

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

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?

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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?

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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?

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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.

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Officer Conclusion

The consultation responses demonstrate a wide range of views on the Springfield School Steets 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