largely rural in nature with Newbury being the main urban area within the Authority. Thatcham is situated just east of Newbury and is the next most built up location. The eastern part of the District is also urban in nature due to its proximity to Reading. The remaining land is largely made up of villages.

1.3.2. Key roads that go through West Berkshire include the M4, running between Bristol and London, the A34, running between Winchester and Bicester and the A339, running between the M3 at Basingstoke and Newbury, in addition to the A4, A349, A329 and A338. Some B roads serve the area, but the majority of villages are connected via smaller roads. The location of West Berkshire is depicted in **Figure 1-1**.

Figure 1-1 - Location Summary of West Berkshire



- 1.3.3. There are approximately 80 schools in the West Berkshire area. Given the mix of rural and urban areas, it is anticipated that different measures are likely to be most relevant at the differing locations.
- 1.3.4. It is anticipated that schools in rural locations are likely to have better air quality than schools in urban areas. It is expected that the value of measures in these rural areas will be limited.

1.4 AIR QUALITY MANAGEMENT AREAS (AQMA'S)

- 1.4.1. Air Quality Management Areas have been designated in each local authority in the UK. This is to carry out a continual review and assessment of air quality, measure air pollution and to forecast future readings. These areas have been designated if a local authority has locations which are unlikely to achieve National Air Quality Objectives¹. West Berkshire has two AQMA's, one is located

¹ https://uk-air.defra.gov.uk/assets/documents/National_air_quality_objectives.pdf

in Newbury, the other in Thatcham. No AQMA's are located in the other more rural areas of West Berkshire.

- 1.4.2. The AQMA located in Newbury is situated around the roundabout junction of the A339, A343 and Greenham Road. It was established in May 2009 and measures Nitrogen Dioxide (NO₂). The AQMA located in Thatcham is situated around part of the A4, from the Harts Hill Road junction to the Broadway junction. It was declared in November 2011 and also measures Nitrogen Dioxide (NO₂). St Nicolas School is situated in Newbury and Francis Baily school is located in Thatcham – however their distance from the AQMA's makes them unlikely to be adversely affected. Newbury Gardens Day Nursery *is* situated close by to the AQMA. Whilst the motion does not refer to nurseries, it is worth recognising their relevance.
- 1.4.3. Following the implementation of the AQMA's, West Berkshire Council produced an Air Quality Action Plan (AQAP). This document draws together a plan to improve air quality by identifying options for environmental improvements.

2 SAFER SCHOOL MOTION: ANTI-IDLING

2.1 INTRODUCTION

2.1.1. The SSM identifies that anti-idling could be implemented and enforced through existing or new council policies. The Motion states:

- Review the work done on No-Vehicle-Idling nationally in other local authorities and work this into an action plan for No-Vehicle-Idling Zones across West Berkshire;
- Implement enforceable No-Vehicle-Idling Zones around all primary schools in the district by the end of 2021, with at least 4 pilots in Spring 2020;
- Use the experience of the pilot zones to determine whether these measures should be implemented via enforceable enhancements to existing Council policies, or via a new by-law; and
- Work closely with schools that are part of the scheme to inform parents and carers of the No-Vehicle-Idling Zones.

2.2 FEASIBILITY, EFFECTIVENESS AND VALUE

2.2.1. Vehicle idling is an offence against the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002. The law states that it is an offence to idle your engine unnecessarily when stationary. If you fail to turn your engine off after being spoken to you may be issued with a fixed penalty notice.

2.2.2. Formal enforcement via Civil Enforcement Officers (or any other Council Officers granted delegated authority to do so) relies on resources being both available or additional funding available.

A study was conducted by Abrams *et al* (2019) at two rail crossings in Canterbury to test the impact of three different approaches to signage. Three different types of sign were installed; one appealing to responsibility, one highlighting the impact of switching off engines, and one that reflects on one's actions. All three types of sign saw a significant increase in the number of drivers switching off their engines, but the most effective sign was the one appealing to responsibility, with a 40.5% switch off rate.

2.2.3. Research around the effectiveness of anti-idling for improving air quality around schools is scarce. However, some research is available about the effectiveness of campaigning as a means of encouraging anti-idling. The Vehicle Idling Partnership (2017) produced a report detailing the effectiveness of a series of Vehicle Idling Action Days. The report also provides a wealth of recommendations for further anti-idling activities. When it comes to monitoring the success of the programme, the report states that there was no quantifiable evidence to suggest that any of the programme contributed to a reduction in emissions. The following quote is an excerpt detailing their experience with this.

“The NOx and PM emissions savings estimates should be treated with extreme caution as there is a great deal of uncertainty associated with these figures. Apart from the uncertainty associated with the emissions factors, we were not in a position to capture data on the frequency and length of idling events by vehicle type and we are not aware of any existing research which quantifies this. We also do not know to what extent behaviour will change as a result of an intervention. We believe that the approach adopted for this project will stick in drivers' minds and they will recall it next time they are in the same situation, but we do not have firm numbers to quantify the 'stickiness' of this intervention”

- 2.2.4. This emphasises how it is challenging to quantify the impact of anti-idling measures upon air quality, hence why active travel is encouraged as an alternative.
- 2.2.5. Whilst the notion of anti-idling is positive, the context of West Berkshire should also be emphasised. A significant proportion of West Berkshire is rural in nature, so the approach of anti-idling and its impact on the environment cannot be evidenced and as such it is challenging to demonstrate that this approach offers good value.

2.3 WEST BERKSHIRE EXISTING MEASURES

- 2.3.1. In 2019 there were only two occasions where the AQMA exceeded the hourly objective, meaning that the annual objective was met. The annual concentrations have also showed decreasing levels of NO₂ since 2015.
- 2.3.2. West Berkshire Council have undertaken many actions to improve air quality within the district and are set to progress numerous highway initiatives, including improvements to cycling facilities at schools to maintain the control they have over their air quality readings.
- 2.3.3. Most notably, a competition is currently being run for schools across West Berkshire, Bracknell Forest and Wokingham Borough Council. As part of the national 'Clean Air Day' initiative, West Berkshire Council is encouraging schools to enter into the competition with their Anti-Idling Campaigns. The winning artwork, submitted by pupils, will be used for anti-idling banners, posters and promotional material, which will be displayed around the school and local area.
- 2.3.4. In addition to this, West Berkshire Council have had many actions recognised by DEFRA, in the 2019 Annual Status Report, for contributing to an improvement of air quality in the wider Authority, not solely in the context of schools.
- 2.3.5. These actions include:
- Improving traffic flow on A339 / Bear Lane Roundabout;
 - Bio-Gas Buses running to and from Reading;
 - A car club set up in 2016. This has over 100 members with access to five vehicles, including an electric car;
 - Many electric trains now running through the District;
 - Reducing HGVs going through Newbury with the implementation of positive signage to influence HGVs to use the bypass;
 - More walking, running and cycling groups, such as 'Let's Ride', 'Run Together' and 'Walking for Health'.
 - The addition of 31 Electric Vehicle charging points in 2019;
 - The expansion of the National Cycle Network 422 (A4 Newbury – Thatcham);
 - Improved directional signage for pedestrians and cyclists; and
 - Improved and additional cycle parking facilities at schools (funding has been provided in the 2020-21 annual Council budget.
- 2.3.6. Subject to funding and approval, West Berkshire also anticipates the following measures to progress in the upcoming years:
- Road and capacity improvements on the highway network, including Robin Hood Roundabout, A339 Sandford, Kings Road Link Road, and A4;
 - Further improvements to A4 cycle route;

- An increase in the number of electric vehicles available the car club in Newbury; and
- Further Electric Vehicle charging points.

- 2.3.7. In terms of a harder enforcement approach, Local Authorities already have powers to enforce unnecessary idling through the Road Traffic Regulations 2002, which allows local authorities to issue FPNs for “stationary idling Offences”. The police are also able to enforce “stationary idling offences” through Regulation 98 of Road Vehicles Regulations 1986.
- 2.3.8. Under Reg 6(3) of the Road Traffic Regulations 2002, *‘A local authority (whether or not a designated local authority) may authorise any officer of the authority, or any other person, in accordance with regulation 12 to stop the commission of stationary idling offences and to issue an FPN in respect of such offences committed in its area’*.
- 2.3.9. West Berkshire Council has not ever issued an FPN for vehicle idling. Enforcement of unnecessary idling appears sparse; only two local authorities were found to have issued FPNs in 2018 with Southwark issuing nine and Westminster issuing 20. Despite these London authorities likely having poorer air quality, the low number of FPNs suggests that issuing FPNs is not a primary mechanism for tackling air quality issues.
- 2.3.10. Prior to using this power, its use should be widely publicised to make the public aware of the local authority’s ability to enforce anti-idling.
- 2.3.11. West Berkshire Council is already implementing many improvements within the district that are having a positive impact upon the local air quality. Anti-idling campaigns are underway in the District; however significant improvements to air quality are primarily being achieved by improvements to highway network and promoting active travel.

3 SAFER SCHOOLS MOTION: GREEN WALLS

3.1 INTRODUCTION

- 3.1.1. The SSM identifies that local businesses could be encouraged to “*sponsor green walls on school buildings and tree planting near schools, and the appropriate Executive Member include this in their action plan*”.

3.2 FEASIBILITY, EFFECTIVENESS AND VALUE

- 3.2.1. The implementation of a green screen on school buildings would need to be considered on a case-by-case basis to determine the suitability of such a measure.
- 3.2.2. Research has identified a number of benefits of having green walls installed in and around the classroom– particularly in terms of improving mental health, behaviour, critical thinking and selective attention, and reducing fatigue (McCullough *et al.* 2018). However, the effectiveness of green screens in improving air quality has not been comprehensively proven through research and are usually provided as part of a wider package of measures.
- 3.2.3. Kings College London undertook a study to assess the efficacy of green screens in preventing vehicle emissions from nearby roads reaching school grounds, through the installation of an ivy screen. In this instance the screen was found to be an effective pollution barrier once the ivy had started growing and a significant impact could be seen once the screen had matured. It led to a decrease in the pollution concentrations on the playground side by 23% for NO₂ and 38% for PM₁₀.
- 3.2.4. Schools may also be interested in implementing green walls because they also provide aesthetic benefits as well as increased privacy, biodiversity and noise reduction.
- 3.2.5. Implementing planting ‘near schools’ is likely to result in planting on highway land. This will therefore have a maintenance burden on the highway authority, for which funding is required, as well as any planting needing to be sensitive to less mobile and visually impaired highway users.

3.3 WEST BERKSHIRE EXISTING MEASURES

- 3.3.1. With tree planting and green screens not an evidenced effective way of improving air quality at schools, measures already implemented by West Berkshire Council are likely to be more effective and offer greater value than providing green walls.
- 3.3.2. Tree planting on the highway is already taking place in West Berkshire and the newly published Environment Strategy (2020 – 2030) acknowledges tree planting more widely as a means of carbon reduction, including around schools. Tree planting will be included in the Delivery Plan for the Environment Strategy to enhance the natural environment and to reduce greenhouse gases and impurities in the atmosphere. It could be considered that the notion of implementing green walls and tree planting at schools is more effective as a part of the delivery of the Environment Strategy, as opposed to the SSM.

4 SAFER SCHOOLS MOTION: SPEED LIMITS

4.1 INTRODUCTION

- 4.1.1. The SSM identifies that a *“task force could be set up review the speed limit outside each school. Fast moving vehicles within close proximity of schools can present both highway safety and air quality issues”*.

4.2 FEASIBILITY, EFFECTIVENESS AND VALUE

- 4.2.1. The implementation of speed limits, requiring a Traffic Regulation Order to deliver, will require public and statutory consultation. The Police (a statutory consultee) are only likely to support a TRO if there is a demonstratable need for a reduction in speed limit, such as through accident data, on the basis that the Police force will be responsible for enforcing the reduced speed limit.
- 4.2.2. It is also acknowledged that the reduction of vehicle speeds does not always produce an improvement in air quality, due to vehicle gearing and the need to accelerate through traffic calming (required to enforce vehicle speed limits).
- 4.2.3. WBC have previously investigated the benefits of implementing 20mph advisory school speed signs in 2013. Four primary schools had 20mph advisory speed limit signage, and evidence indicates that this did not result in reduced vehicle speeds at these schools. In fact, the study showed that the larger the 20mph school sign, the more drivers speed increased. This increase in speed potentially creates a higher risk for pedestrians, who would expect that drivers would be driving slower around the signage.
- 4.2.4. This was followed in 2019 by the implementation of a 20mph advisory school speed limit sign outside Park House Academy, following a pedestrian incident outside the school. Speed data was collected that indicates that driver speeds have not significantly decreased, and in fact resulted in increased minimum recorded speeds as drivers may have seen the signs as permission to drive faster, resulting in increased conflict potential.
- 4.2.5. As a result, WBC does not have evidence to suggest that the implementation of 20mph restrictions outside schools would materially improve road safety or decrease pedestrian collision risk.

4.3 WEST BERKSHIRE EXISTING MEASURES

- 4.3.1. In the case of West Berkshire, there are just two schools situated on roads with speed limits in excess of 30mph; Enbourne C of E Primary School on Skinners Green Lane which features a National Speed Restriction of 60mph in a rural village and The Downs School on Manor Crescent, which features a 40mph speed limit but has a school flashing sign with an advisory 30mph speed limit.
- 4.3.2. West Berkshire already has a robust process in which a speed limits are reviewed annually by a task group. This task group works closely with parish councils and the police to ensure that areas are designated suitable speed limits. The task group carefully assesses each proposal using government criteria and best practice.
- 4.3.3. The West Berkshire Speed Limit Policy strives to set speed limits that are successful in managing driver's speeds and are appropriate for the roads that they apply to. West Berkshire recognises that a speed limit should not be changed to address a single hazard and other measures should be

considered before a speed limit reduction is progressed – such as traffic calming. This is because it has been proven that lowering a speed limit is not necessarily successful in reducing the speed of traffic, as drivers generally drive at a speed that matches the environment. Whilst hard measures are more expensive, they do tend to be more effective at controlling driver behaviour.

- 4.3.4. When a request for changing a speed limit has been received, speed data and injury accident data is collected. The route is also visited by an officer, who will take a video. A report will then be prepared, and a review will be undertaken by a panel, made up of cross-party members, police, a specialist traffic engineer and the speed coordinator. The review is chaired by an elected member and the ward members are invited to the review meeting to participate in discussion. A realistic timescale for the implementation of a new speed limit is two years from when the request is received.
- 4.3.5. Taking this into consideration, it would be unfeasible and offer poor value to review the speed limits outside of all schools in West Berkshire due to the resources it would require and the time it would take, given an effective process is already in place to achieve this. In particular, it is noted that all but two schools are already in 30mph areas suggesting that the management of driver behaviour will present better value and be more effective at improving air quality and safety at schools.
- 4.3.6. As demonstrated above, there is already a process in place for altering speed limits in West Berkshire, therefore setting up a task force is not required.

5 SAFER SCHOOLS MOTION: SCHOOL ACTION TOOLKIT

5.1 INTRODUCTION

- 5.1.1. The SSM indicated that “a toolkit of potential actions for schools to take in order to make roads safer for children, as is most appropriate for that area, including requesting road markings and additional lights from the Council”.

5.2 FEASIBILITY, EFFECTIVENESS AND VALUE

- 5.2.1. A toolkit is not considered to be a measure itself and is considered a mechanism for implementing a range of measures. As such, it is difficult to comment on the validity of this suggestion when the measures contained within the toolkit have not been established. However, West Berkshire Council already has in place a wide range of measures and potential measures available that would make up a toolkit.
- 5.2.2. In particular, the suggested measure of increased illumination would need to consider the ecological impacts (for example on bat roosting) as well as the availability of suitable services within the highway network. As such, a case-by-case assessment would be required for the implementation of additional illumination.
- 5.2.3. Similarly, “requesting road markings” is a non-specific and could range from refreshing faded existing lining to changing the priority of junctions. The refreshing of faded existing road markings is considered to be on-going maintenance that is required to retain the safety of the road network and WBC has an established process for the monitoring and refreshing road markings.
- 5.2.4. West Berkshire Council has existing resources that can be utilised by schools to address highway issues. Whilst these are not labelled as a ‘toolkit’, they are available for schools to consider and pursue. These are detailed below.

5.3 WEST BERKSHIRE EXISTING MEASURES

- 5.3.1. West Berkshire Council already have a range of measures and potential measures in place that make up a “toolkit” without being defined as such. The various measures described throughout this report can be used when an issue is identified, and various criteria applied to determine which of the measures available are most suitable to implement.

ACTIVE TRAVEL

- 5.3.2. West Berkshire Council is proactive in improving walking and cycling facilities around the District and schemes have been implemented and are planned that will provide benefits to schools and enabling safe, active travel.
- 5.3.3. As of 2010, it was a requirement for schools to have a travel plan. These contain information about active travel options, travelling safely and best practice for parents / guardians accompanying their children to school. This has since moved to an online platform. Some schools have updated their travel plans with the shift online. Other schools have not updated them but at least have a travel plan from 2010.
- 5.3.4. There are many measures that can be implemented to address the issues identified through School Travel Plans. One such measure that was developed by the Council and is appropriate for almost all Primary schools to engage with is the active travel reward scheme. The scheme has age

appropriate elements known as 'Go Kinetic' for Years 1-6 and 'Steposaurus' which is most suited for nurseries, pre-schools and reception. Children have their own 'passport' stamped each time they walk / cycle or scoot to school. As they collect stamps they work towards rewards which can be given out in school assemblies making the scheme very visible in school and encouraging others to take part.

5.3.5. Several active travel schemes are set to be delivered in the near future, including:

- A Local Cycling and Walking Infrastructure Plan (LCWIP). This will seek to improve cycling and walking infrastructure around Newbury and Thatcham. It will mostly impact upon primary routes around the area, however schools are being considered within the analysis. LCWIPs do aim to increase the number of school children using active modes of transport when commuting to school. West Berkshire Council has previously collaborated with Reading Borough Council in the development of their LCWIP. This was to include routes to serve the urban fringe and commuter zones of Reading.
- Additional cycling and walking improvements that are set to be delivered this financial year, funded by the Emergency Active Travel Fund. This includes a pilot 'school street' taking place in the near future. Some of the proposals within this scheme that will specifically benefit schools are:
 - The Closure of Lawrences Lane to vehicle traffic, providing a safe pedestrian and bicycle link in a rural area. This will enable the implementation of a walking bus route to Finians School.
 - The closure of Deadman's Lane to motor vehicle traffic, creating a safe pedestrian and cycle link adjacent to Theale Green School.
 - Converting Curtis Road into a school street with temporary restrictions at school drop-off and pick-up times, creating safer conditions for pupils at Calcot Junior School. It is worth noting that Calcot has an existing Park and Stride scheme in place.
- Improvements to the cycling facilities on the A4 corridor in Newbury and Thatcham. This is primarily formed of segregated cycle tracks on London Road between Hambridge Road, London Road Retail Park and Bath Road.
- Secure cycle parking for schools.

HIGHWAY SAFETY

- 5.3.6. In addition to this, West Berkshire Council already has a large repertoire of highway safety resources that are available to schools. Various road safety campaigns have been delivered in schools and these have still been available online during COVID restrictions. West Berkshire Council has provided information to encourage schools to implement walking buses, park and strides and bike training, as well as mapping tools that identify the best local routes around schools. Many schools will have integrated this information into their travel plans.
- 5.3.7. West Berkshire Council also promotes road safety through educational workshops and public engagement. These are designed to raise awareness of age-related risks on the roads. These consist of presentations delivered in assemblies and classrooms, and for other groups in the community.
- 5.3.8. This information is collated on the Berkshire-wide safer roads website(<http://saferroads.org>). and West Berkshire Council Road Safety Website (<https://info.westberks.gov.uk/roadsafety>). These both offer advice about road safety and the educational initiatives available as well as practical advice

about the roads and further resources. The websites also act as a point of contact for those wishing to find more information or advice.

- 5.3.9. Additional highway measures that are supported by the council include regular maintenance of Zig-Zag 'Keep Clear' lines, painted railings and pedestrian crossings. Between 2008 and 2013, School Flashing Signs were installed at all schools in West Berkshire. West Berkshire Council has spent more than £350k on installing and maintaining School Safety Signs.
- 5.3.10. These measures form the content of a toolkit and can be easily accessed when needed as part of an investigative process.

6 SCHOOL SAFETY MOTION: DANGEROUS PARKING

6.1 INTRODUCTION

- 6.1.1. In addition to the above measures, the SSM suggests that schools could be offered “*the option of signing up to a Safer School Zone which will include red road markings to prevent dangerous parking and additional visits from Traffic Enforcement Officers*”

6.2 FEASIBILITY, EFFECTIVENESS AND VALUE

- 6.2.1. Similarly to the proposed enforcement action on anti-idling, enforcing strict parking restrictions is not considered to be an efficient method of reducing or monitoring parking, as measures should instead be seeking to reduce the behavioural inclination to parking on-street and not require enforcement.
- 6.2.2. Red routes in particular are used to combat parking on congested, arterial routes and as such are not appropriate for uncongested and tertiary routes. Red routes should not be offered to schools as they are intended to be used strategically to deal with traffic problems assessed over an entire route, and not issues on a short span of road. Associated signage for Red Routes is relatively large and visually intrusive, these would also be unfitting for a residential area.
- 6.2.3. Like anti-idling enforcement, formal enforcement of existing or new restrictions via Civil Enforcement Officers relies on resources being both available or funding available to implement the measure.
- 6.2.4. As West Berkshire contains more than 80 schools with multiple entrances, Civil Enforcement Officers are asked to patrol and address local concerns in upwards of 120 locations. Civil Enforcement Officers have to observe a vehicle for five minutes before a PCN can be issued, which allows the Officer to be noticed by drivers, giving them the opportunity to leave without a PCN. The full five minutes must be observed to ensure that loading / unloading isn't taking place, which is a permitted exemption of yellow lines. Any contested PCN that hasn't been observed for five minutes prior to issue will be waived when considered by the Traffic Penalty Tribunal.

6.3 WEST BERKSHIRE – CURRENT ACTIONS

- 6.3.1. Given that West Berkshire's approach is to reduce vehicles from needing to travel to school, there are limited actions West Berkshire Council take to remove parking outside of schools directly.
- 6.3.2. Parking on the highway network in the vicinity of schools is managed and reviewed by the local authority as part of their ongoing role maintaining and managing the highway network.
- 6.3.3. A number of schools in West Berkshire introduced 'minicades' to act as reminders for areas where cars shouldn't be parking.
- 6.3.4. Many of the measures outlined in section 5 also reduce the occurrence of dangerous parking. For example, the implementation and maintenance of 'Zig Zag' / 'Keep Clear' markings prevent stopping outside the entrance of schools (with West Berkshire observations suggesting that 'Zig Zag' markings are more widely respected than standard yellow line parking restrictions), allowing visibility for safe crossing.

7 SAFER SCHOOLS MOTION: ADDITIONAL MEASURES

- 7.1.1. The SSM states that appropriate alternative changes could be made. There are a wide range of measures not specifically stated in the SSM that could be used to achieve the goals of the SSM.
- 7.1.2. WSP have previously prepared a “Toolkit” of measures that looks at approaches to addressing air quality issues experienced by schools in London. The measures presented in this document have been adapted from the Mayor of London’s School Air Quality Programme toolkit and may not be suitable for widespread adoption in West Berkshire.
- 7.1.3. This is a multi-disciplinary and holistic resource for completing school air quality audits, looking at measures on the local highway network, school grounds and within the school building. It considers a variety of criteria, such as cost, level of potential for improving air quality and its deliverability. For the most impact, it is anticipated that a combination of the measures presented in this document will be delivered as a package.
- 7.1.4. It should be recognised that this toolkit primarily addresses urban areas with significant air quality issues. It can however be appropriated to more rural locations like West Berkshire. West Berkshire Council is aware that this toolkit exists and already actions many of the measures it recommends.

8 SUMMARY

- 8.1.1. WSP have been commissioned by West Berkshire Council to consider the feasibility of actions presented in a Safer Schools Motion raised by a councillor from the local authority.
- 8.1.2. Many of the actions proposed in the Motion are already in place in West Berkshire, albeit not necessarily in the exact form suggested. Some of the actions suggested have precedent, having been used elsewhere and the Council is aware of these options and able to consider whether they should be implemented in West Berkshire.
- 8.1.3. Some of the measures suggested are not suitable for widespread or “blanket” implementation around West Berkshire but rather should be used in response to identified issues, with the most appropriate measure used to mitigate an identified air quality or road safety issue, depending on a wide range of factors such as the nature and source of the issue, and characteristics of the local environment
- 8.1.4. Some of the measures proposed would unfortunately have little tangible benefit, require staffing or financial resources beyond what is currently available, or offer low value and are therefore not recommended.



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