

Individual Decision



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The attached report will be taken as Individual Portfolio Member Decision on:

Tuesday 26 May 2026

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Springfield Primary School Streets Scheme

Committee considering report:	Individual Executive Member Decisions
Date of Committee:	26 May 2026
Portfolio Member:	Councillor Stuart Gourley
Date Portfolio Member agreed report:	17 April 2026
Report Author:	Cheryl Evans (senior Road Safety Officer)
Forward Plan Ref:	ID 4814

1 Purpose of the Report

- 1.1 This report informs the Executive Member of the outcomes of statutory consultation for an Experimental Traffic Regulation Order (ETRO) relating to the Springfield Primary School School Streets scheme, and seeks approval to make the scheme permanent, subject to amendments including ANPR enforcement and reduced restriction times.

2 Recommendations

That the Executive Member:

- 2.1 Approves the Springfield Primary School, Streets ETRO being made permanent (with amendments as per 2.2 and 2.3).
- 2.2 Approves the introduction of ANPR enforcement to improve compliance.
- 2.3 Agrees that the daily restriction period be reduced to 45 minutes to better align with school start and finish times.
- 2.4 Notes that monitoring and community engagement will continue, including work to progress a community parking solution.

3 Implications and Impact Assessment

Implication	Commentary
Financial:	The costs of implementing the permanent order can be funded from an appropriate Capital budget (81379)

Human Resource:	No significant HR implications have been identified. Enforcement activity will be managed through existing arrangements within the Parking Team.
Legal:	The Traffic Regulation Order will need to be sealed by the Legal Services team.
Risk Management:	Risks include continued non-compliance, traffic displacement, and community dissatisfaction. These risks will be mitigated through enforcement, reduced restriction times, ongoing monitoring, and engagement with residents.
Property:	There are no direct property implications arising from this proposal.
Policy:	<p>The consultation was in accordance with the Council's consultation procedure.</p> <p>The proposal supports local and national objectives relating to road safety, sustainable travel, and reducing vehicle dominance around schools.</p> <p>https://www.gov.uk/government/publications/school-streets-how-to-set-up-and-manage-a-scheme/school-streets-how-to-set-up-and-manage-a-scheme</p>

	Positive	Neutral	Negative	Commentary
Equalities Impact:				
A Are there any aspects of the proposed decision, including how it is delivered or accessed, that could impact on inequality?		X		The scheme improves safety for children and families accessing the school. Any impacts on residents will continue to be monitored.

B Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?		X		N/A
Environmental Impact:	x			With reduced vehicle movements and improved air quality immediately outside the school during restriction times, encouraging and enabling active travel will reduce the environmental impact of travel and supports the Council's Environment Strategy.
Health Impact:	x			Positive, supporting safer walking and cycling while reducing exposure to traffic-related pollution; encouraging and enabling active travel will also promote physical activity.
ICT Impact:		x		N/A
Digital Services Impact:		x		N/A
Council Strategy Priorities:	x			<ul style="list-style-type: none"> • Thriving communities with a strong local voice • Tackling the climate and ecological emergency: <p>Successful School Streets initiatives will help deliver the priorities within the above plans by reducing the environmental impact of travel and improving overall network management.</p>
Core Business:		x		Although contributing to the above Council Strategy Priority and wider social and environmental objectives, the delivery of this type of project is not in itself a statutory service.

Data Impact:		x		N/A
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Consultation and Engagement:	<p>Local stakeholders and road users were consulted on the proposed school streets initiative by way of;</p> <p>School expression of interest survey (July 2022)</p> <p>Statutory advertisement of Experimental Traffic Regulation Orders (May 2025 to date)</p> <p>School community survey (Staff / Parents / Pupils) (Nov 2023)</p> <p>Pupil Hands Up Survey (Mar 2026)</p> <p>Public meeting, engagement exercise to consider access concerns raised by local residents prior to the scheme being introduced (Mar 2025)</p> <p>Council Environmental News (May 2025)</p> <p>School Newsletter and wider community communications (Mar 2025)</p> <p>Consultation Hub – Design feedback of implemented scheme (June to Dec 2025)</p> <p>Local Ward members, Parish and Stakeholders meeting (Jan 2026)</p> <p>This report has been circulated to all members and to Tilehurst Council (two responses received) The following comments were received:</p> <ol style="list-style-type: none"> 1. Continue parking enforcement action in City Road and adjoining roads including Barton Road and Goldcrest Way for as long as it remains necessary.
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4 Executive Summary

- 4.1 This report highlights the feedback received during the statutory consultation of an Experimental Traffic Order which gives effect to a “Car Free School Street” scheme in the vicinity of Springfield Primary School in Tilehurst. The purpose of this report is to enable a decision to be made as to whether the scheme is made permanent, modified or discontinued.

- 4.2 Statutory objections were received in response to the proposal to make the Traffic Regulation Order permanent. It should be noted that the objections were submitted in relation to the scheme in its current form, which does not include any enforcement measures. Consideration of the objections has therefore been based on the scheme as advertised.

5 Introduction/Background

Introduction

- 5.1 A “Car Free” School Street is a road near to a school with a temporary restriction prohibiting entry to motorised traffic at school drop-off and pick-up times. The restriction applies to school traffic and through traffic, with exemptions for local residents and those with particular needs. The intended result is a safe, healthy and more pleasant environment for everyone.
- 5.2 School Street schemes in isolation will not tackle all safety concerns raised outside schools. Various road safety initiatives need introduction and regular attention to achieve longer term behavioural change, for example Park and Stride schemes, cycling, pedestrian and scooter training programmes and improved infrastructure.

Background

- 5.3 Springfield was chosen for this scheme due to the continued parking issues outside the schools raised by local residents as well as the school at peak drop off and pick up times. As part of the initial experssion of interest survey, this school ranked 2nd in the councils list of priorities.
- 5.4 The Traffic and Road Safety team had worked previously with the school on a number of occasions and approached the Head Teacher and ward member. All parties agreed to participate in the scheme.
- 5.5 This scheme main aims are to:
- (a) Cut down on traffic and parking pressures outside the main school entrance on Barton Road. Appendix E outlines there has been a reduction in vehicles outside the school by an average of 31%
 - (b) Discourage car journeys to/from school and encourage more walking, cycling and scooting. A new cycle storage rack has been installed at the school, Appendix D outlines the improves to walking and cycling, anecdotally pupils are reporting feeling more confident.
 - (c) Encourage those that need to travel by car to use Park and Stride locations where possible. We continue to work with Tilehurst Ward members to find a suitable community parking solution locally to support local weekend sports activities that would then benefit all local schools during drop off and pick up times in the area.

6 Supporting Information

Consultation

6.1 The scheme was launched on 2nd June 2025, at which point an Experimental Traffic Regulation Order came into force to prohibit motor vehicles from entering the restricted streets, namely Barton Road, Highbury Road, Jenner Walk, Rutherford Walk access road, Wiltshire Walk access road and Woodbridge Road between the hours of 08:15 and 09:15 and 14:30 and 15:30 Monday to Friday (Term time only), and the necessary regulatory signs were erected at the roadside. The extent of the restriction is shown in **Appendix A**.

- When the Experimental Traffic Regulation Order came into force, a statutory consultation began, inviting comments on and objections to the restriction. In addition to the statutory consultation, which is essentially a formal legal process and not especially accessible to many stakeholders, comments were invited via an online portal (<https://www.westberks.gov.uk/springfield-school-streets-consultation>) Feedback has also been collated from the public meeting held and from emails received via activetravel@westberks.gov.uk. The consultation period ran for six months, at which point the comments received were collated and analysed. Separate documents summarising the consultation process are included as **Appendix B** (Consultation hub) **Appendix C** (public meeting). Sixty-six responded to the main consultation hub, Forty-two residents attended the public meeting and Sixty-one emails have been received. 43% of respondents said that they would support the restriction being made permanent, and a further 22% wished to record a neutral position (total number of responses to Q22 was 49).

6.2 The key messages arising from the consultation are as follows:

- (a) Concerns about lack of enforcement and the belief that compliance would only improve once ANPR camera enforcement is introduced. 65% (31) would support the introduction of cameras to improve compliance.
- (b) Reports that signage alone is not effective, with parents continuing to ignore restrictions.
- (c) Evidence presented during the meeting indicates increased traffic on City Road, particularly a 39% rise during morning peaks. This is evidenced within Appendix E, which presents before-and-after monitoring data identifying localised parking displacement following implementation of the School Street. This is being managed through continued monitoring and ongoing work with ward members and the school community to consider alternative park and stride solutions and to encourage more active travel opportunities.
- (d) As part of the parking displacement on City Road and Goldcrest Way - Discussions of alternative parking options including attempts to use nearby car parks and previous use of temporary parking areas i.e. at LittleHeath

Secondary School. City Road and Barton Road has had their lining refreshed to ensure drivers are aware of the parking restrictions locally.

- (e) Resident concerns about pavement obstruction, near-miss incidents, access for elderly or vulnerable individuals, and the wider impact on surrounding streets.
- (f) Community queries about permit eligibility, visitor access, deliveries, carers, and the operational details of ANPR enforcement.
- (g) Acknowledgement that the scheme is part of an experimental traffic order, requiring at least six months of operation before permanent decisions can be made.

7 Options for consideration

- 7.1 To discontinue the Springfield Primary School Streets scheme and remove the restriction on vehicular access. In view of the positive reaction to the scheme and the encouraging shift towards active travel for journeys to school, this is not recommended.
- 7.2 To reduce the restricted zone to Barton Road only (area directly outside the school gates). Whilst it is acknowledged that some surrounding roads do experience parking associated with the schools during term time, our surveys did not indicate a significant increase since the scheme was introduced outlined in **Appendix E**. Reducing the restricted zone is therefore not recommended, but parking will continue to be monitored.
- 7.3 To make the School Streets scheme and the associated restriction permanent, as proposed below.

8 Proposals

In view of the above, it is proposed that:

- 8.1 The Experimental Traffic Regulation Order which gives effect to the traffic restriction be made permanent.
- 8.2 The daily restriction period be reduced to 45 minutes to better align with school start and finish times
- 8.3 Enforcement of the restriction using an ANPR camera be carried out to improve compliance with the restriction.
- 8.4 Monitoring and community engagement will continue, including work to progress a community parking solution.
- 8.5 Continued parking enforcement action in City Road and adjoining roads including Barton Road and Goldcrest Way for as long as it remains necessary.

9 Conclusion

- 9.1 It can be concluded that the School Streets project at Springfield Primary has succeeded in encouraging non-car travel to the school and creating a safer and more pleasant environment outside the school gates on Barton Road. **Appendix D** outlines the 2026 survey (compared to 2023 data pre-school streets scheme) shows particularly high levels of active travel on the journey to school, suggesting that active modes are well established among current Yr5 and Yr6 pupils.
- 9.2 In order to maximise the effectiveness of the scheme, enforcement of the restriction and various ancillary measures in the local area are required.

10 Summary

The issues raised through consultation and engagement have been carefully considered and are either evidenced through monitoring data or addressed through the proposed amendments, ongoing monitoring, enforcement, and community engagement. On this basis, officers recommend that the Springfield School Streets scheme is made permanent, with the proposed changes, to maintain safety benefits while continuing to respond to local concerns.

Issue Raised	Mitigation / Officer Response
Concerns about lack of enforcement and that compliance would only improve once ANPR camera enforcement is introduced.	The concerns are acknowledged and reflected in the proposal to introduce ANPR enforcement , which is widely supported through consultation and is intended to improve compliance and consistency of the restriction.
Reports that signage alone is not effective, with motorists continuing to ignore the restriction.	Signage was implemented as part of the Experimental Order to allow behaviours to adapt; however, experience shows that signage alone is insufficient. The proposed introduction of ANPR enforcement directly addresses this issue.
Evidence presented during the meeting indicating increased traffic on City Road, including a reported rise during peak periods.	This is evidenced within Appendix E , which shows some localised parking displacement following implementation. The issue is being managed through ongoing monitoring and engagement with ward members and the school community to consider appropriate parking and park-and-stride options.
Parking displacement on City Road and Goldcrest Way, with discussion of alternative parking options.	Appendix E confirms displacement is localised and not widespread. Work is ongoing with ward members to explore community parking solutions , and relining on City Road and Barton Road has been refreshed to reinforce parking restrictions.
Resident concerns regarding pavement obstruction, near-miss incidents, access, and impacts on surrounding streets.	These concerns are taken seriously and will continue to be monitored. Reducing restriction times, improved compliance through enforcement, and continued engagement aim to address safety and access issues.
Queries about permit eligibility, visitor access, deliveries, carers, and ANPR operation.	Clear guidance will be provided as part of the enforcement roll-out, ensuring exemptions and access arrangements are well understood and proportionate to residents' needs.
Recognition that the scheme operates under an Experimental Traffic Regulation Order and should be reviewed before permanence.	The scheme has operated for the required experimental period, with monitoring, engagement, and consultation completed. The recommendation reflects evidence gathered over this period and allows for continued monitoring if made permanent.

11 Appendices

Appendix A – Springfield Primary School Streets map

Appendix B – 6 months consultation summary and additional data information (June to Dec 2025)

Appendix C – Public Meeting summary (Mar 2025)

Appendix D – Pupils Hands Up survey (Mar 2026)

Appendix E – Parking Data summary

Subject to Call-In:

Yes: No:

The item is due to be referred to Council for final approval

Delays in implementation could have serious financial implications for the Council

Delays in implementation could compromise the Council's position

Considered or reviewed by Scrutiny Commission or associated Committees or Task Groups within preceding six months

Item is Urgent Key Decision

Report is to note only

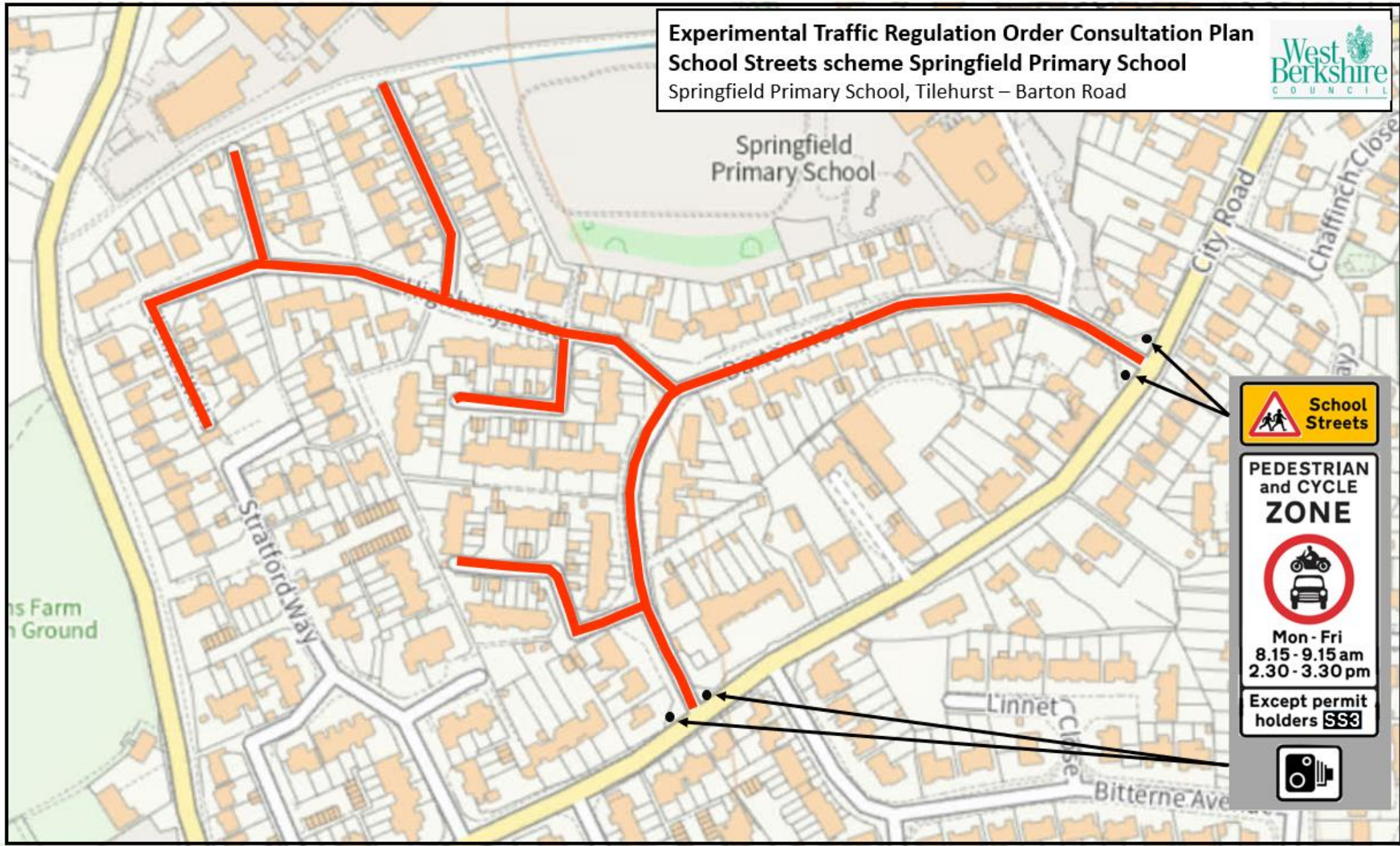
Wards affected: Tilehurst

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Experimental Traffic Regulation Order Consultation Plan
School Streets scheme Springfield Primary School
Springfield Primary School, Tilehurst – Barton Road



 **School Streets**

PEDESTRIAN and CYCLE ZONE



Mon - Fri
8.15 - 9.15 am
2.30 - 3.30 pm

Except permit holders 



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Why we consulted?

West Berkshire Council undertook a public consultation to understand the community's experience of the Springfield School Streets trial and to gather feedback on its effectiveness in improving safety, reducing congestion, and encouraging active travel around Springfield Primary School. The consultation sought views from residents, parents and carers, school staff, and other stakeholders to help inform decisions about the future of the scheme. The intention was to identify both the benefits and challenges experienced during the trial period, including any unintended impacts on surrounding streets.

For more information, please visit <https://www.westberks.gov.uk/springfield-school-streets-consultation>

Approach

The Council collected feedback through an online survey and reviewed written responses submitted by residents and other stakeholders. In total, 66 responses were received, representing a range of viewpoints from those living inside and outside the restricted area, parents/carers travelling to the school, and other road users. Analysis captured both quantitative data (e.g., awareness levels, travel impacts, support levels) and qualitative themes to ensure a comprehensive understanding of public opinion. Additional comparative analysis was undertaken between “inside scheme” and “outside scheme” respondents to explore differing experiences.

The public meeting, held on 18 March 2025, provided an opportunity for residents and parents to raise concerns directly and explore issues in greater depth. Key themes raised included:

- Concerns about lack of enforcement and the belief that compliance would only improve once ANPR camera enforcement is introduced.
- Reports that signage alone is not effective, with parents continuing to ignore restrictions.
- Evidence presented during the meeting indicates increased traffic on City Road, particularly a 39% rise during morning peaks.
- Discussion of alternative parking options, including attempts to use nearby car parks and previous use of temporary parking areas.
- Resident concerns about pavement obstruction, near-miss incidents, access for elderly or vulnerable individuals, and the wider impact on surrounding streets.
- Community queries about permit eligibility, visitor access, deliveries, carers, and the operational details of ANPR enforcement.
- Acknowledgement that the scheme is part of an experimental traffic order, requiring at least six months of operation before permanent decisions can be made.

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The insights from this meeting were reviewed alongside survey findings and written responses to build a full picture of both the benefits and challenges experienced during the scheme.

As well as publishing the consultations on our website, we also emailed members of the West Berkshire Community Panel (around 2,500 people), local stakeholder charities, representative groups and partner organisations notifying them of the exercise and inviting their contributions.

Finally, we issued a press release on Friday, 2 May 2025 and further publicised our consultations through our social media accounts and residents' e-newsletters. We also placed posters at the school and Parish office including local community notice boards and made them available to stakeholders to put up as required.

Proposal Background

School Streets are part of the Council's wider commitment to creating safer, healthier, and more sustainable environments around local schools. By restricting motor vehicle access during peak periods, the scheme aims to reduce congestion, improve air quality, and provide a safer space for children walking, cycling, and scooting to school. The Springfield scheme was introduced to address concerns about high traffic volumes on Barton Road at school times and to promote active travel

Legislative and Statutory Requirements

The scheme operates under experimental or permanent Traffic Regulation Order (TRO) powers, which require the Council to consult stakeholders and consider representations before deciding whether to amend, make permanent, or withdraw restrictions. Enforcement options, including the use of ANPR cameras, must comply with statutory traffic management legislation and relevant guidance, ensuring that any changes remain proportionate, necessary, and clearly communicated. Feedback from the consultation helps demonstrate compliance with statutory duties to consider the impact on residents, parents/carers, vulnerable road users, and those with accessibility needs.

Legal Basis and Procedure:

- TROs must be made following the statutory procedures set out in the **Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996**, including appropriate advertising, statutory consultee notification, and public engagement.
- Outside London, enforcement of moving traffic restrictions (including School Streets) can be carried out by local authorities with powers adopted under **Part 6 of the Traffic Management Act 2004**. This enables authorities to issue **Penalty Charge Notices** for non-exempt motor vehicles entering the

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zone during operational hours.

The police retain fixed-penalty authority where required.

- School Streets must use legally prescribed signage under the **Traffic Signs Regulations and General Directions (TSRGD)**. Approved sign types include the “No Motor Vehicles” (Diagram 619) and “Pedestrian and Cycle Zone” (Diagram 618.3C) signs, with optional “zone ends” signs at exit points.
- In line with the Equality Act 2010, local authorities must consider how the scheme affects people with protected characteristics and take steps to mitigate adverse impacts. This typically involves completing an Equality Impact Assessment to document decision-making and ensure proportionate, inclusive implementation.

Proposal Details

The Springfield School Streets scheme restricts non-resident motor vehicle access during peak school hours, with the aim of creating a calmer environment immediately outside the school. The consultation asked respondents for feedback on key aspects of the trial including signage, restriction times, impact on travel, effectiveness in reducing congestion, perceptions of safety, air quality, and views on whether the scheme should continue, be amended, or be discontinued. Respondents were also invited to comment on potential modifications including adjusted operating times, extended coverage, alternative parking provision, and increased enforcement measures such as ANPR.

Consultation Response

Number of Responses

In total, 66 responses were received.

Summary of Main Points

Feedback showed **mixed views**, with stakeholders identifying both clear benefits and significant challenges:

Positive outcomes reported

- A **safer and calmer environment** directly outside the school, particularly on Barton Road.
- Reduced traffic within the restricted zone at peak times.
- Encouragement of more active travel behaviours among some families.

Key concerns raised

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- **Traffic displacement** to City Road, Birds Estate, and nearby cul-de-sacs, resulting in congestion, blocked driveways, and safety risks.
- **Lack of enforcement**, with many stating that signage alone is ineffective and restrictions are frequently ignored.
- **Safety concerns** on surrounding roads, including near misses involving children and vehicles mounting pavements.
- **Access issues** for residents, tradespeople, carers, and emergency responders.

Suggested improvements

- Introduction of **ANPR cameras and fines** to improve compliance (supported by a majority both inside and outside the scheme).
- Reviewing **restriction times** to more closely align with actual school start/end periods.
- Considering **wider coverage** to include roads experiencing displaced traffic.
- Providing **alternative parking options**, such as the suggested use of Little Heath playing fields.
- Enhancing **communication and education** for parents/carers.

Overall sentiment

- 43% of respondents said that they would support the restriction being made permanent, and a further 22% wished to record a neutral position (total number of responses to Q22 was 49).
- Support for a permanent restriction was higher among those living inside the scheme boundary compared with those outside.

Summary of Responses by Question

1. **Do you live on any of the following roads or walks? It's important to select the correct address so the council can accurately determine whether you live inside**

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or outside the scheme boundaries, which helps them assess how the scheme affects different households? All respondents were asked this question.

	Number	%
None of the above (outside the scheme)	45	68.18%
Barton Road (1 to 33 ODDS ONLY plus 2 to 28 EVENS ONLY)	7	10.61%
Barton Road (35 to 47 ODDS ONLY plus 30 to 58 EVENS ONLY)	0	0.00%
Woodbridge Road	0	0.00%
Highbury Road	5	7.58%
Somerset Walk (1 to 23 ODDS ONLY)	1	1.52%
Collingwood Walk (1 to 29 ODDS ONLY)	1	1.52%
Hampshire Walk (2 to 12 EVENS ONLY)	0	0.00%
Wiltshire Walk (1 to 22 excluding 13, 15 ,19 and 21)	0	0.00%
Rutherford Walk (1 to 20 excluding 15, 17 and 19)	0	0.00%
City Road (146 to 164 EVENS ONLY)	3	4.55%
Little Heath Road (91 to 101 ODDS ONLY)	4	6.06%
Total	66	100%

2. Which of the following best describes you?

Question skipped if respondent lived on any of the roads/streets in Q1.

Of the 45 respondents who indicated that they lived outside of the scheme in Q1, 42 went on to answer this question.

	Number	%
Resident of the wider estate outside the School Streets scheme - please specify the road or walk below	19	45.24%
Parent, family member or carer of a child at the school	15	35.71%
Member of staff at the school	1	2.38%
Regular visitor to the area, e.g. utilities, delivery, contractor	0	0.00%
Occasional visitor to the area, e.g., visiting family or friends	1	2.38%
Other	6	14.29%
Total	42	100%

3. Please tell us your postcode. If you are visiting the area for business reasons, e.g. delivery driver, please tell us the postcode of the business.

All respondents were asked this question.

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60 of the 66 respondents who started the survey, answered this question.

	Number	%
Answered	60	90.91
Skipped	6	9.09
Total	66	100%

Most respondents live locally, with the majority of postcodes in the immediate area around Springfield Primary School. A smaller number were visitors or travelling through the area.

4. What time did you travel through the School Streets scheme area? Please select all that apply. (N.B % will not total 100% as respondents were able to select more than one)

Question skipped if respondent lived on any of the roads/streets in Q1 or on the wider estate (outside of the scheme) in Q2.

	Number	%
During a restricted time - 08:15 to 09:15	16	88.89%
During a restricted time - 14:30 to 15:30	14	77.78%
Outside a restricted time - please state what time:	7	38.89%

Only 18 people responded to this question (48 skipped). Of those who responded, most reported travelling through the area during the School Streets restricted times in the morning and afternoon. Some also passed through outside the restricted hours, either just before or much later.

5. What mode of transport did you use?

Question skipped if respondent lived on any of the roads/streets in Q1 or on the wider estate (outside of the scheme) in Q2.

	Number	%
Walked or cycled	9	50.00%

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	Number	%
Public transport, e.g. bus, taxi	0	0.00%
Private car	6	33.33%
Car share	2	11.11%
Other (please specify)	1	5.56%
Total	18	100%

One individual reported using a park and stride approach, meaning they park away from the school and walk the remaining distance.

6. Were you aware that a School Streets scheme was to be put in place prior to the implementation date?

Question only asked if respondent lived on any of the roads/streets in Q1 or on the wider estate (outside of the scheme) in Q2.

	Number	%
Yes	32	80.00%
No	8	20.00%
Total	40	100%

7. Were you aware that a School Streets scheme was in place before you entered the area?

Question skipped if respondent lived on any of the roads/streets in Q1 or on the wider estate (outside of the scheme) in Q2.

	Number	%
Yes	17	94.44%
No	1	5.56%
Total	18	100%

8. How did you find out about the School Streets scheme? Please select all that apply. (N.B % will not total 100% as respondents were able to select more than one)

All respondents were asked this question.

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	Number	%
Council communication, e.g. email letter, newsletter, website, social media	22	37.93%
School communication, e.g. email, newsletter, website, social media	16	27.59%
Signs / posters in the area	29	50.00%
Word of mouth, e.g. other parents, residents	5	8.62%
Local news or community group	2	3.45%
Other (please specify)	4	6.90%

58 people responded to this question (8 skipped). People mainly found out about the School Streets scheme through school communications and local signage. Some respondents felt awareness could still be improved, particularly for non-residents and drivers passing through the area.

9. Did the School Streets scheme impact your journey?

Question skipped if respondent lived on any of the roads/streets in Q1 or on the wider estate (outside of the scheme) in Q2.

	Number	%
Yes	11	64.71%
No	6	35.29%
Total	17	100%

10. How did the School Streets scheme impact your journey?

Of the 11 respondents who answered 'Yes' to 9, 10 went on to answer this question.

	Number	%
It made my child late for school	0	0.00%
It made me late for work	3	30.00%
It made my child late for school and me late for work	1	10.00%
I was unable to complete my intended task, e.g. delivery, visit to family or friends	0	0.00%
Other (please specify)	6	60.00%
Total	10	100%

Responses were mixed. Some people felt the scheme had little or no impact on their journey, while others said it caused delays or required them to change routes. A smaller number felt it improved journeys by reducing traffic directly outside the school.

11. Has the introduction of the School Streets scheme affected how you travel to this area?

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Question skipped if respondent lived on any of the roads/streets in Q1 or on the wider estate (outside of the scheme) in Q2.

	Number	%
Yes	8	50%
No	8	50%
Total	16	100%

- 12. How has the introduction of the Schools Street scheme affected your travel to this area? Please select all that apply. (N.B % will not total 100% as respondents were able to select more than one)**

Of the 8 respondents who answered ‘Yes’ to Q11, 7 went on to answer this question.

	Number	%
Walk more	2	28.57%
Cycle more	0	0.00%
Leave earlier than normal	6	85.71%
Leave later than normal	1	14.29%
Only visit the area outside of the restricted times	1	14.29%
Will not visit the area again	0	0.00%
Other (please specify)	4	57.14%

Therefore, based on the respondents that provided an answer they said they had adjusted how or when they travel, including changing routes or avoiding the area at peak times. Some felt the scheme made access more difficult, while others reported no significant change.

- 13. Has the School Streets scheme impacted you as a resident?**

Question only asked if respondent lived on any of the roads/streets in Q1 or on the wider estate (outside of the scheme) in Q2.

	Number	%
Yes	32	80%
No	8	20%
Total	40	100%

- 14. How has the School Streets scheme impacted you?**

Of the 32 respondents who answered ‘Yes’ to Q13, 30 went on to answer this question

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Views were divided. Some respondents felt positively affected, particularly in relation to children’s safety near the school gates. Others felt negatively affected due to increased congestion, parking pressure, or inconvenience on surrounding roads.

	Number	%
Answered	30	45%
Skipped	36	55%
Total	66	100%

15. Do you think the School Streets scheme has made the area outside the school feel safer for children, pedestrians and cyclists?

Only respondents who answered ‘Parent, family member or carer of a child at the school’ or ‘Member of staff at the school’ to Q2 were asked this question.

	Number	%
Yes	7	41.18%
No	10	58.82%
Total	17	100%

Opinion was split, with more respondents feeling the scheme had **not** made the wider area safer overall. While safety was seen to have improved immediately outside the school, many felt problems had simply moved to nearby roads.

16. Do you think the School Streets scheme has reduced traffic congestion outside the school?

Only respondents who answered ‘Parent, family member or carer of a child at the school’ or ‘Member of staff at the school’ to Q2 were asked this question.

	Number	%
Yes	10	58.82%
No	7	41.18%
Total	17	100%

Of the 17 responses only 14 explained their reasons for their response. Most respondents did not believe the scheme had reduced congestion overall. Many felt traffic and parking issues had been displaced to surrounding streets rather than resolved.

17. Do you think the School Streets scheme has improved air quality outside the school?

Consultation Summary Report and Officer Recommendation
School Streets – Springfield Primary School

Only respondents who answered 'Parent, family member or carer of a child at the school' or 'Member of staff at the school' to Q2 were asked this question.

	Number	%
Yes	6	35.29%
No	5	29.41%
Unsure	6	35.29%
Total	17	100%

10 people provided an overview out of the 17 responded to the question. Views on air quality were mixed. Some respondents perceived improvements, citing fewer cars, reduced parking and idling, and a fresher smell during School Streets times. Others felt there was little or no change, noting traffic displacement, unchanged driving levels, and the difficulty of assessing air quality without measurements.

18. Do you support the continuation of the School Streets scheme as it is, without any changes being made? *All respondents were asked this question.*

	Number	%
Yes	14	26.42%
No	34	64.15%
No opinion	5	9.43%
Total	53	100%

19. Please explain the reasons for your response to the previous question.

Respondents who answered 'No opinion' to Q18 skipped this question.

Of the 48 respondents who answered 'Yes' or 'No' to Q18, 47 went on to answer this question.

	Number	%
Answered	47	71.21%
Skipped	19	28.79%
Total		100%

Based on the 47 that responded to this question. Common themes included poor compliance, inconsiderate parking, traffic being pushed onto nearby roads, and inconsistent enforcement. Some respondents did acknowledge improved safety and reduced traffic directly outside the school.

20. If changes were made to the School Streets scheme, would you be more likely to support it?

**Consultation Summary Report and Officer Recommendation
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Only respondents who answered ‘No’ to Q18 were asked this question.

Of the 34 respondents who answered ‘No’ to Q18, 33 went on to answer this question.

	Number	%
Yes	25	75.76%
No	8	24.24%
Total	33	100%

21. What changes need to be made to the School Streets scheme for you to be more likely to support it?

Only respondents who answered ‘Yes’ to Q20 were asked this question.

Of the 25 respondents who answered ‘Yes’ to Q20, 24 went on to answer this question.

	Number	%
Answered	24	36.36%
Skipped	42	63.64%
Total		100%

The responses are based on those who answered “yes” to Question 20 (24 respondents). Common suggestions included better enforcement, clearer signage, improved communication, adjustments to scheme boundaries or timings, and measures to prevent parking and congestion on neighbouring roads.

22. Which of the following options best reflects your position on the restriction being made permanent?

All respondents were asked this question.

	Number	%
I wish to record a neutral position	11	22.45%
I support the restriction	21	42.86%
I object to the restriction - please provide your name and email address below.	17	34.69%
Total	49	100%

23. The scheme is only effective if everyone plays their part to keep the community safe. If signage is ignored, enforcement measures such as Automatic Number Plate Recognition (ANPR) cameras and fines may need to be introduced to improve compliance. Would you support this if it became necessary?

Consultation Summary Report and Officer Recommendation School Steets – Springfield Primary School

All respondents were asked this question.

	Number	%
Yes	31	64.58%
No	12	25.00%
No opinion	5	10.42%
Total	48	100%

There were 34 responses to this question. Opinions on stronger enforcement were mixed: some supported additional measures to improve compliance if needed, while others raised concerns about fairness or potential unintended consequences.

24. Do you have any further comments about the School Streets scheme?

All respondents were asked this question.

32 respondents provided additional comments.

Final comments reflected strong and varied views. Some respondents supported the aims of the scheme but felt it needed refinement, while others questioned its effectiveness in its current form. A recurring message was that the scheme works best when compliance and enforcement are consistent.

Please note: *In order to allow everyone who wished the opportunity to contribute, feedback was not sampled. Therefore, this wasn't a quantitative, statistically valid exercise. It was neither the premise, purpose, nor within the capability of the exercise, to determine the overall community's level of support, or views on the proposals, with any degree of confidence.*

The feedback captured therefore should be seen in the context of 'those who responded', rather than reflective of the wider community.

Officer Conclusion



The consultation responses demonstrate a wide range of views on the Springfield School Streets trial, with respondents acknowledging clear safety benefits immediately outside the school, particularly during peak times, but also raising significant concerns regarding compliance, enforcement, and traffic displacement onto surrounding roads. While overall support for the scheme in its current form is limited, the majority of respondents indicated that they would support the scheme if changes were made, most notably through improved enforcement and refinements to operational arrangements.

Having carefully considered the consultation feedback alongside traffic data, safety observations, and statutory requirements, officers conclude that the objectives of improving child safety and creating a calmer school environment remain valid and achievable. The evidence suggests that compliance is unlikely to improve without formal enforcement, and that adjustments to the scheme's operating hours could reduce unnecessary impacts on residents and the wider network.

This report will be placed on the Council's Forward Plan and, in accordance with established Individual Decision procedures, will be submitted to the Executive Member for consideration and approval.

Cheryl Evans
Senior Road Safety Officer
Environment / Traffic & Road Safety
26/02/2026

Springfield School Streets - Public Meeting Summary

 **Date:** 21/02/24 |  **Time:** 7:00 PM

 **Location:** Springfield Primary School Hall

Thank you to the **42 residents** who attended the meeting. Below is a summary of key discussion points. **Copies of the School Streets FAQs were available for attendees to take home.**

Resident Comments & Concerns:

1. **Enforcement Challenges** – Concerns were raised about previous attempts to manage parking issues, including pavement parking and zig-zag violations, which have failed due to lack of enforcement. A question was asked about patrol frequency on Barton Road.
2. **ANPR Camera Enforcement** – A strong consensus emerged that ANPR cameras would be the most effective solution. Some residents suggested immediate fines; however, it was explained that a council-mandated grace period is required to encourage behavioural change.
3. **Visitor & Emergency Access** – Permit conditions were clarified. Signage is regulated and applies to all drivers unless they have a permit.
4. **Exit Restrictions** – The restriction applies only to **entry** during restricted times; vehicles can leave at any time.
5. **Permit Applications** – Further details will be shared once ANPR enforcement is confirmed.
6. **General Support for the Scheme** – Residents agreed that action is necessary due to **frequent near misses** caused by inconsiderate parking and unsafe driving.

Concerns About Displaced Traffic:

1. **Impact on City Road** – Some worry traffic will shift to City Road, which is already busy at peak times. **Six roads are being monitored, including both Barton Road entrances and City Road.**
2. **Early Arrivals & Pavement Blocking** – A parent regularly parks on the pavement as early as 2 PM, blocking access. The resident was encouraged to report the vehicle's registration so that the school can address the issue and, if necessary, involve the police.
3. **Use of Pub Car Park** – There were concerns that parents may park at the pub, as some have been rude and aggressive to the landlady in the past. The pub is not required to allow parking and are within their rights to introduce a **'No Parking'** policy.

Suggestions for Alternative or Additional Measures:

1. **Community Parking Scheme** – Discussions with **Littleheath School** are ongoing to explore a broader parking solution.
2. **Staggered Start Times** – The school currently offers a **10-minute drop-off window**. Extending this further would have staffing and financial implications. The school will engage with **Manor Primary** to understand how their system works.
3. **Wider 'School Zone' Approach** – While expanding the scheme to all local schools (e.g., Birch Copse) is a possibility, current staffing and budget constraints make this challenging in the short term.

4. **Future Public Meetings** – Further updates will be shared, and additional meetings will be scheduled as needed.

Thank you to all residents for your engagement and support in making the area safer for everyone.

One-Page Summary: Travel to School & Home (Years 5 & 6 Only)

General comparison between the 2023 and 2026 pupil surveys – Travel Journey Focus

Overview

The 2026 class-count travel survey shows that **Year 5 and 6 pupils tend to travel to and from school more independently**, with higher levels of walking and cycling than seen in the earlier (2023) survey.

However, **car use remains a consistent fallback**, especially for the journey home. Because the 2023 and 2026 respondents are different pupils, the findings reflect **age-related trends**, not progression of the same cohort.

Travel to School – General Findings

2026 (Yr5 & Yr6 class counts)

- **Walking is the dominant mode** in nearly every Yr5 & Yr6 class.
- Cycling appears regularly and consistently across classes.
- A smaller but stable number arrive using scooters.
- A **minority still arrive by car**, often due to unavoidable family or distance factors.

2023 (previous Yr5 & Yr6 individual survey)

- Many pupils walked, but **car use was more prominent** than seen in the 2026 tallies.
- More pupils reported using multiple modes (walk on some days, car on others).
- Some pupils used public transport in 2023, which is almost absent in 2026.

General Insight (age-related trend, not a direct cohort shift)

Older KS2 pupils (Years 5 and 6) typically:

- Walk more independently as confidence increases.
 - Begin to cycle more regularly, particularly after Bikeability.
 - Still rely on the car when distance or time constraints affect the family.
-

Travel Home from School – General Findings

2026 PM travel (where recorded)

- **Walking remains high**, but
- **Car use increases for the journey home**, compared with the morning.
- This is usually linked to:
 - After-school clubs
 - Parent work patterns
 - Pick-up convenience

2023 PM travel (from individual responses)

- Many pupils reported **walking home**, even if they arrived by car.
- Some mixed-mode patterns existed (e.g., bus in morning, walk home).
- Reasons often related to:
 - More time available in the afternoon
 - Feeling safe walking home with friends
 - Parents unable to collect earlier

General Insight

Across both surveys, PM travel tends to be **less active than AM**, with a noticeable pattern of:

- **Higher walk-to-school rates**
- **Higher car pick-up rates**
This reflects KS2 family routines rather than changes in pupil behaviour over time.

Key Patterns (Not Cohort-Specific)

1. Independence Increases with Age

Yr5–6 pupils in both datasets:

- Walk more often without an adult.
- Cycle more confidently.

This is a stable upper-KS2 trend.

2. Car Use Persists for a Proportion of Pupils

This occurs consistently regardless of year because:

- Some pupils live too far to walk or cycle.
- Family logistics require car travel.
- Sibling drop-offs influence timing.

3. Public Transport Has Minimal Use in 2026

2023 had a small number using bus/coach.

2026 shows almost none—likely due to:

- Current pupils living within walking/cycling distance
- Fewer bus routes used by families
- Preference for active travel

4. Afternoon Travel Is Less Active

Both surveys show **greater reliance on cars in the PM**, reflecting pick-up arrangements rather than a decline in willingness to walk/cycle.

Summary Statement

While the 2023 and 2026 pupils are different groups, the overall patterns show that **older KS2 pupils are increasingly likely to walk or cycle to school**, with a consistent minority still relying on cars due to distance or family routines. Morning active travel is strong across both surveys, but **afternoon car pick-ups remain common**. The 2026 survey shows particularly high levels of active travel on the *journey to school*, suggesting that active modes are well established among current Yr5 and Yr6 pupils—even without knowing exactly how far they live from the site.

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Parking Around Springfield Primary School

School Street (SS3) – What the monitoring shows

Why we looked at parking

When the School Street was introduced at Springfield Primary School, the Council committed to monitoring nearby roads to understand whether parking was simply moving elsewhere (known as “parking displacement”) during the School Street operating times:

- **Morning:** 08:15–09:15
- **Afternoon:** 14:30–15:30

Surveys were carried out before the School Street started, shortly after it was introduced, and again around **three months later**.

What we found

1. Parking outside the school has reduced

Parking on **Barton Road directly outside the school** has reduced significantly during School Street hours.

- In the **morning**, parked vehicles reduced from an average of **105 vehicles** to around **72** – a reduction of **33 vehicles (about 31%)**.
- In the **afternoon**, numbers reduced from around **50 vehicles** to **34**, a reduction of **16 vehicles (about 32%)**.

This shows that the School Street is meeting its main aim of reducing vehicles immediately outside the school gates at drop-off and pick-up times.

What’s happening on nearby streets

City Road

City Road has seen the **largest increase in parking**, indicating some displacement.

Morning (08:15–09:15):

- Before the School Street: around **425 vehicles** on average
- After introduction: around **496 vehicles**

- **Increase: +71 vehicles** (around **17%**)

Afternoon (14:30–15:30):

- Before: around **295 vehicles**
- After: around **412 vehicles**
- **Increase: +117 vehicles** (around **40%**)

This suggests that some drivers are choosing City Road as an alternative parking location during School Street hours.

Goldcrest Way

Goldcrest Way shows noticeable percentage increases, although overall numbers remain **much lower than City Road**.

Morning:

- Before: around **31 vehicles**
- After: around **67 vehicles**
- **Increase: +37 vehicles** (around **120%**)

Afternoon:

- Before: around **18 vehicles**
- After: around **64 vehicles**
- **Increase: +46 vehicles** (around **260%**)

While the percentage change looks large, it is important to note that this comes from a **low starting point**, and total volumes remain modest compared with main roads.

Other nearby roads

- **Bittern Road** and non-school sections of **Barton Road** show **small changes only** (generally less than 10%), which is within normal day-to-day variation.
 - **Highbury Road** showed no consistent increase; some survey days were affected by poor weather, which can influence parking behaviour.
-

What this means overall

- The School Street has **successfully reduced parking immediately outside the school**, improving safety and air quality.
 - Some parking has moved to nearby streets, mainly **City Road** and to a lesser extent **Goldcrest Way**.
 - There is **no evidence of widespread or uncontrolled displacement** across the wider area.
 - Parking levels begin to **settle over time**, suggesting that travel behaviour is adapting rather than continuing to worsen.
-

What happens next

The Council will:

- Continue to monitor parking trends over time
- Review data where there are any future changes (such as enforcement measures)
- Work with the school, residents, and the Parish Council to respond to concerns

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