

# Individual Decision

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

**Thursday, 26th May, 2022**

<b>Ref:</b>	<b>Title</b>	<b>Portfolio Member</b>	<b>Page No.</b>
ID4097	<b>School Streets Pilot Project, Calcot Infant and Junior Schools</b>	Councillor Richard Somner	3 - 44



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# School Streets Pilot Project, Calcot Infant and Junior Schools

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<b>Committee considering report:</b>	Individual Executive Member Decisions
<b>Date of Committee:</b>	26 May 2022
<b>Portfolio Member:</b>	Councillor Richard Somner
<b>Report Author:</b>	Cheryl Evans
<b>Forward Plan Ref:</b>	ID 4097

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## 1 Purpose of the Report

- 1.1 To inform the Executive Member for Planning, Transport and Countryside of the responses received during the statutory consultation of an Experimental Traffic Regulation Order, which gives effect to a pilot “Car Free School Streets” initiative at Calcot Infant and Junior Schools.
- 1.2 To discuss the level of success of the pilot project and the potential for similar projects to be implemented in the future.
- 1.3 To make recommendations as to the continuing operation of the pilot project and possible introduction of further projects.

## 2 Recommendations

It is recommended that:

- (a) The Experimental Traffic Regulation Order which gives effect to the traffic restriction is made permanent;
- (b) The Council continues to collect and monitor data relevant to the scheme;
- (c) The Council continues to engage with and collect feedback on the scheme from the local community via the commonplace platform;
- (d) The Council continues to work alongside Thames Valley Police in the short term to deal with the minority of those that continue to be non-compliant;
- (e) The Council applies for the Powers for Designation of Civil Enforcement for moving traffic contraventions to support long term compliance and further investigates the suitability of technology-based enforcements systems for this site, with a view to purchasing an enforcement system from a future year’s budget;
- (f) Further investigation into the feasibility of a Zebra crossing on Royal Avenue to the north-west of the school site is undertaken, with a view to installing such a crossing from a suitable capital budget;

- (g) Further investigation into the requirement for additional parking restrictions is undertaken, with a view to introducing new restrictions as part of the ongoing Parking Review process;
- (h) Subject to the availability of funding and staff resources, site suitability and the level of community support, further Car Free School Streets schemes can be rolled out in future years.
- (i) In anticipation of the necessary resources becoming available and powers of enforcement being obtained, schools are invited to express an interest in a School Streets scheme. However, it is recommended that no further similar projects are implemented “on the ground” until the necessary powers and means of enforcement have been secured.

### 3 Implications and Impact Assessment

Implication	Commentary
<b>Financial:</b>	<p>The introduction of a Zebra crossing would cost approximately £25,000.</p> <p>It would cost approximately £40,000 to purchase a camera system to undertake enforcement of the Traffic Regulation Order.</p> <p>Additional staff resources (see below) would have a financial implication, the cost of which would be subject to job evaluation should any new posts be created.</p> <p>Although the Council has an annual “school safety” capital budget of £50,000, the level of funding required to implement the recommendations of this report would be well in excess of the available funding. There is also an annual “active travel” capital budget, the majority of which is earmarked for specific schemes to deliver infrastructure for pedestrians and cyclists. Additional funding would need to be sought, should the recommendations of this report be approved.</p>
<b>Human Resource:</b>	<p>Implementing further School Streets projects and taking on responsibility for civil enforcement of moving traffic offences would require additional staff resources in the Traffic &amp; Road Safety and Parking teams, respectively.</p>
<b>Legal:</b>	<p>Any Traffic Regulation Orders required would be processed and sealed by the Legal Services team.</p>
<b>Risk Management:</b>	<p>If implemented, the projects will be managed in accordance with the Environment Department’s approach to risk management.</p>
<b>Property:</b>	<p>None.</p>

<b>Policy:</b>	The consultation was in accordance with the Council's consultation procedure.			
	<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		N/A
<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			Encouraging and enabling active travel will reduce the environmental impact of travel and is part of the Council's Environment Strategy.
<b>Health Impact:</b>	x			Encouraging and enabling active travel will promote physical activity.
<b>ICT Impact:</b>		x		If the Council takes on the responsibility for enforcing moving travel offences, it is likely that a software package will need to be procured. This would need to be compatible with existing ICT systems and would require the assistance of ICT colleagues.
<b>Digital Services Impact:</b>		x		On-going support in the use of Commonplace as the chosen consultation platform for this project.
<b>Council Strategy Priorities:</b>	x			Maintain a green district – successful school streets initiatives will help reduce the environmental impact of travel.

<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
<b>Consultation and Engagement:</b>	<p>Local stakeholders and road users were consulted on the proposed school streets initiative by way of;</p> <ul style="list-style-type: none"> <li>• Active Travel Fund (ATF) Webpage to place within wider policy context i.e. Government’s “Gear Change” &amp; local West Berks strategies / COVID19 response. (Aug 2020)</li> <li>• Phase 1 – Heat Map, scoping exercise to determine support for the scheme (April 2021)</li> <li>• Parent survey – school community (June 2021)</li> <li>• Statutory advertisement of Experimental Traffic Regulation Orders (July 2021 to date)</li> <li>• Phase 2 – Design feedback of implemented scheme (Sept 2021)</li> <li>• Transport Advisory Group (Nov 2021)</li> <li>• Holybrook and Tilehurst Parish councils attended stakeholder meetings (Dec 2020 and May 2021)</li> </ul> <p>This report has been circulated to all members for information and comment, with the local ward members Councillors Linden and Stewart more closely involved during the development and operation of the scheme.</p> <p>The local ward members both support the proposal to make the restriction permanent.</p> <p>In response to other comments, the wording of the recommendations has been amended to clarify that schools would be able to express an interest in developing a scheme in advance of enforcement powers being obtained.</p>			

## 4 Executive Summary

4.1 A pilot “School Streets” project was implemented in September 2021 on roads surrounding Calcot Junior and Infant schools. The project involves prohibiting motor

vehicles from accessing these roads a certain times of day as a means of encouraging more walking and cycling to school.

- 4.2 The Experimental Traffic Regulation Order which gives effect to the vehicular restriction has been subject to statutory consultation since the project was implemented. There has been a parallel informal consultation which has given stakeholders the opportunity to make comments and suggestions.
- 4.3 Monitoring of travel patterns and analysis of the consultation responses indicate that the scheme should be made permanent, but that some further measures are required to improve compliance with the restriction and to further encourage active travel to the schools.
- 4.4 In view of the experience of this pilot scheme, similar projects could be implemented at other schools in the future, in the right circumstances and provided that sufficient funds and resources are available.

## 5 Supporting Information

### Introduction

- 5.1 A School Street is a road close 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 result is a safer, healthier and more pleasant environment for everyone. While the restrictions is legally enforceable, these projects aim for a high levels of “buy-in” from stakeholders and compliance “by consent” in preference to achieving compliance by the prospect of enforcement action.
- 5.2 School Street schemes offer a proactive solution for school communities to tackle air pollution, poor health and road danger issues, whilst also encouraging active travel, which promotes healthier lifestyles and a reduced reliance on car-based travel.
- 5.3 This video was created by the Council’s Graphic Design team to help promote and explain School Streets: <https://youtu.be/Q6gWsrHvNjM>.
- 5.4 This report provides information to enable the Council to decide whether, in light of consultation feedback and data collected on the scheme over the past 6 months of operation, the scheme should continue and whether similar schemes should be implemented in the future.

### Background

- 5.5 The Department for Transport’s Active Travel Fund, initiated during the Covid-19 pandemic, gave the council the opportunity and an injection of funding to undertake a pilot School Streets scheme.
- 5.6 Calcot Junior and Infant schools were considered for this experimental scheme due to the continued parking issues outside the schools at peak drop off and pick up times. The application and deadline to apply for the funding arose over the summer holidays when schools were on summer break. The Traffic and Road Safety team had worked

with the schools on a number of occasions and approached the Head Teacher. The Governors were approached and all parties agreed to participate in the pilot scheme.

5.7 This scheme's main aims are to:

- (a) Cut down on traffic and parking pressures outside the schools;
- (b) Discourage car journeys to school and encourage walking and cycling;
- (c) Make the streets outside the schools safer at the start and end of the day;
- (d) Improve air quality and create a more pleasant environment for everyone.

### Consultation

5.8 An informal consultation was held between 28<sup>th</sup> January and 18<sup>th</sup> February 2021 in order to gauge the level of local support for the project. Following a positive response, the details of the scheme were developed. The scheme was launched on 2<sup>nd</sup> September 2021, at which point an Experimental Traffic Regulation Order came into force to prohibit motor vehicles from entering the restricted streets, a small section of Royal Avenue (that runs adjacent to Curtis Road), Curtis Road and Gatcombe Close between the hours of 08:15 - 09:15 and 14:30 - 15:30 Monday to Friday (term time only). The necessary regulatory signs were erected at the roadside. The extent of the restriction is shown in Appendix A, along with a copy of the Order. This video was produced shortly after the scheme was launched to promote the measures and explain the background: <https://youtu.be/RmMBoxRV7r8>.

5.9 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://westberksschoolstreetsphase2.commonplace.is/>). The consultation period ran for six months, at which point the comments received were collated and analysed. A separate document summarising the consultation process is included as Appendix B.

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

- (a) No formal (statutory) objections to the restriction continuing in force have been received.
- (b) The Head and Governors of Calcot Junior and Infant Schools would like the scheme to be made permanent.
- (c) The majority of respondents agreed with the objective of encouraging Active Travel to school and restricting access to Royal Avenue.
- (d) Several respondents said that they felt safer walking or cycling as a result of the restriction.
- (e) Thames Valley Police have stated that whilst they support the principles of the scheme and were able to provide enforcement support to assist with its launch and early days of operation, it would not be realistic to expect ongoing enforcement action.
- (f) The issue of ensuring and promoting compliance with the restriction was raised by a wide cross section of respondents, with many observing that a small but significant minority of road users are not abiding by the restriction. Potential means



of enforcing the restriction without relying on the police are discussed in paragraph 5.16 and 5.17.

- (g) Further measures to improve safety, particularly a formal pedestrian crossing, are seen by parents as being necessary to further encourage and enable walking to school.
- (h) Parking issues have not necessarily been solved, but some parking has been displaced into adjacent streets. Due to many residential properties not having off-street parking, there can be pressure on the space available to park.

### **Monitoring of the scheme**

5.11 Data has been collected before and after the scheme was launched using variety of methods;

- (a) Speed radar devices;
- (b) Pedestrian and cycle counts;
- (c) Aerial drone (A4 crossing);
- (d) Air quality readings;
- (e) Community reminders – 15 letters distributed to owners of vehicles contravening the restriction;
- (f) Police enforcement – 25 Fixed Penalty Notices (FPN) tickets issued.

5.12 A summary of the results can be found in Appendix C (Vehicle Speed and Volume monitoring), Appendix D (Pedestrian and Cycle volume monitoring), Appendix E (Summary of data results) and Appendix F (Air quality monitoring).

5.13 The main points arising from the collection and monitoring of the data are:

- (a) Average 30% increase in pedestrian movement;
- (b) Average 75% increase in cycle / scooter use;
- (c) The highest pedestrian movement in the am period is northwest of the main school entrance, demonstrating the popularity of the “park and stride” option at Highview community centre in the mornings;
- (d) The highest pedestrian movement in the pm period is the southern A4 entrance, demonstrating the popularity of the park and stride option at Linear Park in the afternoons;
- (e) Higher pedestrian use of the A4 pedestrian crossing point has not impacted vehicle congestion on this road;
- (f) The air quality data is inconclusive due to seasonal variations and there being no comparable “before” data available.

### **Has the scheme met its objectives?**

5.14 In view of the positive shift towards active travel on journeys to school and the positive comments received during the consultation, the scheme is considered to have

succeeded in meeting its objectives. However, there have been some unintended consequences in respect of parking displacement and inconsiderate parking in streets outside the restricted zone. Several stakeholders have drawn attention to the need for better compliance with the restriction and while the Police have been helpful in the early days of the project it is not realistic to expect a continual Police presence to deter potential offences. The observed levels of compliance and the requirement for formal enforcement is disappointing, but is consistent with the findings of similar projects in other areas. Some stakeholders have requested further measures to improve road safety for those walking and cycling in the area.

- 5.15 The following paragraphs discuss potential further measures to address the concerns raised and to ensure that the initial benefits of the scheme are not lost over time.

### **Further measures**

- 5.16 Although it was hoped that road users would abide by the restriction, it is clear that in order to address the issue of non-compliance, regular enforcement is required. The Council is not currently empowered to enforce this type of restriction, as non-compliance is classed as a Moving Traffic Offence, and therefore only the police are able to carry out enforcement. In view of Thames Valley Police's comments, it is clear that police enforcement will not continue indefinitely. It is also apparent that when there is no visible police presence, offence rates will be higher.
- 5.17 Local highway authorities will shortly be able to apply to the government to take on the powers to enforce moving traffic offences and issue drivers with penalty charge notices. If the Council were to apply for these powers, the enforcement would take place by means of a technology-based process, ie the deployment of cameras linked to an IT system which identified offending vehicle owners and created the required penalty charge notices. Applying for the necessary powers and procuring, setting up and operating the enforcement system would require a significant commitment in terms of initial and ongoing expenditure and officer time. The Council would retain any income received from penalty charge notices but because the purpose of the enforcement would be to deter offences, the resulting income would be low and therefore unlikely to cover the ongoing costs.
- 5.18 Several consultation responses requested further pedestrian and/or cycle facilities on the roads leading to the schools, and in particular a pedestrian crossing. The layout and space available on the roads in the area makes it difficult to provide comprehensive facilities but there are some potential locations where it may be possible to introduce a Zebra crossing, or local improvements to footways such as lower kerbs at informal crossing points.
- 5.19 Traditionally, the provision of formal controlled pedestrian crossings has been based on numerical criteria in terms of the numbers of pedestrians wishing to cross and the volume of traffic on the road. The overall volumes of traffic and pedestrians would not justify a controlled crossing on any of the roads surrounding the schools. However, the point may have been reached whereby lower thresholds of usage need to be accepted and pedestrian crossings are installed as a means of encouraging active travel, rather than just to cater for a pre-existing demand. Subject to a safe and convenient location being identified, further consideration of a controlled crossing could be given.

5.20 In light of concerns raised in respect of parking issues on surrounding roads, further parking restrictions may be required.

### **Implications for introducing similar schemes**

5.21 Car Free school streets will not be suitable for all West Berkshire schools. It should also be noted that closing a road will not necessarily be the right solution to successfully implement change to a school community's travel choices. It is considered preferable for schools to be invited to approach the Council to request that a School Street project be implemented in their area, rather than the Council seeking to impose a scheme on a school community. Any considerations for new schemes should follow certain conditions and set expectations around community buy-in to ensure success.

5.22 The following list of considerations, although not exhaustive, will inform the decision as to whether a School Streets project is suitable;

- (a) Whether the school has an up to date School Travel Plan;
- (b) Whether the school is actively working on the actions within its School Travel Plan;
- (c) The level of support among the school community and local residents;
- (d) The nature of the surrounding road network (eg, schools situated on heavily trafficked through roads with no alternative routes will not be suitable);
- (e) Availability of alternative parking areas to encourage park and stride schemes;
- (f) Resources within the school to support active travel initiatives.

5.23 In order to support a further roll-out of this type of project further financial and staff resources would be required or other projects and services de-prioritised. Capital funding to introduce physical measures to encourage and enable walking and cycling would be of the order of tens of thousands of pounds per school. In terms of staff time, the pilot scheme has been particularly time intensive, due to the need to continually liaise with the school, engage with the community and undertake the monitoring process in addition to the more conventional project management tasks. Although it is to be hoped that future schemes would require a lower number of staff hours, it is still considered that the Network Management team would struggle to deliver even one project per year with the current level of staffing.

5.24 If an automatic means of enforcing the existing restriction at the pilot site were to be introduced, it should be noted that the incremental cost of adding further sites would be comparatively low and it may be possible to alternate enforcement activity between sites.

### **Proposals**

5.25 In view of the above, it is proposed that:

- (a) The Experimental Traffic Regulation Order which gives effect to the traffic restriction is made permanent;
- (b) The Council continues to collect and monitor data relevant to the scheme;
- (c) The Council continues to engage with and collect feedback on the scheme from the local community via the commonplace platform;

- (d) The Council continues to work alongside Thames Valley Police in the short term to deal with the minority of those that continue to be non-compliant;
- (e) The Council applies for the Powers for Designation of Civil Enforcement for moving traffic contraventions to support long term compliance and further investigates the suitability of technology-based enforcements systems for this site, with a view to purchasing an enforcement system from a future year's budget;
- (f) Further investigation into the feasibility of a Zebra crossing on Royal Avenue to the north-west of the school site is undertaken, with a view to installing such a crossing from a suitable capital budget.
- (g) Further investigation into the requirement for additional parking restrictions is undertaken, with a view to introducing new restrictions as part of the ongoing Parking Review process.
- (h) Subject to the availability of funding and staff resources, site suitability and the level of community support, further Car Free School Streets schemes can be rolled out in future years.
- (i) In anticipation of the necessary resources becoming available and powers of enforcement being obtained, schools are invited to express an interest in a School Streets scheme. However, it is recommended that no further similar projects are implemented "on the ground" until the necessary powers and means of enforcement have been secured.

## 6 Other options considered

- 6.1 To discontinue the pilot School Streets project 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.
- 6.2 To extend the restricted zone at the pilot schools. Although this was requested by a handful of consultees, this is not considered practical.
- 6.3 To make the restriction permanent but not make any further changes or improvements in the area; to continue to rely on the Police to enforce contraventions of the restriction. In view of the observed compliance issues and the stakeholder feedback, it is clear that the success of the scheme will be diminished if complementary measures, including a suitable means of enforcement, are not introduced.
- 6.4 Not to introduce any further School Streets schemes elsewhere. The pilot scheme has shown that results can be achieved by this type of project and therefore other schools should be afforded the opportunity to see the benefits, subject to adequate resources being available.

## 7 Conclusions

- 7.1 It can be concluded that the pilot School Streets project at Calcot Junior and Infant Schools has succeeded in encouraging non-car travel to school and creating a safer and more pleasant environment in the vicinity of the schools. To maximise the benefits of the scheme, however, further measures are required.
- 7.2 Subject to sufficient resources being available, and in the right circumstances, similar School Streets schemes could be introduced in the district.

- 7.3 The School Streets pilot has met its aims and therefore it should be considered that the experimental 'Car Free' School Streets scheme restrictions should be made permanent in the roads surrounding Calcot Junior and Infants schools.
- 7.4 In order to achieve greater compliance with the restriction, more intensive enforcement action is required and this could be achieved by a camera-based enforcement system.

## 8 Appendices

- 8.1 Appendix A – Experimental Traffic Regulation Order
- 8.2 Appendix B – 6 month Consultation summary
- 8.3 Appendix C – Vehicle Speed and Volume monitoring
- 8.4 Appendix D – Pedestrian and Cycle volume monitoring
- 8.5 Appendix E – summary of Data Results
- 8.6 Appendix F – Air quality readings

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### Background Papers:

None

### 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 Overview and Scrutiny Management Committee or associated Task Groups within preceding six months
- Item is Urgent Key Decision
- Report is to note only

**Wards affected:** Tilehurst Birch Copse and Holybrook Parish councils are affected by matters relating to the pilot scheme. All wards are potentially affected if similar schemes are rolled out more widely.

### Officer details:

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**Document**

**Control**

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**Change**

**History**

<b>Version</b>	<b>Date</b>	<b>Description</b>	<b>Change ID</b>
1			
2			

**WEST BERKSHIRE DISTRICT COUNCIL  
(SCHOOL STREETS PROHIBITION OF DRIVING  
– CALCOT INFANT & JUNIOR SCHOOLS) (EXPERIMENTAL) ORDER 2021**

**WEST BERKSHIRE COUNCIL** in exercise of its powers under Sections 9 and 10 of and Parts II of Schedule 9 to the Road Traffic Regulation Act 1984 (“the 1984 Act”) and of all other enabling powers in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1999 and after consultation with the Chief Constable of Police in accordance with Part III of Schedule 9 to the Act hereby makes the following Experimental Order:-

**Commencement and Citation**

1. This Experimental Order shall come into operation on the 2<sup>nd</sup> day of September 2021 and may be cited as **WEST BERKSHIRE DISTRICT COUNCIL (SCHOOL STREETS PROHIBITION OF DRIVING – CALCOT INFANT AND JUNIOR SCHOOLS) (EXPERIMENTAL) ORDER 2021**
2. The Interpretation Act 1978 or any replacing Act shall apply for the interpretation of this Order as it applies for the interpretation of any Act of Parliament
3. In this Experimental Order –
  - a. “Motor Vehicle” means a mechanically propelled vehicle intended or adapted for use on the roads as defined in Section 185 of the Road Traffic Act 1988
  - b. “Permit” means a permit issued in accordance with the West Berkshire Council School Streets Permit Terms and Conditions
  - c. “Restricted Hours” means 08:15 – 09:15 and 14:30 – 15:30 Monday to Friday during school term time
  - d. “the roads” means the roads described in the Schedule to this Experimental Order
4. Save as provided in Article 5 no person shall cause or permit any Motor Vehicle except with the permission of a Police Officer in uniform to proceed along the Roads during the Restricted Hours
5. Nothing in Article 4 shall make it unlawful to cause or permit any Motor Vehicle to proceed along the Roads during the Restricted Hours (as long as it is necessary as no other alternative route can be used) if:
  - a. it is being used for the mechanical cleansing, maintenance, servicing, improvement or reconstruction of the Roads; or
  - b. it is being used for the laying, erection, alteration or repair in the Roads or any sewer, or any main, pipe or apparatus for the supply of gas, water, oil or electricity or of any communications apparatus as defined in paragraph 1 of Schedule 2 to the Telecommunications Act 1984 and Sections 106 and 151 of the Communications Act 2003; or
  - c. it is being used for Fire and Rescue, Police, Ambulance, Healthcare Workers (including doctors on call, district nurses, personal carers and support workers) service purposes; or
  - d. it is being used for the service of the local authority or water authority in pursuance of their statutory powers or duties in connection with its activities at premises situated on the Roads; or
  - e. it is displaying a valid disabled badge, being driven by or carrying a disabled person to uplift or set down passengers or to wait at a property or premises on the Roads; or

- f. it is displaying a valid Permit; or
  - g. it is being used for the removal of any obstruction to traffic on the Roads
6. The prohibitions and restrictions imposed by this Experimental Order shall be in addition and not in derogation from any restriction or requirement imposed by any regulations made or having effect of this made under the Act or under any other enactment
  7. Under Section 10(2) of the Road Traffic Regulation Act 1984 the Council may modify or suspend the operation of the Experimental Order or any provision of it if it appears essential (a) in the interests of the expeditious, convenient and safe movement of traffic (b) in the interest of providing suitable and adequate on-street parking facilities or (c) for preserving or improving the amenities of the area through which any road affected by the Experimental Order runs. This power shall be exercised only after consulting the appropriate Chief Officer of Police and giving such public notice as the Secretary of State may direct
  8. The Order is Experimental and may continue in force for a period of eighteen (18) months up to 2nd March 2023. In due course the Council will consider whether or not the provisions of the Experimental Order should continue in force indefinitely

**THE SCHEDULE**

**School Streets Prohibition of Driving to be introduced**

**Monday to Friday 08:15 – 09:15 and 14:30 – 15:30**

Road Name	Extent
Royal Avenue	Between its western junction with Garston Crescent and a point approximately 10 metres east of its easterly junction with Curtis Road
Curtis Road	For its entire length
Gatcombe Close	For its entire length

**THE COMMON SEAL OF WEST BERKSHIRE DISTRICT COUNCIL** hereunto affixed the  
 23rd day of August 2021  
 is authenticated by:

  
 Authorised Signatory



**I CERTIFY THIS TO BE A TRUE COPY OF THE ORIGINAL**  
 Michele Sherman  
 LL.B.(Hons.) FCILEX  
 Chartered Legal Executive  
~~XXXXXXXX~~  
 West Berkshire District Council  
 Market Street, Newbury

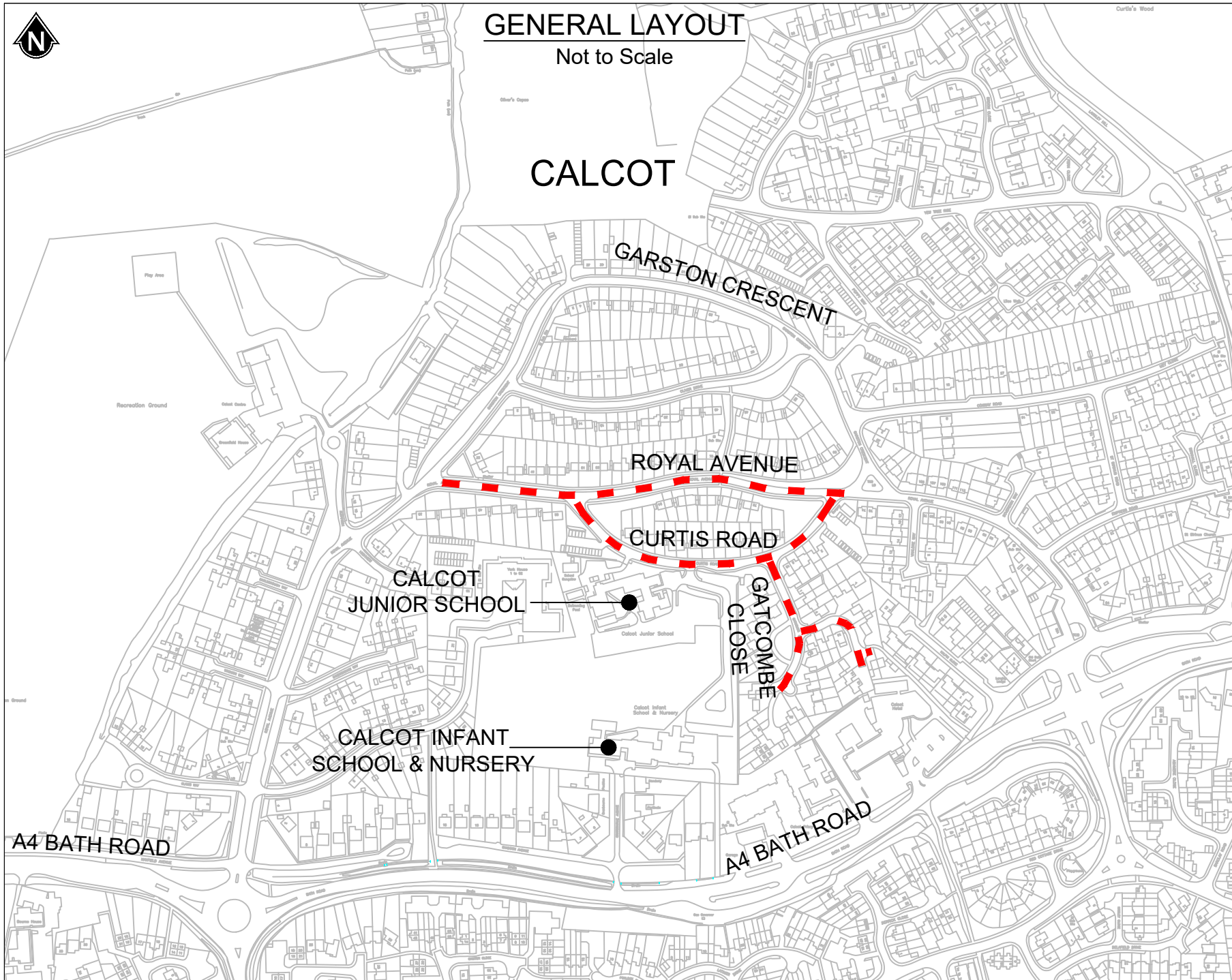





# GENERAL LAYOUT

Not to Scale

## CALCOT



### KEY

 EXTENT OF SCHOOL STREET RESTRICTION

### NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE SHOWN IN METRES UNLESS SHOWN OTHERWISE.
3. THIS DRAWING SHOWS A PROPOSED FEASIBILITY OPTION AND IS SUBJECT TO CHANGE.
4. WBC STANDARD DETAILS MUST BE ADHERED TO AT ALL TIMES UNLESS SPECIFIED BY THE OVERSEEING ORGANISATION.
5. PRIOR TO ANY EXCAVATIONS THE CONTRACTOR WILL ESTABLISH THE LOCATION OF EXISTING UTILITY SERVICES. THE CONTRACTOR SHOULD UNDERTAKE THEIR OWN UTILITY SEARCHES.
6. THE PURPOSE OF THIS PLAN IS TO IDENTIFY THE VARIOUS UTILITY APPARATUS LOCATIONS. WBC HAVE TRIED TO MAKE IT AS ACCURATE AS POSSIBLE BUT WE CANNOT GUARANTEE ITS ACCURACY. AS THE LOCATIONS HAVE BEEN DRAWN FROM PLANS SUPPLIED BY EACH INDIVIDUAL UTILITY COMPANY. THEREFORE, YOU MUST NOT RELY SOLELY ON THIS PLAN IF YOU ARE CARRYING OUT ANY EXCAVATION OR OTHER WORKS IN THE VICINITY OF THE UTILITY LOCATIONS SHOWN. THE ACTUAL POSITION OF ANY UNDERGROUND SERVICE MUST BE VERIFIED BY CABLE DETECTION EQUIPMENT, ETC. AND ESTABLISHED ON SITE BEFORE ANY EXCAVATION IS UNDERTAKEN. THERE MAY ALSO BE FURTHER SERVICES UNKNOWN TO WBC. WBC ACCEPT NO RESPONSIBILITY OR LIABILITY IN THE EVENT OF INACCURACY.

**ISSUED FOR CONSTRUCTION**

REV	DATE	DESCRIPTION	DR	AU



TRANSPORT AND COUNTRYSIDE  
COUNCIL OFFICES - MARKET STREET - NEWBURY - RG14 5LD

PROJECT TITLE  
**CALCOT JUNIOR SCHOOL,  
CURTIS ROAD, CALCOT**

DRAWING TITLE  
**EXTENT OF SCHOOL STREET SCHEME**

DATE	DRAWN BY	CHECKED BY	PAPER SIZE	SCALE
JUNE 2021	CJV	GD0	A4	NTS

DRAWING NUMBER	REVISION
TM/325/001	-

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**COMMONPLACE  
CONSULTATION REVIEW  
SCHOOL STREETS (CALCOT)**



# 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 Funds (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



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

Need help to find your way around?

36

Respondents



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

42

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[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



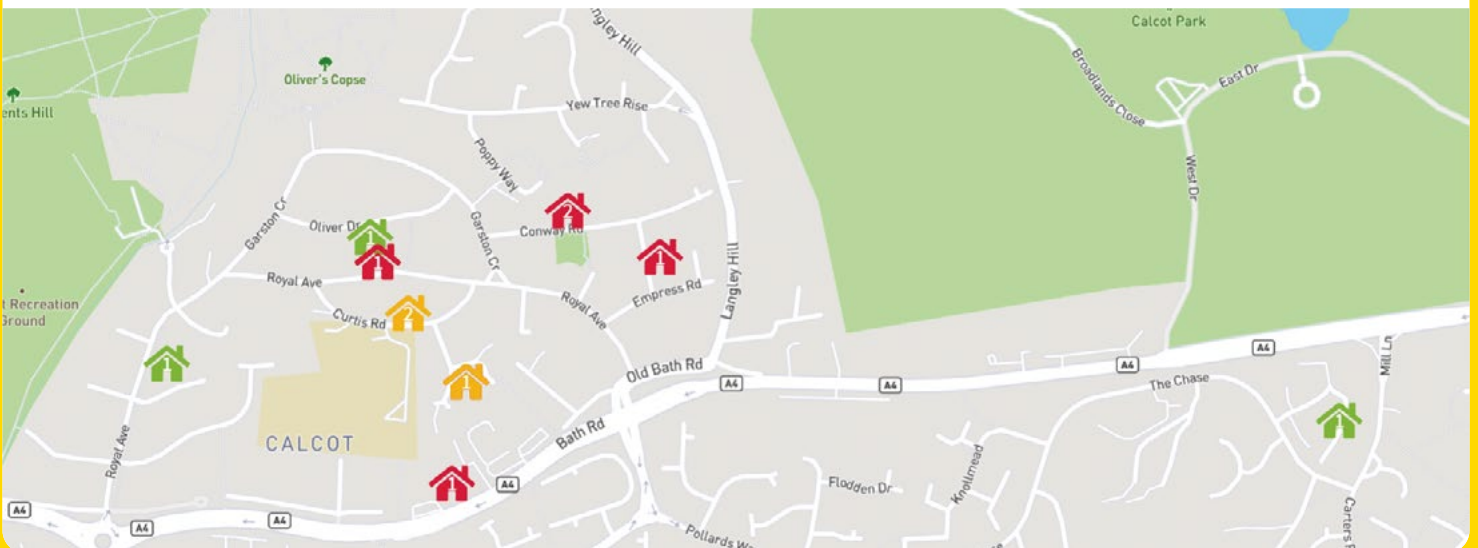
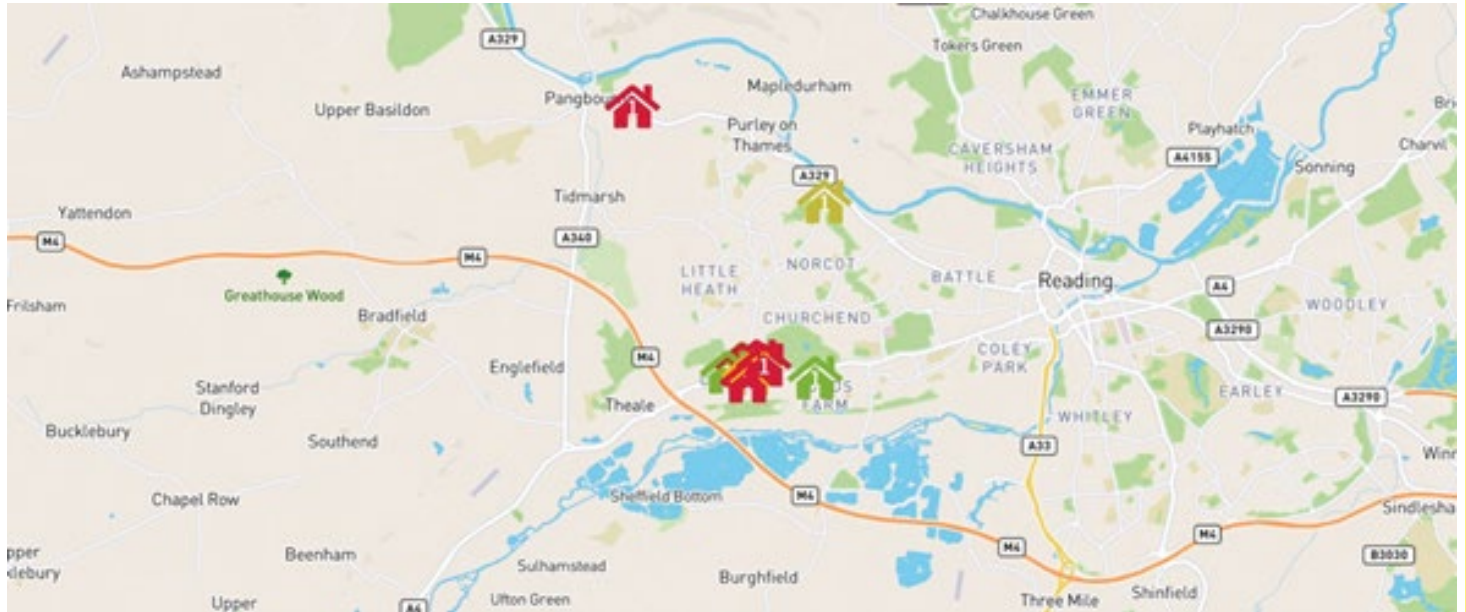
A person who contributed but did not provide their email address.

No detailed information available.



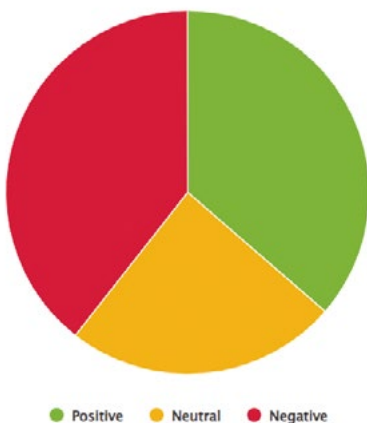
## Where do respondents come from

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

Comment positivity



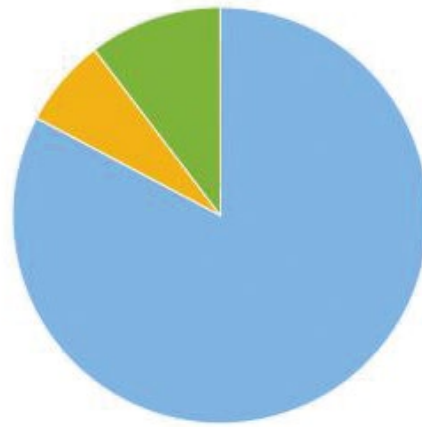
Sentiments	Negative	Neutral	Positive
Overall	13 (39%)	8 (24%)	12 (36%)

Web or survey?



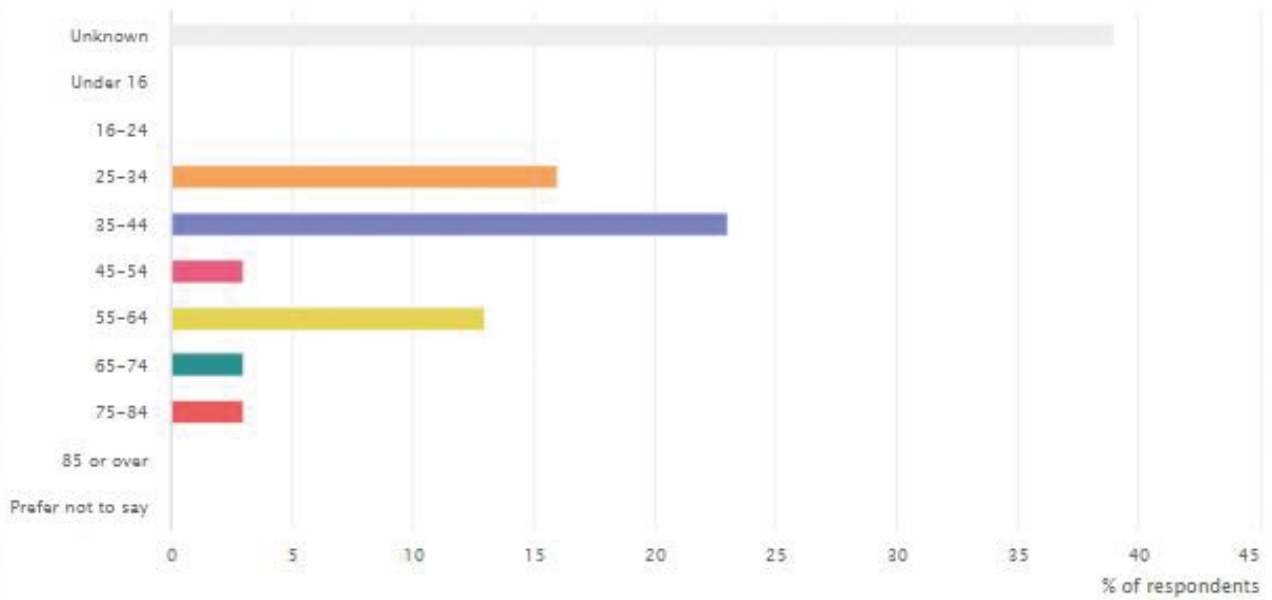
● Web ● Survey

Devices

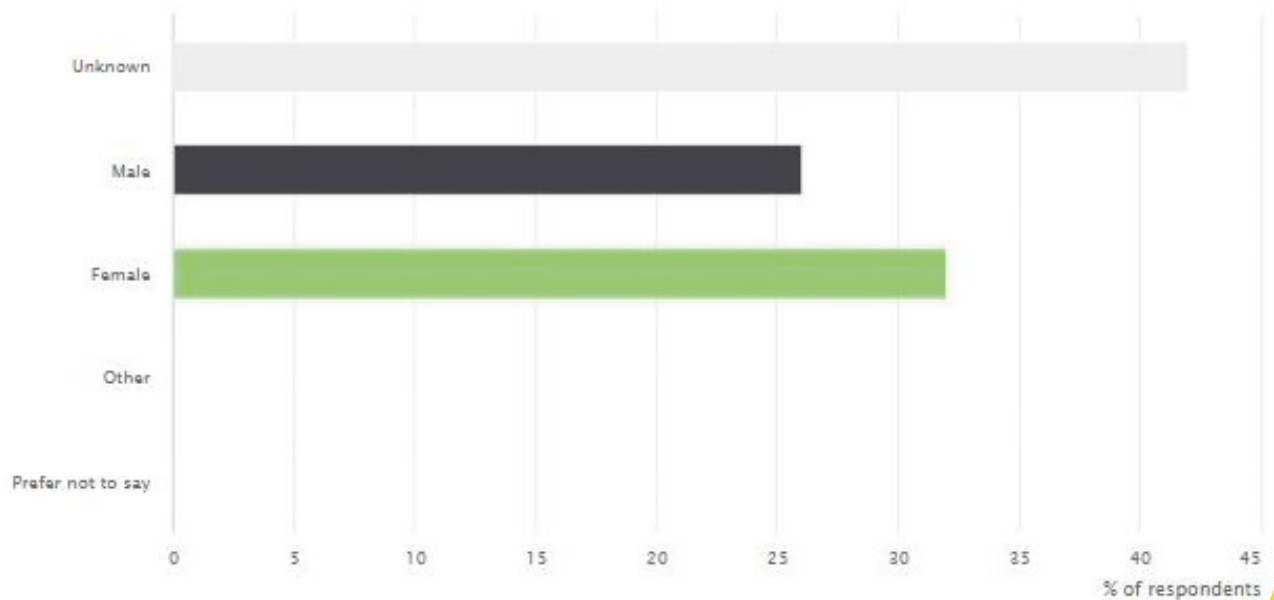


● Mobile ● Tablet ● Desktop

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**

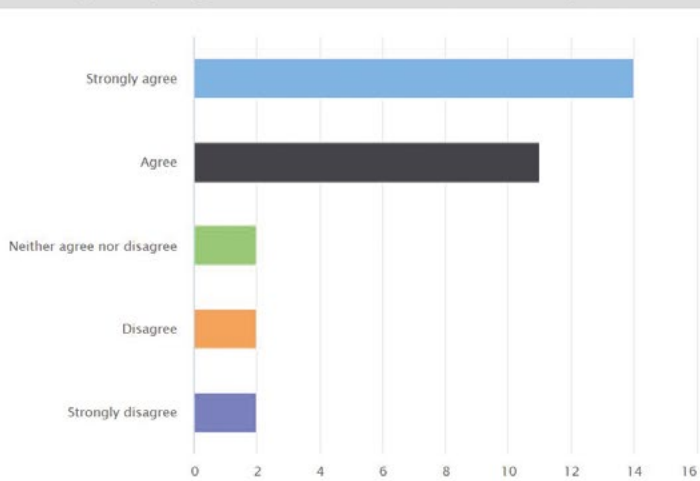
Project updates

Includes both respondents and visitors who subscribed to project news.

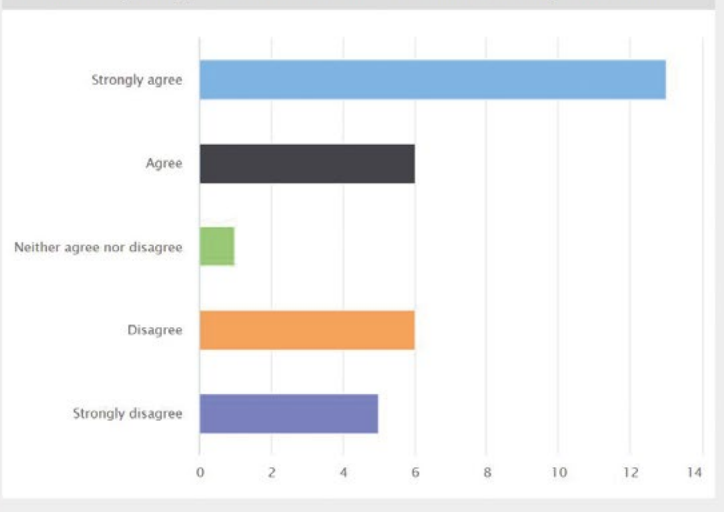
[Send project news](#)

## 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?

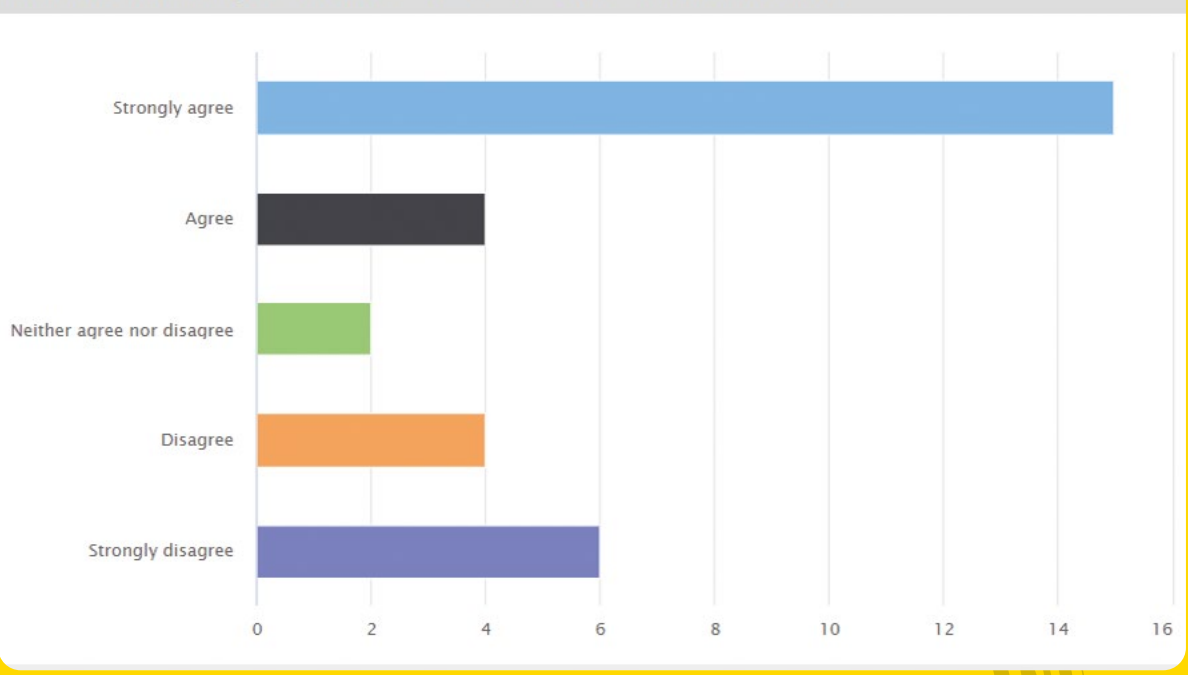




# Why do you feel this way about the 'no access' POINT on Royal Avenue?



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	12 Negative, 1 Positive
9	I feel safer walking/cycling/scooting	9 Positive
9	It's great for the community	3 Positive, 6 Negative
7	It's caused more congestion	7 Negative
5	Other	5 Negative
5	It's improved parking	5 Positive
4	It's improved congestion	4 Positive
4	I don't feel safe walking/cycling/scooting	4 Negative
3	It's encouraged me/my family to walk more	3 Positive
3	It's bad for the community	3 Negative
2	It's encouraged me/my family to scoot more	2 Positive
2	It's encouraged me/my family to cycle more	2 Positive

#	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	Sentiment
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.

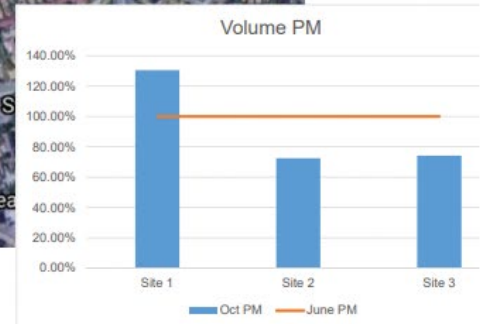
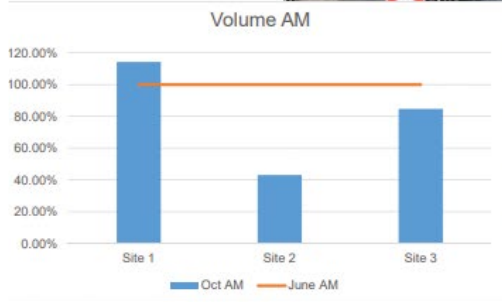
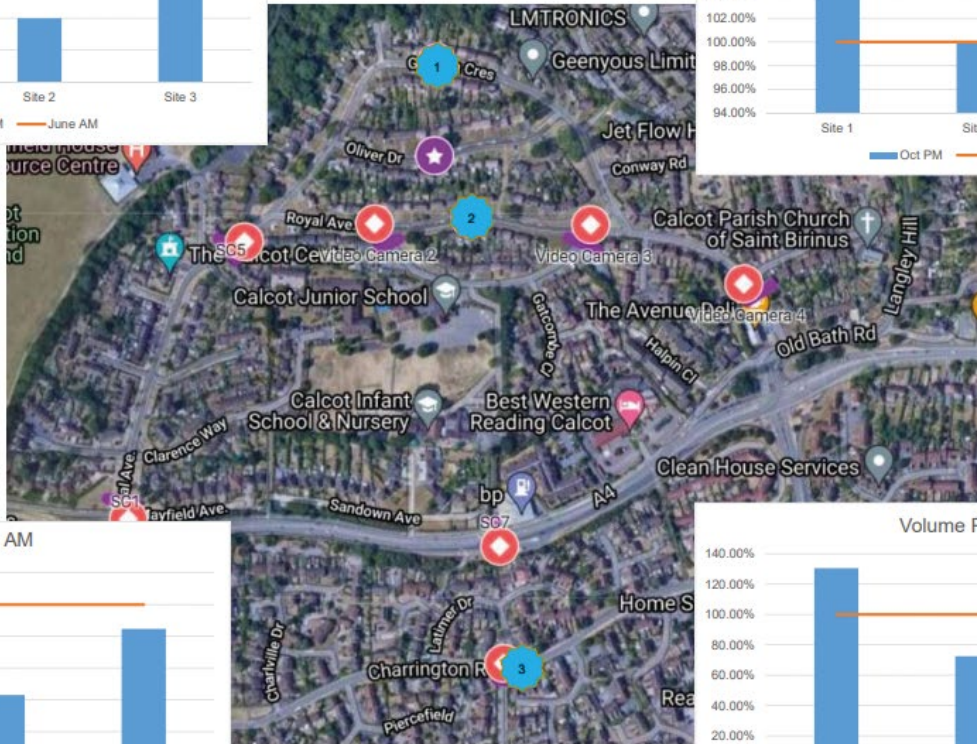
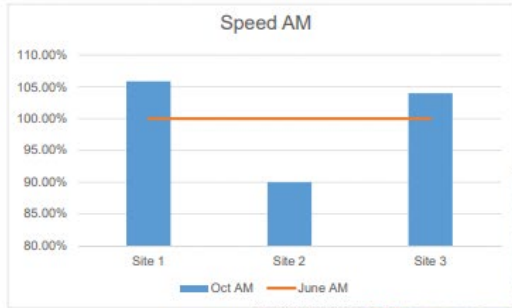
The school have had to think differently around organising school trips to accommodate the the restrictive timings. Feedback on the permits suggest that the colouring is too similar to the green waste permits so this needs to be addressed should the permit system becomes permanent. The school has also 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

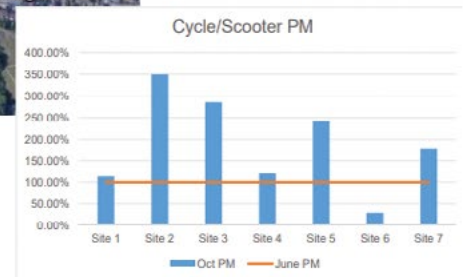
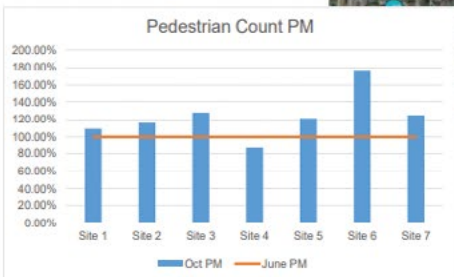
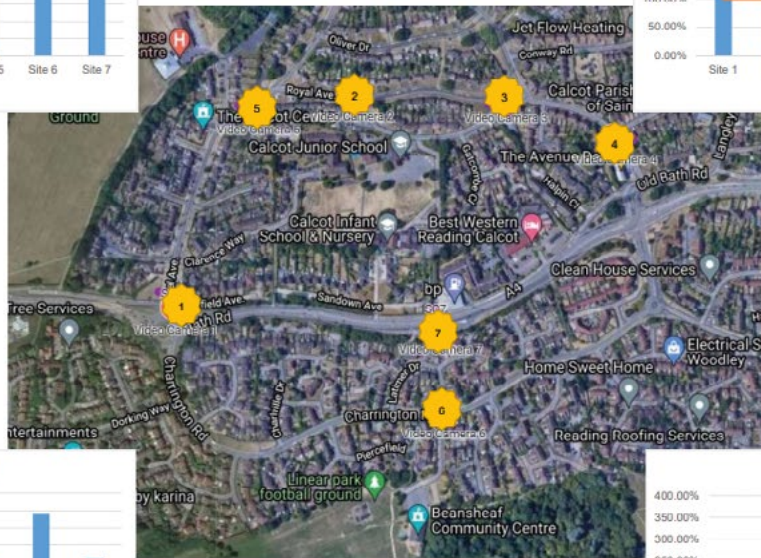
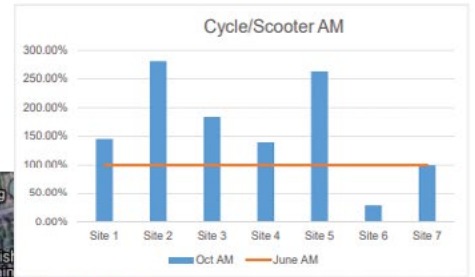
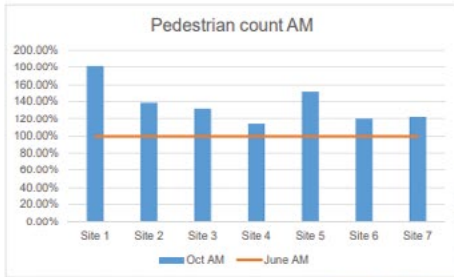
Vehicle speeds have not increased in general across the check points but the vehicles parking has displaced to the surrounding roads at Oliver Drive and Garston Crescent.





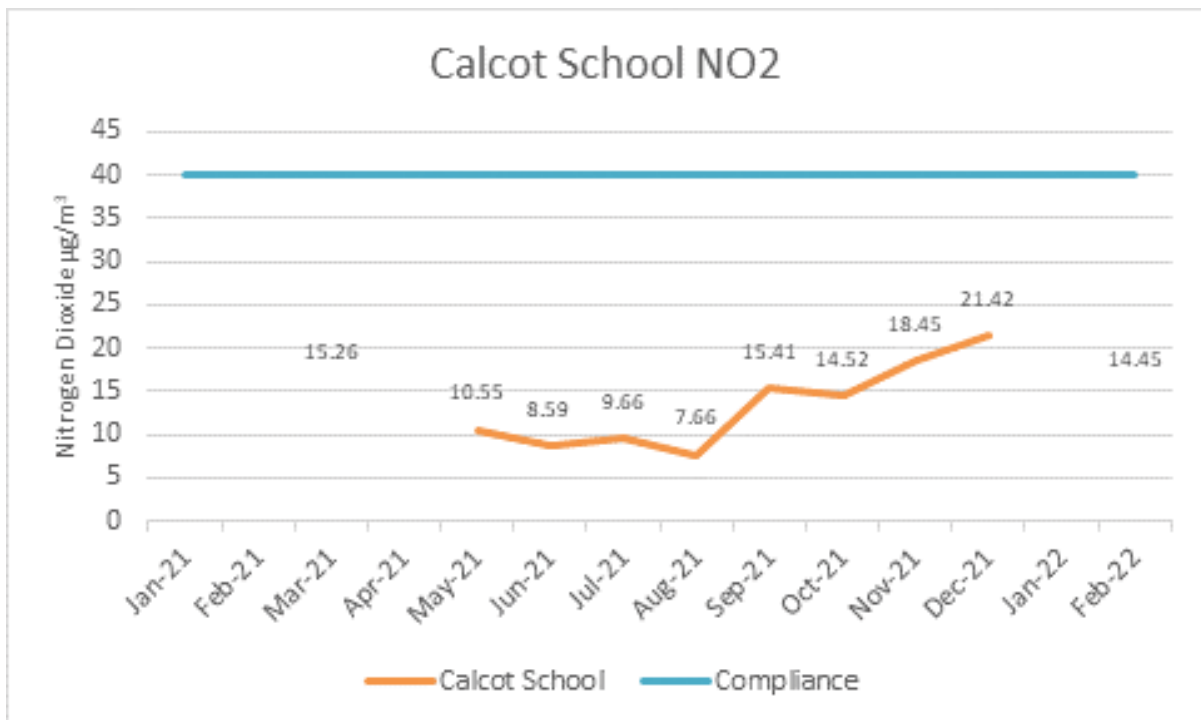
## Pedestrian and cycle counts

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

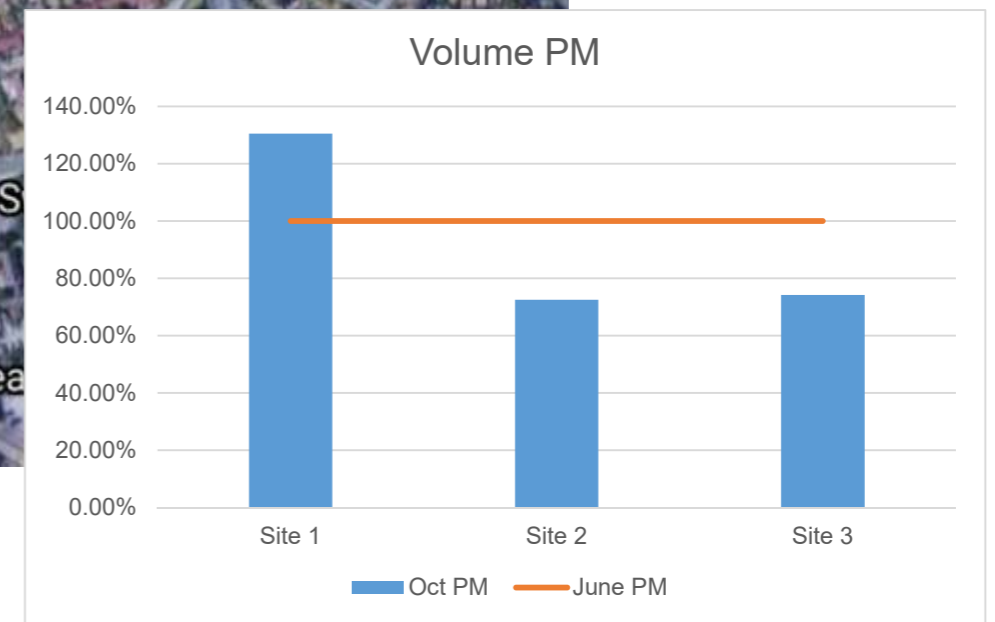
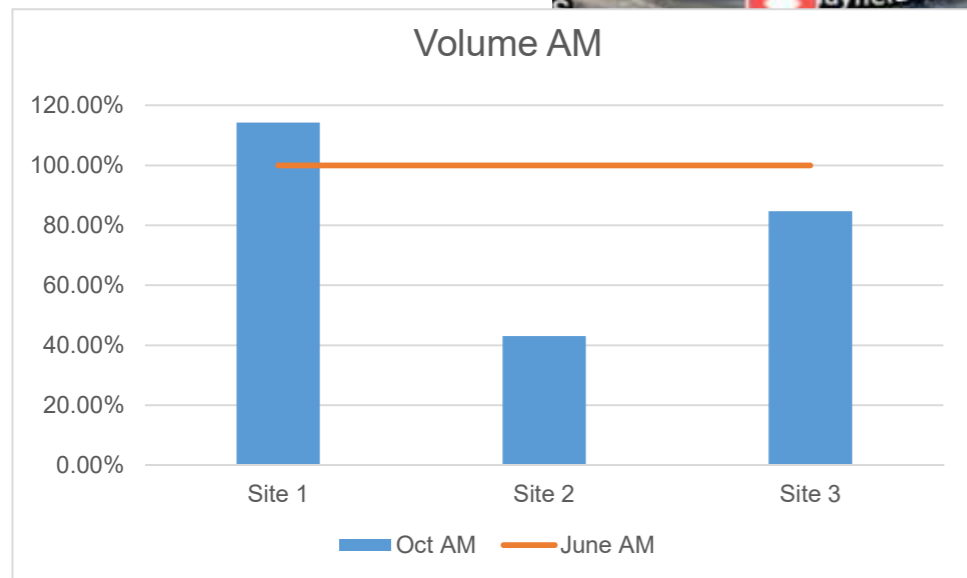
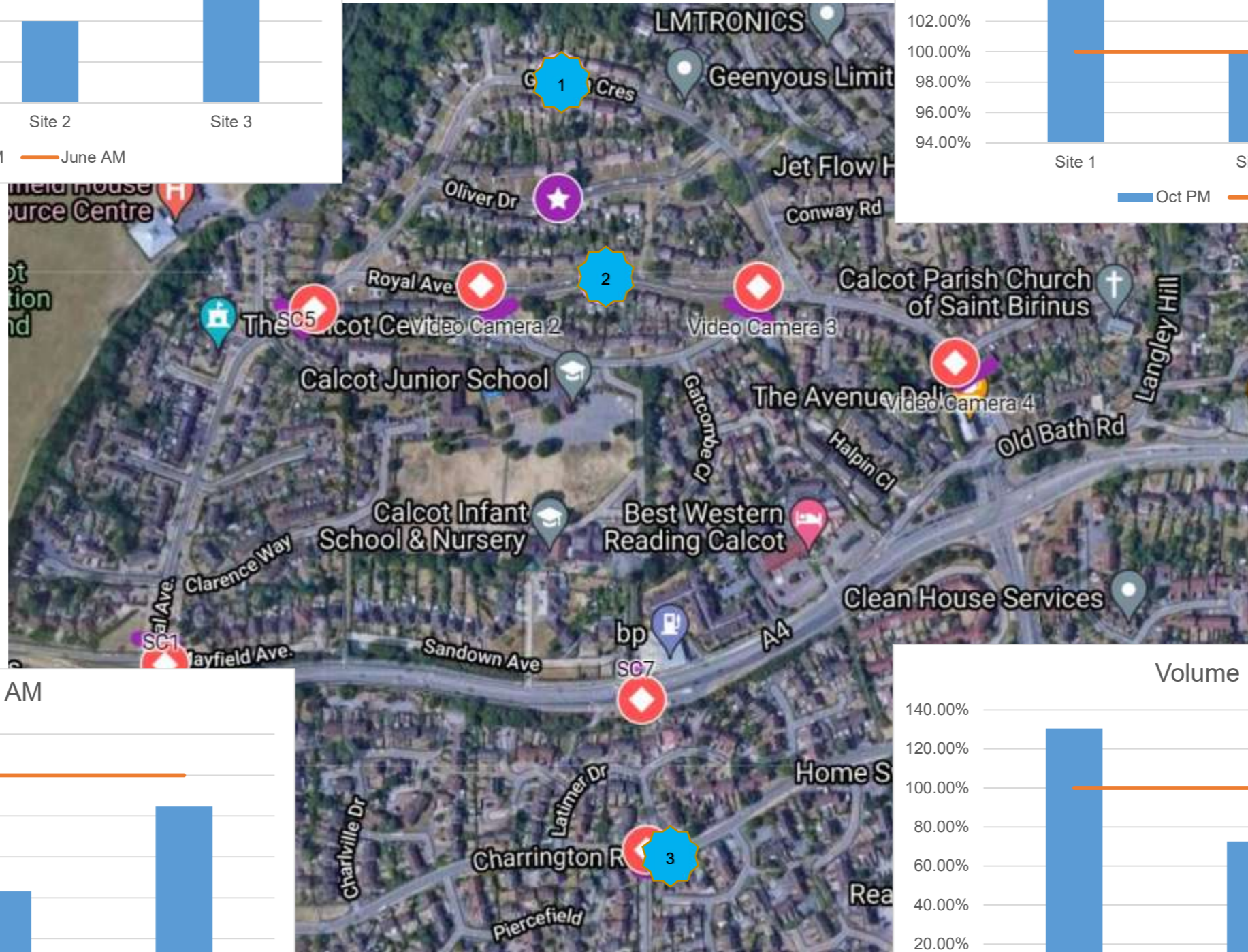
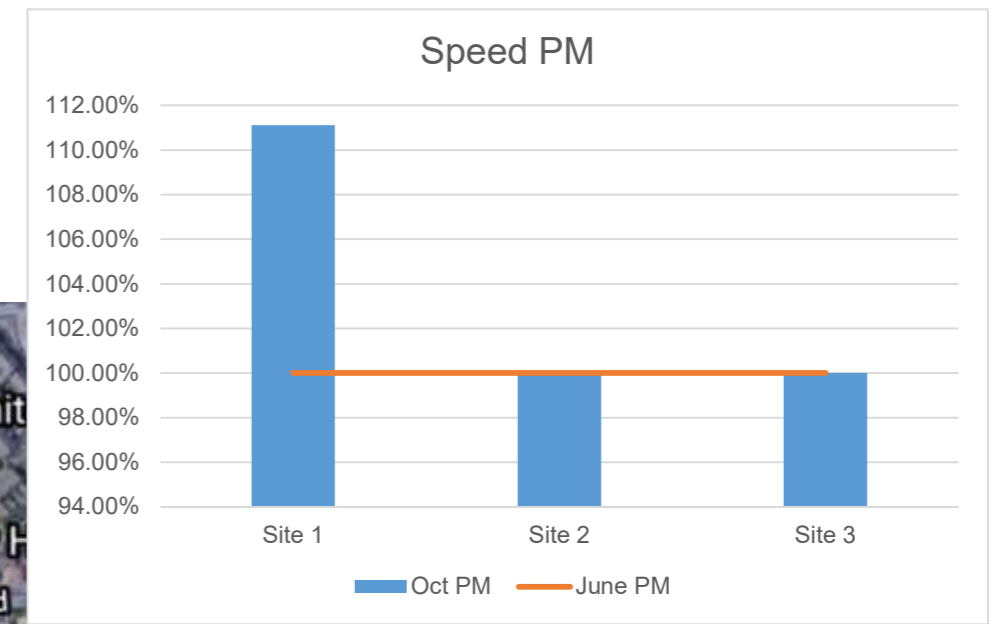
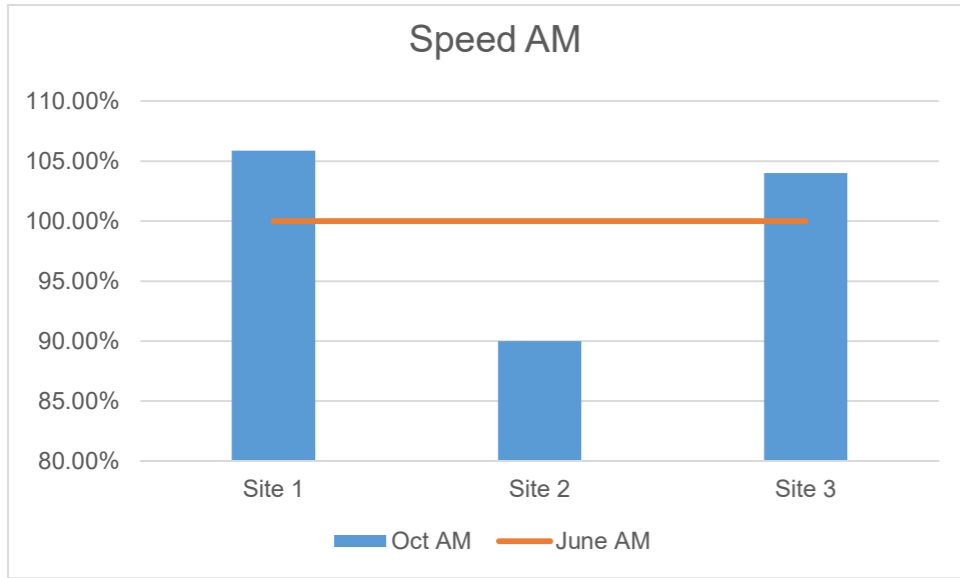
The feedback results are very complex as many of the comments are directly linked to where those that feedback resides. The school staff and residents of Curtis road have found the scheme has improved the situation and environment but it is less convenient for those that travel by car to the school site. 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.



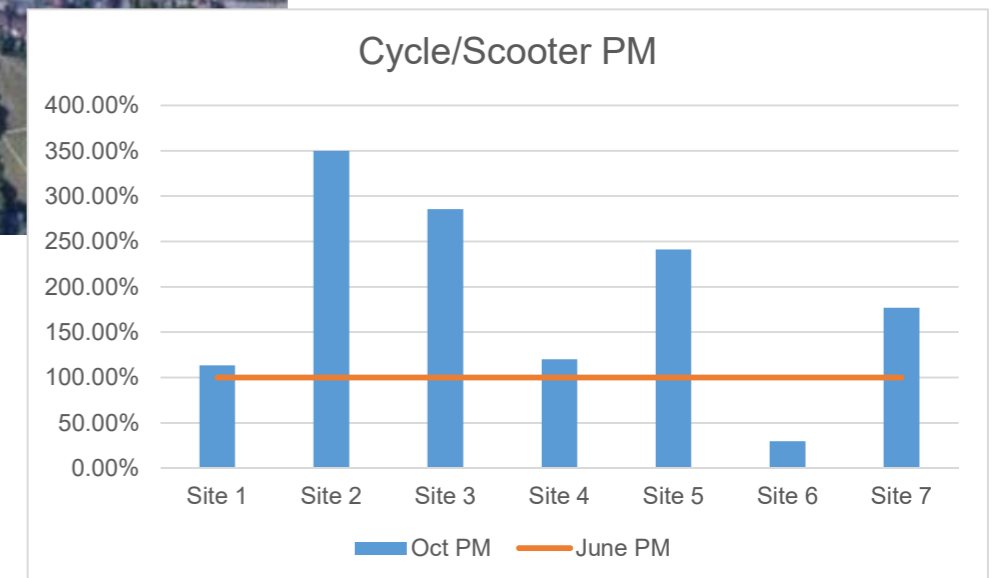
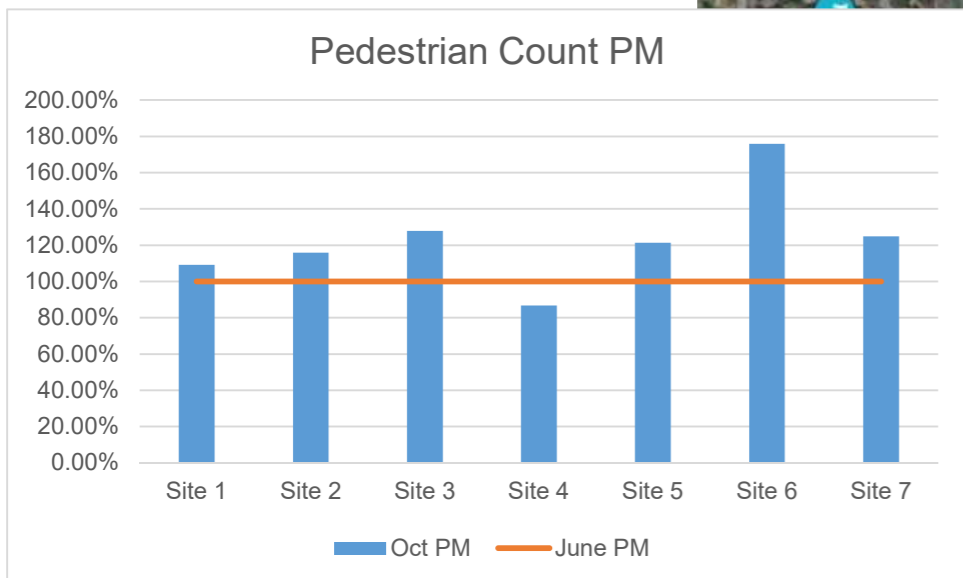
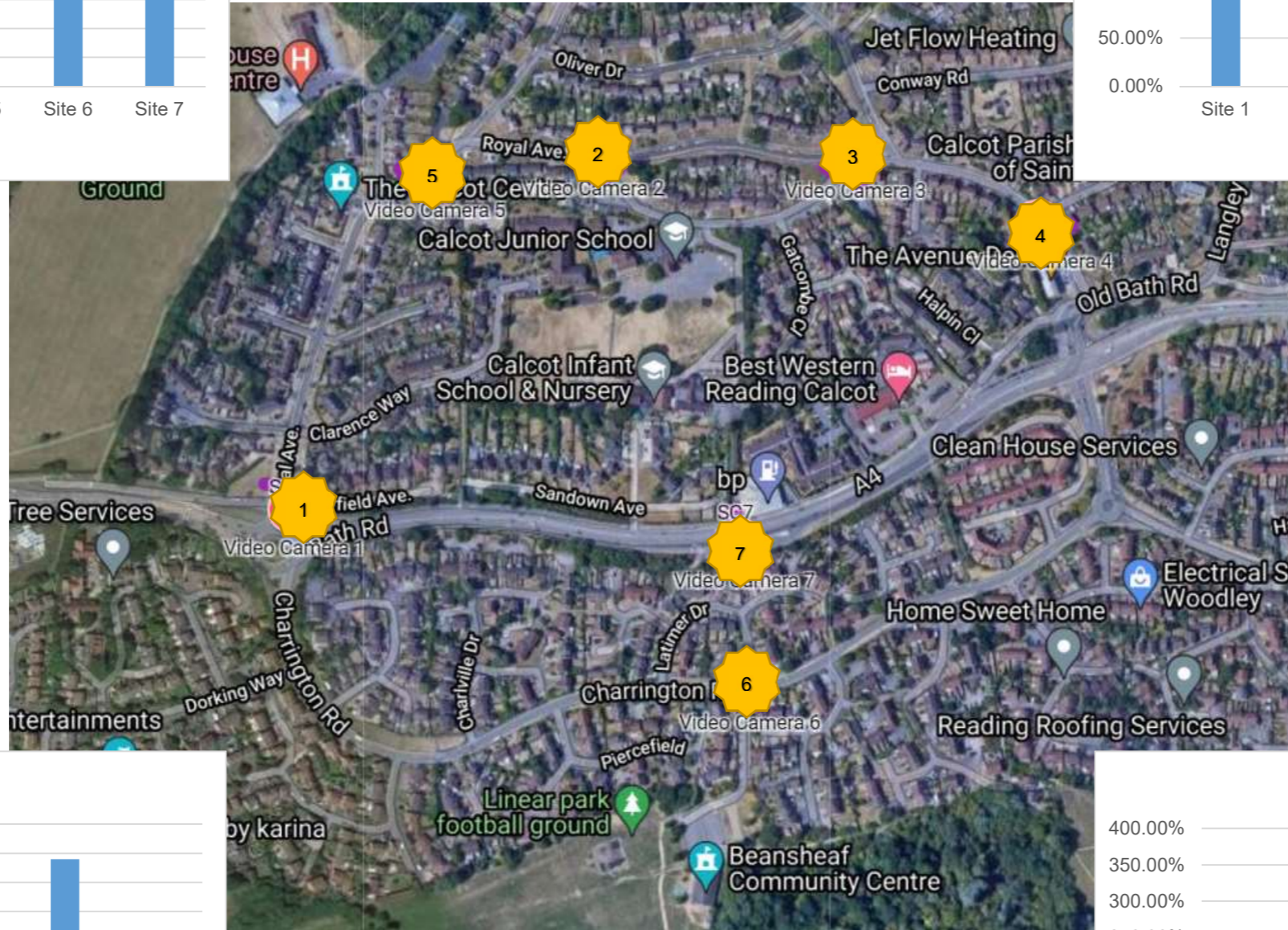
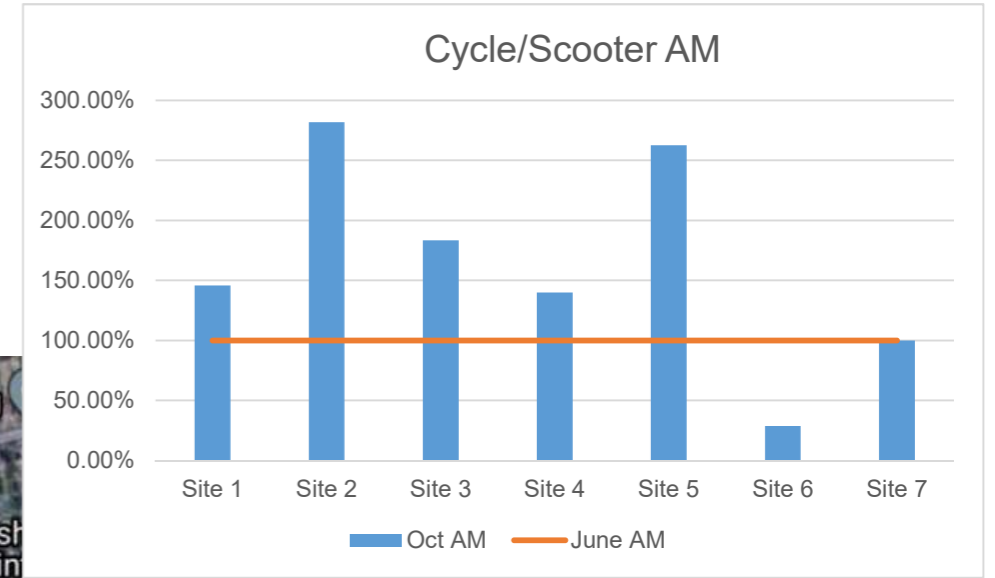
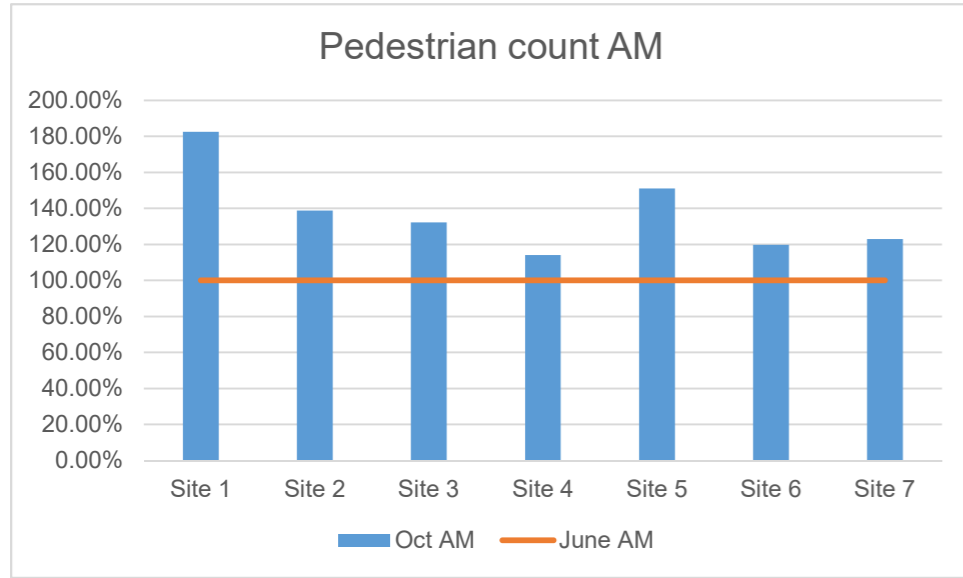
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### Pedestrian Movement

	June	Oct		Oct	June		Oct	June		Oct	June
	AM	AM		AM	AM		PM	PM		PM	PM
Site 1	114	208	Site 1	182.46%	100.00%	Site 1	132	121	Site 1	109.09%	100.00%
Site 2	328	455	Site 2	138.72%	100.00%	Site 2	423	365	Site 2	115.89%	100.00%
Site 3	619	819	Site 3	132.31%	100.00%	Site 3	748	585	Site 3	127.86%	100.00%
Site 4	206	235	Site 4	114.08%	100.00%	Site 4	189	218	Site 4	86.70%	100.00%
Site 5	286	432	Site 5	151.05%	100.00%	Site 5	386	318	Site 5	121.38%	100.00%
Site 6	96	115	Site 6	119.79%	100.00%	Site 6	146	83	Site 6	175.90%	100.00%
Site 7	1011	1243	Site 7	122.95%	100.00%	Site 7	1380	1105	Site 7	124.89%	100.00%
			Average	137.34%	100.00%				Average	123.10%	100.00%

### Cycle / Scooter Movement

	Oct	June		Oct	June		Oct	June		Oct	June
	AM	AM		AM	AM		PM	PM		PM	PM
Site 1	35	24	Site 1	145.83%	100.00%	Site 1	34	30	Site 1	113.33%	100.00%
Site 2	31	11	Site 2	281.82%	100.00%	Site 2	21	6	Site 2	350.00%	100.00%
Site 3	11	6	Site 3	183.33%	100.00%	Site 3	20	7	Site 3	285.71%	100.00%
Site 4	7	5	Site 4	140.00%	100.00%	Site 4	12	10	Site 4	120.00%	100.00%
Site 5	42	16	Site 5	262.50%	100.00%	Site 5	41	17	Site 5	241.18%	100.00%
Site 6	2	7	Site 6	28.57%	100.00%	Site 6	11	37	Site 6	29.73%	100.00%
Site 7	12	12	Site 7	100.00%	100.00%	Site 7	23	13	Site 7	176.92%	100.00%
			Average	163.15%	100.00%				Average	188.13%	100.00%

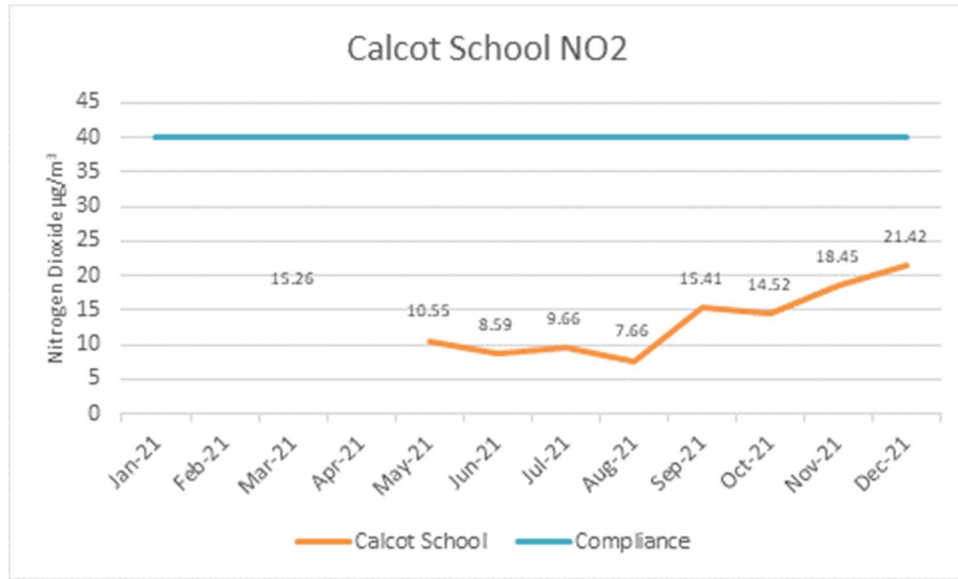
### Vehicle Volume

	Oct	June		Oct	June		Oct	June		Oct	June
	AM	AM		AM	AM		PM	PM		PM	PM
Site 1	40	35	Site 1	114.29%	100.00%	Site 1	30	23	Site 1	130.43%	100.00%
Site 2	56	130	Site 2	43.08%	100.00%	Site 2	58	80	Site 2	72.50%	100.00%
Site 3	205	242	Site 3	84.71%	100.00%	Site 3	187	252	Site 3	74.21%	100.00%
			Average	80.69%	100.00%				Average	92.38%	100.00%

### Vehicle Speed

	Oct	June		Oct	June		Oct	June		Oct	June
	AM	AM		AM	AM		PM	PM		PM	PM
Site 1	18	17	Site 1	105.88%	100.00%	Site 1	20	18	Site 1	111.11%	100.00%
Site 2	18	20	Site 2	90.00%	100.00%	Site 2	19	19	Site 2	100.00%	100.00%
Site 3	26	25	Site 3	104.00%	100.00%	Site 3	26	26	Site 3	100.00%	100.00%
			Average	99.96%	100.00%				Average	103.70%	100.00%

Air Quality Data



	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21
Calcot School			15.26		10.55	8.59	9.66	7.66	15.41	14.52	18.45	21.42

*\*data not yet bias adjusted, blanks usually mean the tube was missing upon collection*

*(Data up to April 2022 has been requested)*

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By virtue of paragraph(s) 4 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

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