

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.
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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.
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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