



COMMONPLACE CONSULTATION REVIEW SCHOOL STREETS (CALCOT)



SCHOOL STREETS
CAR FREE

SCHOOL STREETS
KEEP CLEAR

SCHOOL STREETS
SLOW DOWN

SCHOOL STREETS
SWITCH OFF



WestBerkshire
C O U N C I L

COMMONPLACE CONSULTATION SCHOOL STREETS (CALCOT)

<https://calcotschoolstreetsmap.commonplace.is/>

The council is committed to improving walking and cycling for everyone, making it healthier and safer. As part of the government's Emergency Active Travel Funs (EATF2), a grant was awarded specifically for the council to introduce a school streets scheme and was launched on 2nd September 2021

The scheme design feedback results are detailed below and will form the six month review. This document will outline any scheme design changes, training and support identified through the feedback.

CONSULTATION RESULTS

The scheme design feedback consultation ran for 6 months – launched Thursday 2nd September 2021 and closed Friday 11th March 2022.

Engagement summary

West Berkshire School Streets Phase 2 overview

This Commonplace launched on 06/09/2021.

616

Visitors



[View visitors](#)

An individual person who visited a Commonplace website. If a person used multiple devices, they may be counted as several visitors.

57

Contributions



[View contributions](#)

The total number of comments and agreements by respondents to express their opinion.

Need help to find your way around?

36

Respondents



[View respondents](#)

A person who contributed to a Commonplace website by either adding a comment or an agreement.

42

News subscribers



[View communications](#)

People who subscribed to project updates and will receive an email notification every time news are published.

Contributions overview

57 Contributions

48 (84%)

Comments



33 (69%)
Confirmed *

0 (0%)
Surveyed *

4 (8%)
Pending

11 (23%)
Anonymous

* Only confirmed and survey comments are public.

9 (16%)

Agreements



4 (44%)
Confirmed *

0 (0%)
Surveyed *

1 (11%)
Pending

4 (44%)
Anonymous

* Respondents can only agree with public comments that are not their own.

36 Respondents

31 (86%)

Confirmed respondents



A person who contributed by commenting or agreeing and confirmed their email address to be genuine.

[View confirmed](#)

0 (0%)

Surveyed respondents



A person who was interviewed at a workshop or filled out a paper questionnaire which was transcribed into Commonplace.

5 (14%)

Pending respondents



A person who contributed, whose email is likely to be genuine, but they did not confirm it by clicking the email Commonplace sent them.

[View pending](#)

0 (0%)

Anonymous respondents



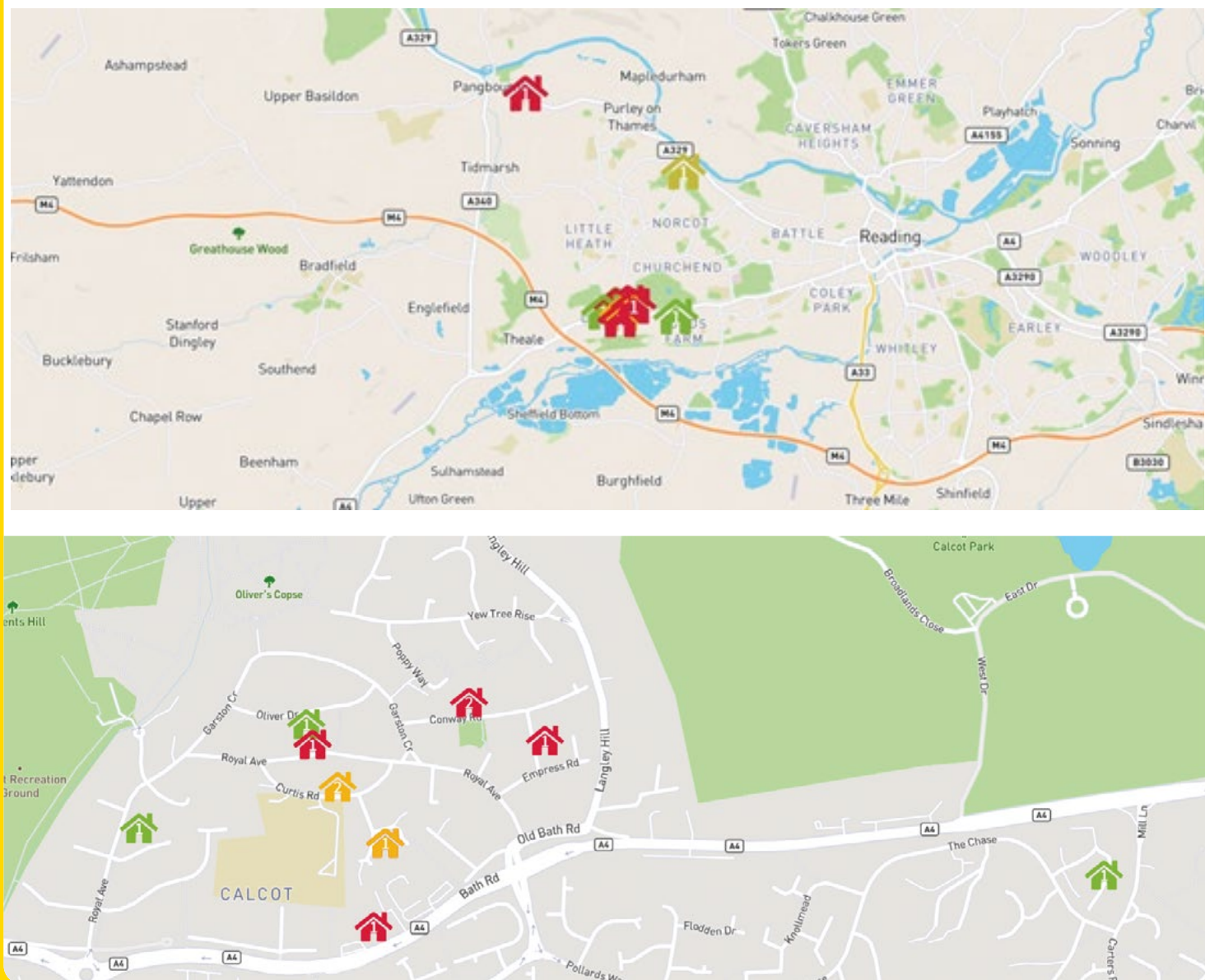
A person who contributed but did not provide their email address.

No detailed information available.

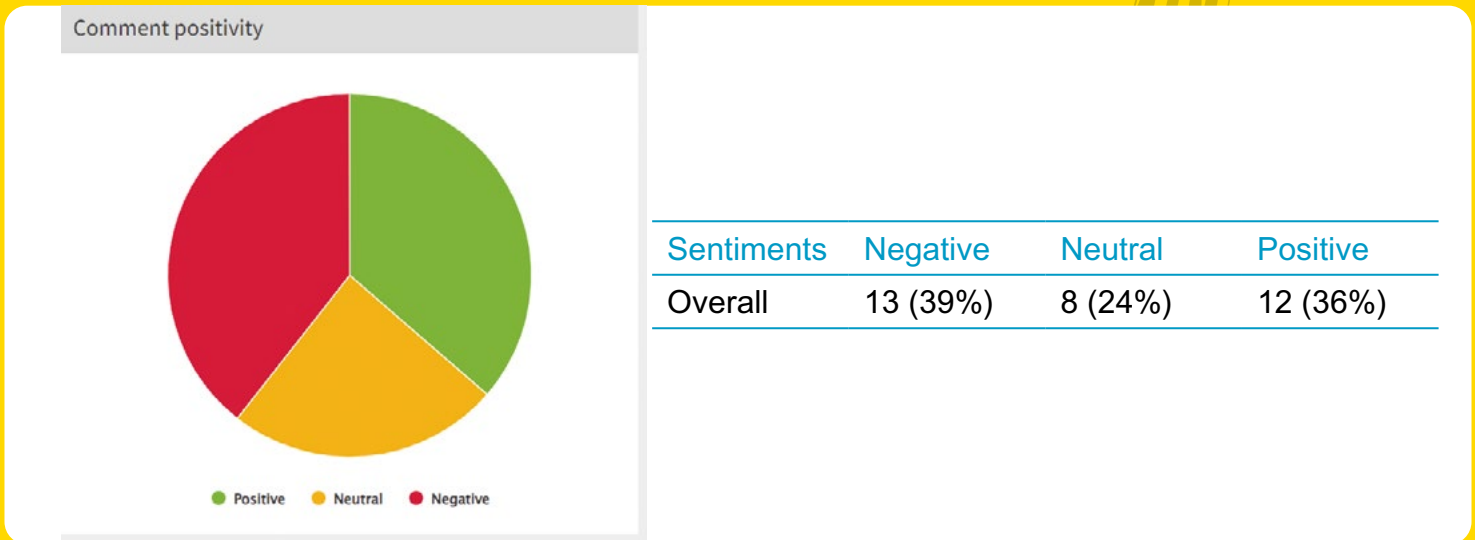


Where do respondents come from

This map shows the average sentiment of respondents by postcode. The number in the house icon represents how many respondents provided the same postcode. This map shows 14 full postcodes provided by respondents.



Respondents summary

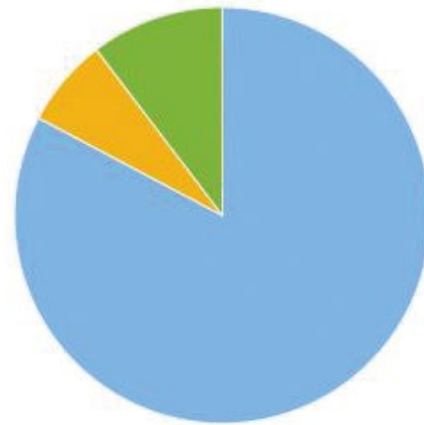


Web or survey?



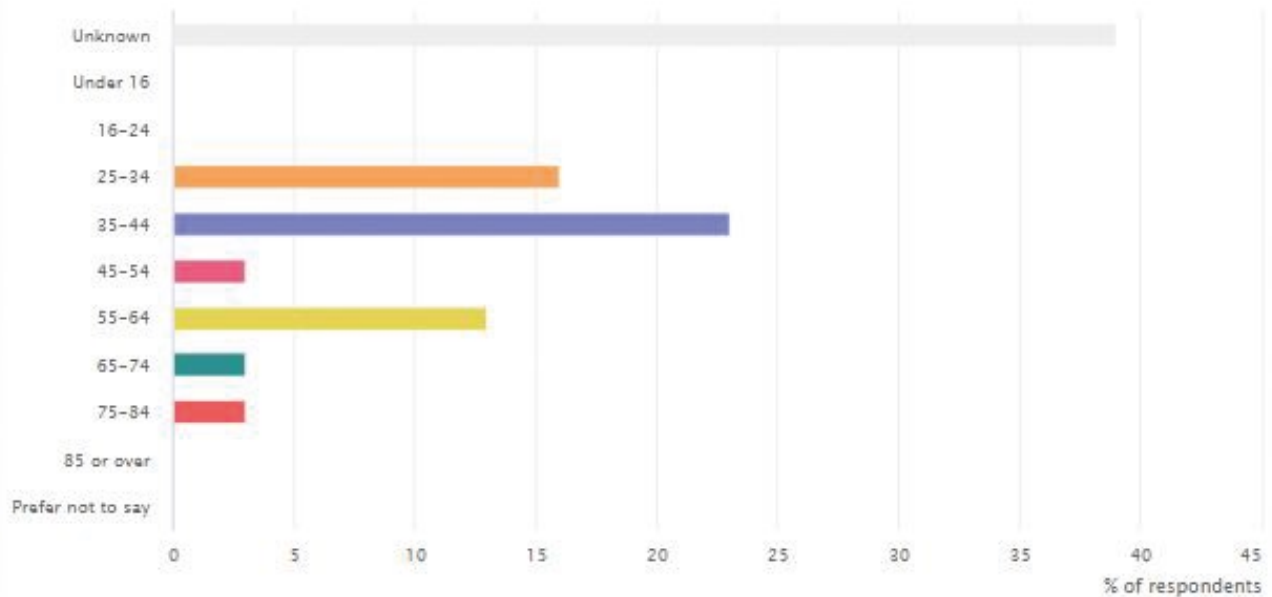
● Web ● Survey

Devices

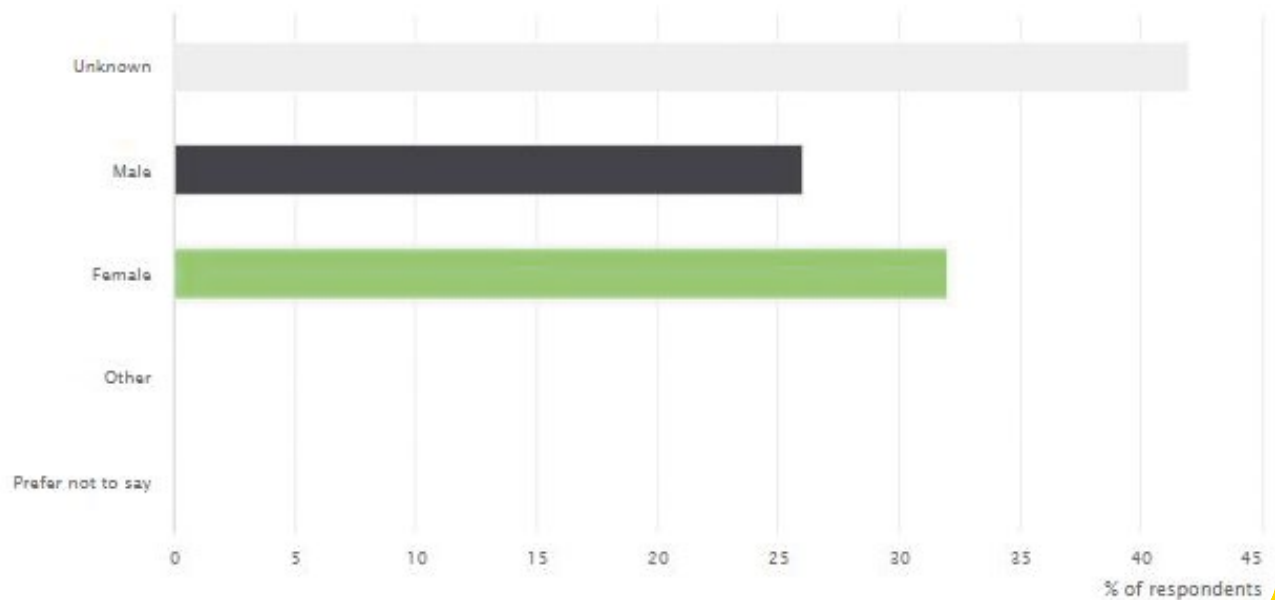


● Mobile ● Tablet ● Desktop

What is your age group?



What is your gender?



Communication

Communication is key to inform those that have provided feedback on the initial scheme in operation – using this communication line the report will be shared and updates provided leading them into a smooth PHASE 3 (scheme review). Other PR and social media formats will also be used to provide this information.

13

Can be contacted directly

Respondents who agreed to be contacted in response to their contributions or information provided.

[Send group email](#)

43

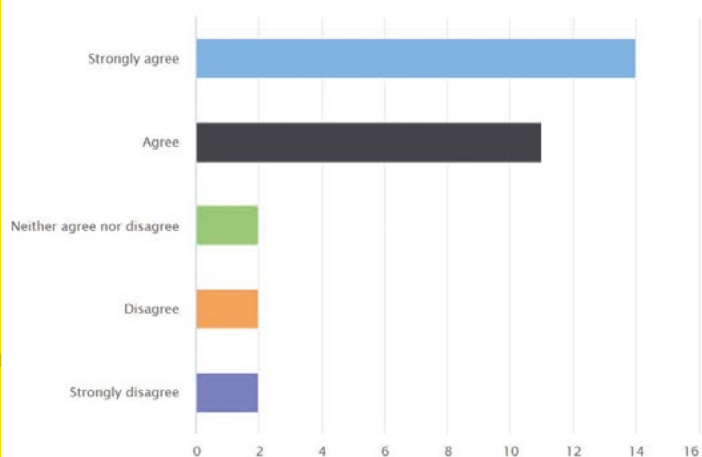
Project updates

Includes both respondents and visitors who subscribed to project news.

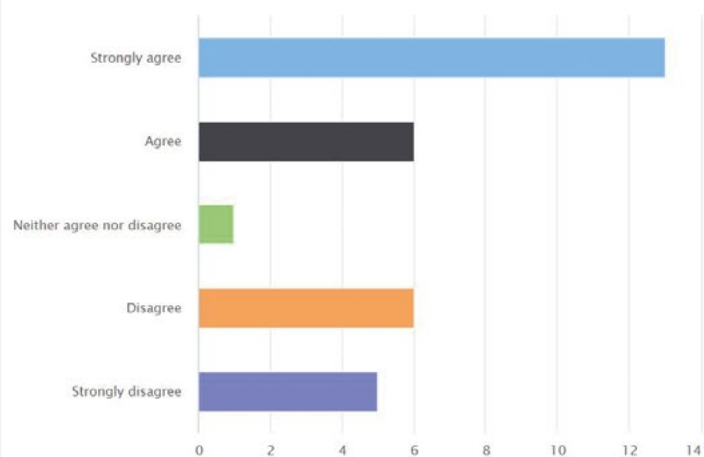
[Send project news](#)

CONTRIBUTION SUMMARY

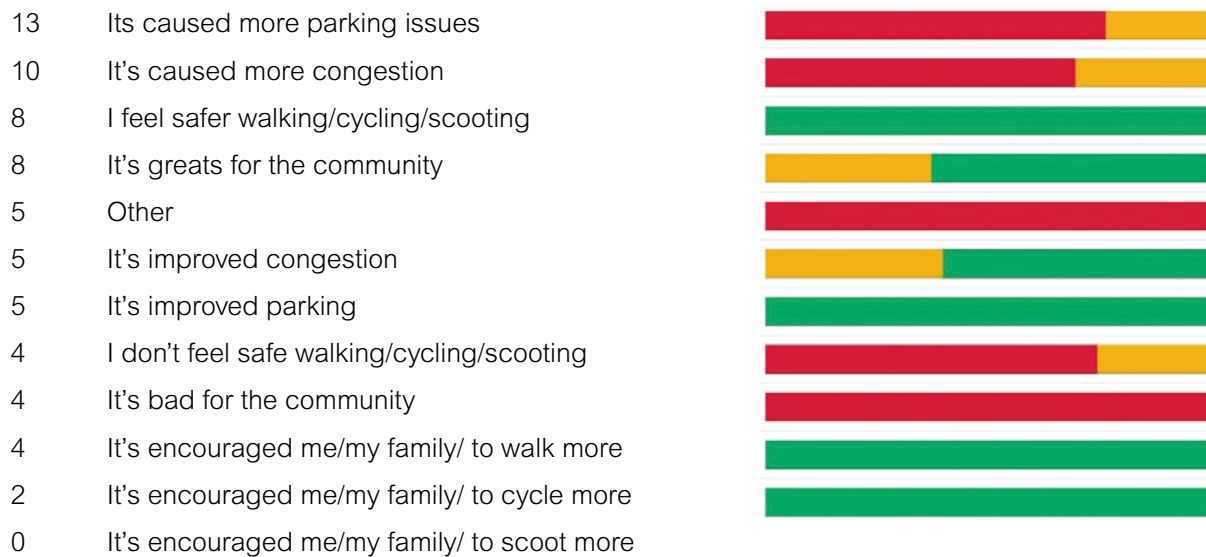
How far do you agree with our aspiration to encourage more walking, scooting and cycling to the Calcot schools and East Family Hub?



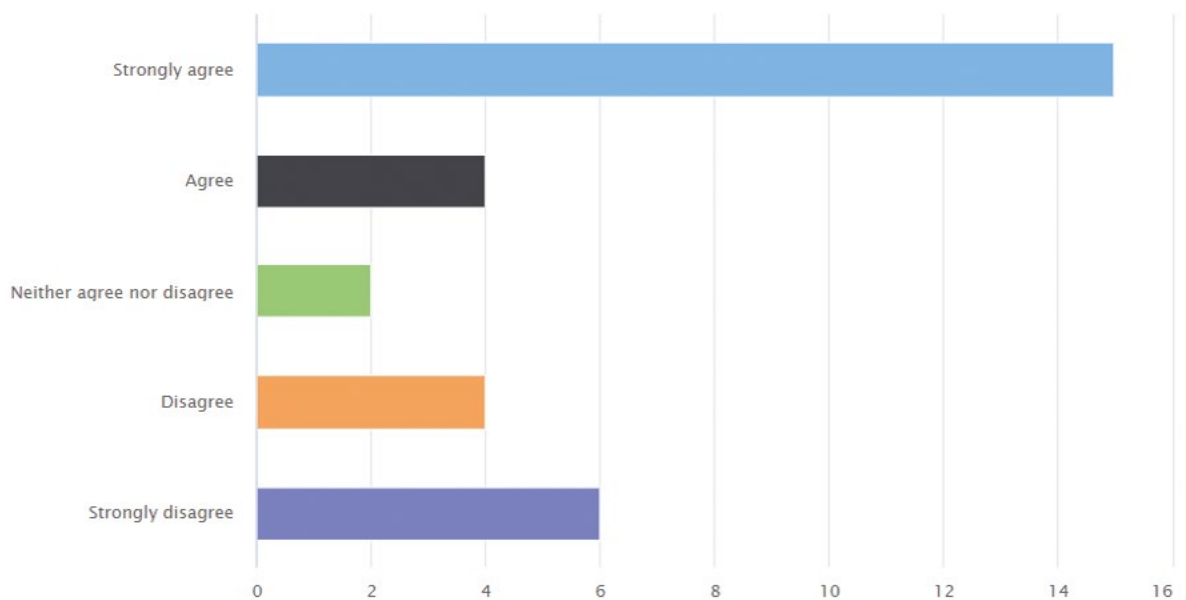
How far do you agree with the 'no access' POINT on Royal Avenue?









Why do you feel this way about the 'no access' POINT on Royal Avenue?



How far do you agree with the 'no access' TIME on Royal Avenue?



















#	Why do you feel this way about the 'no access' TIME on Royal Avenue? Please select all that apply.	Sentiment
12	It's caused more parking issues	Red (12), Yellow (1)
9	I feel safer walking/cycling/scooting	Yellow (4), Green (5)
9	It's great for the community	Yellow (4), Green (5)
7	It's caused more congestion	Red (12), Yellow (1)
5	Other	Red (5)
5	It's improved parking	Yellow (4), Green (1)
4	It's improved congestion	Green (4)
4	I don't feel safe walking/cycling/scooting	Red (4)
3	It's encouraged me/my family to walk more	Green (3)
3	It's bad for the community	Red (3)
2	It's encouraged me/my family to scoot more	Green (2)
2	It's encouraged me/my family to cycle more	Green (2)

#	Which modes of transport do you use to travel to the Calcot schools or East Family Hub? Please select all that apply.	Sentiment
16	On foot	
11	Car/van	
3	None of these	
2	Other	
2	Bicycle	
1	Scooter	
0	Mobility scooter	
0	Taxi	
0	Motorcycle	
0	Bus	

#	From the Phase 1 consultation feedback, we've introduced a number of active travel activities in the Calcot area. Please select all that you have used or attended.	Sentiment
2	Cycling and Wellbeing Festival	
1	Family Bikeability courses	
1	Dr Bike	
0	Avanti Freewheelers club (10 - 14 years)	

What support for active travel would you like to see in the Calcot area? Please select all that apply

28	More child cycle training	
22	More local walking groups	
15	Group or family ride outs	
13	Help on bike maintenance	
10	Local loan bike scheme	
10	Help to upcycle a bike	
9	Adult cycle or confidence training	
7	More local cycling groups	
6	Local loan e-scooter scheme	
1	Greater responsibility taken by road users parking inappropriately at school dropping off and pick up times.	
1	Make the cycling riders that there are stop signs at the end of the pavement.and train them to treat walkers and mobility also have the right of way as well.	
1	Better and safer walking routes	
1	bath road crossing	
1	Schools should open gates to allow parents to park on their grounds, rather than annoying local residents.	
1	None	
1	bus routes running to the new travel hubs/parking hubs (to enable walking locally)	

SCHOOL STREETS SCHEME

CALCOT, MARCH 2022

The School Streets scheme has been operational from the start of the new school academic year – 2nd September 2021.



Although the signs have been designed to be blanked off outside of the school term dates, this has not always happened and the signs have also been tampered with. With the support of the school these issues have been addressed.

The Police have supported the scheme to ensure compliance but 24/7 presence is not sustainable, these types of projects do require community support. It has to be noted that the success of the London School Streets schemes are dependent on camera enforcement. To date twenty-five (25) £50 fines have been issued.

Permits

Local residents (2 permits per household) and staff at the two schools and community hub centres all received permits to gain access to Curtis Road but access at the peak school AM and PM with the understanding that movement should be ONLY be in exceptional circumstances. Parking received a number of requests for additional permits once the scheme was operational due to residents not reading the letters that were hand delivered (permits thrown away) or because of additional vehicles in the household.

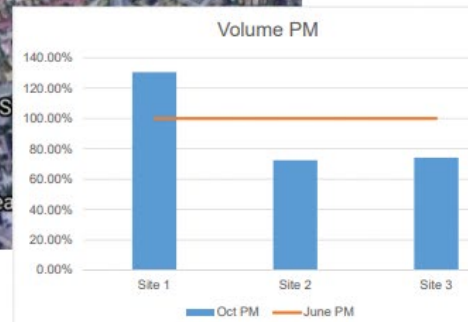
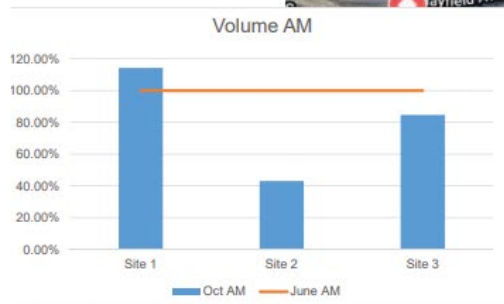
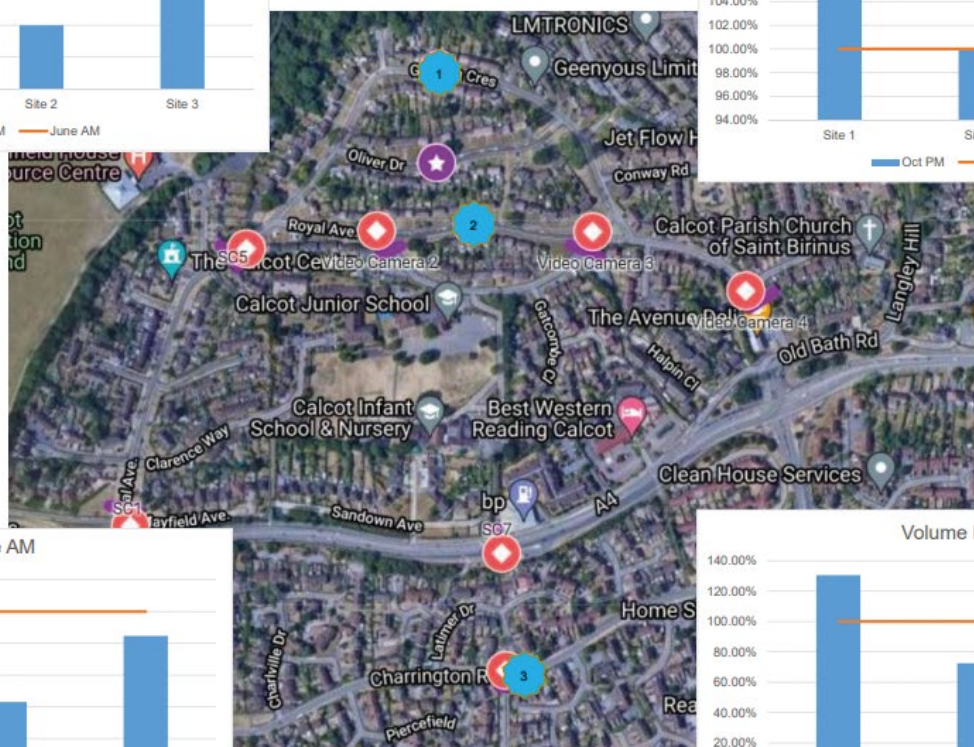
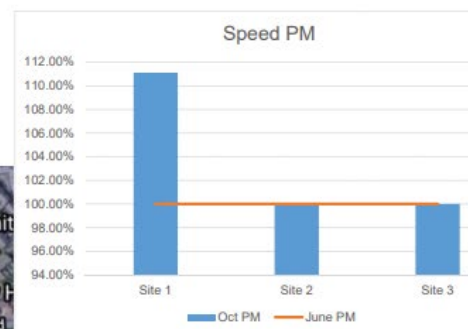
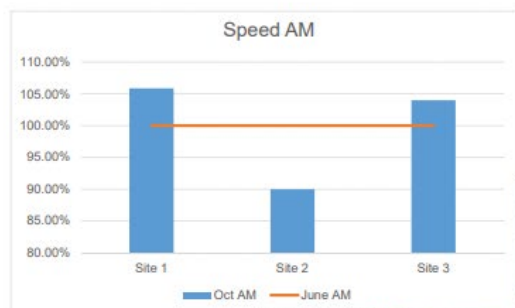
The school have had to think differently around organising school trips to accommodate the the restrictive timings. Feedback on the permits suggest that the colouring is too similar to the green waste permits so this needs to be addressed should the permit system becomes permanent. The school has also identified issues around external/ emergency cover teachers which will be addressed following this review. Apart from Blue badge access we have received a number of requests for permits based on medical grounds or exceptional circumstances – to date four (4) permits have been issued to support the school community.

Road User Monitoring

As part of the project the surrounding roads to the scheme were monitored;

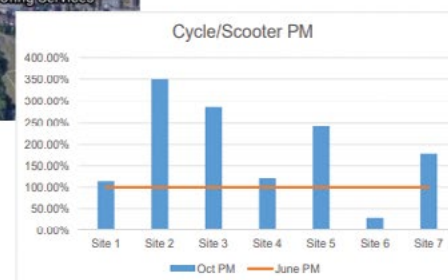
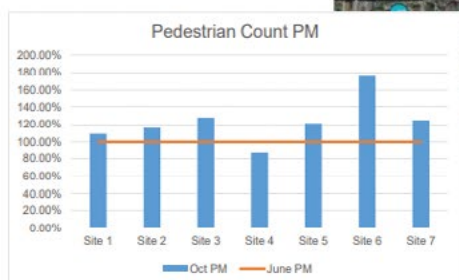
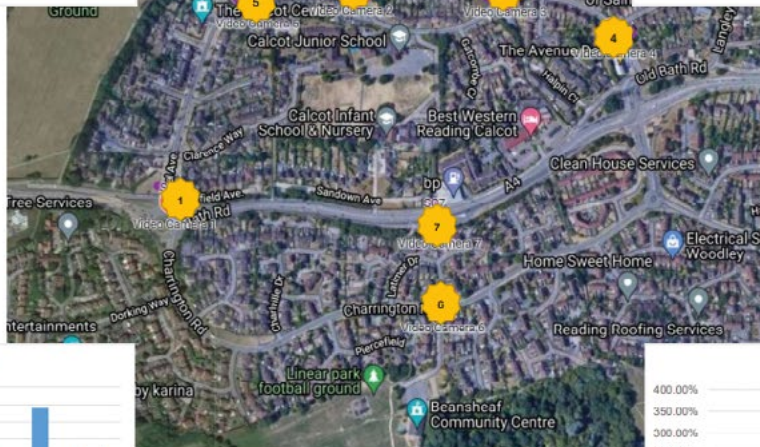
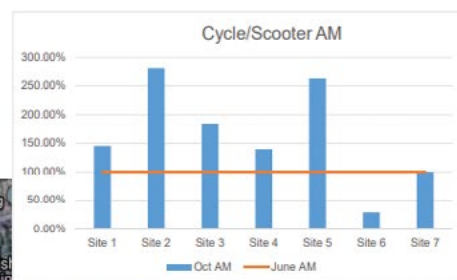
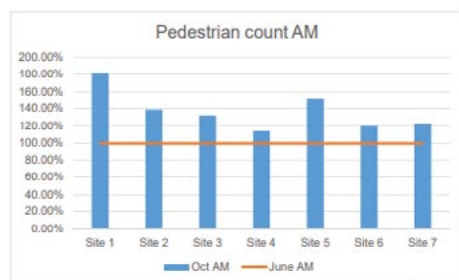
Speed checks and vehicle volume counts

Vehicle speeds have not increased in general across the check points but the vehicles parking has displaced to the surrounding roads at Oliver Drive and Garston Crescent.



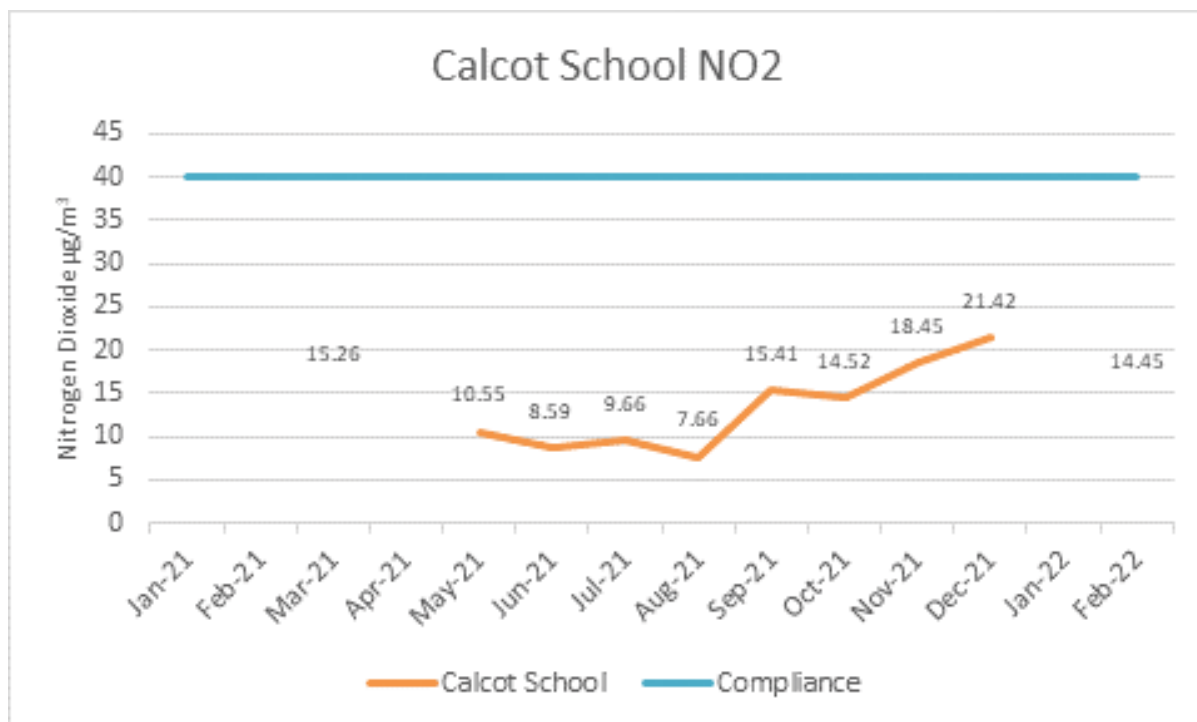
Pedestrian and cycle counts

Active travel has improved significantly 88% increase in pedestrian movement and 33% in cycle / scooter use. The majority of the pedestrian movement is concentrated North West of the school suggesting the High View community centre is a preferred Park & Stride site.



Air Quality

The air quality outside the school is also being monitored. Due to COVID and the reduction in school attendance during this time it has been difficult to establish if air quality has significantly reduced. This will continued to be monitored for 18 months.



Summary

The feedback results are very complex as many of the comments are directly linked to where those that feedback resides. The school staff and residents of Curtis road have found the scheme has improved the situation and environment but it is less convenient for those that travel by car to the school site. It is also important to note the residents in the surrounding roads not protected by the restrictions have found parents continue to park inconsiderately, displacing the parking issue to Garston Crescent and Oliver Drive.

Active travel has been improved but this should be further supported by updating the infrastructure in the area. Better enforcement of the restricted area is widely articulated within the feedback and communications received by local residents and those that support the project. It is fair to say that non-compliance is in the minority that have always considered their actions do not contribute to the unsafe situation outside the school gates.

