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# Springfield Primary School Streets Scheme

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

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## 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
<b>Financial:</b>	The costs of implementing the permanent order can be funded from an appropriate Capital budget (81379)

<b>Human Resource:</b>	No significant HR implications have been identified. Enforcement activity will be managed through existing arrangements within the Parking Team.
<b>Legal:</b>	The Traffic Regulation Order will need to be sealed by the Legal Services team.
<b>Risk Management:</b>	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.
<b>Property:</b>	There are no direct property implications arising from this proposal.
<b>Policy:</b>	<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><a href="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">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</a></p>

	<b>Positive</b>	<b>Neutral</b>	<b>Negative</b>	<b>Commentary</b>
<b>Equalities Impact:</b>				
<b>A</b> 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>B</b> Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?		X		N/A
<b>Environmental Impact:</b>	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.
<b>Health Impact:</b>	x			Positive, supporting safer walking and cycling while reducing exposure to traffic-related pollution; encouraging and enabling active travel will also promote physical activity.
<b>ICT Impact:</b>		x		N/A
<b>Digital Services Impact:</b>		x		N/A
<b>Council Strategy Priorities:</b>	x			<ul style="list-style-type: none"> <li>• Thriving communities with a strong local voice</li> <li>• Tackling the climate and ecological emergency:</li> </ul> <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>
<b>Core Business:</b>		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.

<b>Data Impact:</b>		x		N/A
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<b>Consultation and Engagement:</b>	<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"> <li>1. Continue parking enforcement action in City Road and adjoining roads including Barton Road and Goldcrest Way for as long as it remains necessary.</li> </ol>
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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 2<sup>nd</sup> 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 2<sup>nd</sup> 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](mailto: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 <b>ANPR enforcement</b> , 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 <b>ANPR enforcement</b> 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 <b>Appendix E</b> , 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 <b>community parking solutions</b> , 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

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### 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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