

Do you support or object to the proposal? Y/N	Please provide your comments, support or objections to the proposals, together with the grounds on which they are made, here - Comments
Support	When the proposal to make Wilson road a school street, it included the whole of Wilson road and Tofrek terrace. As only part of Wilson is now closed the parking and traffic is dreadful in Westbourne terrace and Tofrek terrace. Please can it be considered widening the area around the school. A lot of children use the Tofrek entrance. Mornings are not so bad as traffic is more staggered. But between 3-3.30 it awful as children go home at same time.
Support	<p>There are entrances for three schools in this single block of Crescent Road. The road is used as part of a "rat run" Christchurch Road, down Kendrick, Road, Allcroft Road, Addington Road and Crescent Road, drawing quite a lot of traffic through a residential area.</p> <p>In the relevant block of Crescent Road pavement are narrow and slope to the road, putting pedestrians at risk. At school opening and closing times the pavements are crowded. Motorists are tempted to park on the road when delivering or collecting children, who might better be walking or cycling, and this makes the situation and crowding of the pavements even worse. The closing of the street to most traffic would create a much more relaxed atmosphere in which the community could thrive and children make their entrances and exits of school which much more ease and safety.</p>
Support	Children would be safer going to school.
Support	If it could increase the number of students walking cycling and using public transport then I think it is a very good idea.
Support	I have been a street marshal for this scheme and I have witnessed the dramatic change in the street environment, it is quieter, free from the smell of vehicle exhaust and often with the children stood in the road it resembles a pleasant plaza for people.
Support	<p>I fully support the school street closure. As the parent of two young children attending Alfred Sutton Primary school, the closure makes the journey to school infinitely safer. Not longer are my children exposed to speeding and reckless driving along that portion of Crescent Road. No longer do the older children from Maiden Earlegh Reading School have to step into the road, endanger their own safety, to help get the counterflow pedestrian traffic of younger children. No longer do our children have to breathe the heavily polluted air of idling cars sat in traffic jam along Crescent road, the majority of cars are merely commuters trying to shave off a few minutes by taking a shortcut.</p> <p>The bigger picture is the message this scheme sends out to the children, that people in the community are willing to give up their time so that they can have better air to breath and a safe space to go to school in. If we cant even give up some of our time children's safety, then what can we really do?</p>
Support	The road is extremely dangerous and polluted when it is not closed. I have witnessed people being hit by cars and have seen many near-misses. There are too many young people at certain times of day to add cars to. Many cars drive erratically as they get stuck in narrow Crescent Road, then speed off when they get through. When the road is closed, it allows a peaceful walk, scoot or cycle at the last stretch to school.
Support	Having escorted my children to Alfred Sutton Primary school in past years I can confirm that Crescent Road is unsuited to accommodating so many children on its narrow and sloping pavements while allowing unrestricted vehicle flow while children are making their way to or from school. The new scheme is a great improvement and we should all try to extend it to the end of school day too.

Support	<p>I am a parent of 2 children. One walks to Alfred Sutton and one cycles to school in woodley. Both use crescent road. The section by the schools has always felt dangerous, cars drive fast and swerve to avoid the speed humps while children move about in all directions. The roads tilt down to the pavements which are narrow and filled with furniture (posts bollards etc) making it unable to carry the groups of children and push chairs which need to use it. The parked cars means the street is too narrow to accommodate 2 directions of traffic and I have personally nearly been hit by a car mounting the pavement to try and get through. At the junction of Bulmershe road you have cars essentially moving in 6 directions with kids being dropped off and there are regular queues down Bulmershe road and crescent road to Eastern Avenue. Since the morning school street began the traffic has been moving much more smoothly. I am a volunteer on the school street and find that the majority of the traffic is 'rat runners' and Maiden Erlegh parents dropping off. When the new school was built not enough (if anything) was done to mitigate traffic and make the pavements safer to use. Afternoons are particularly bad for traffic and people parked with their engines running. Maiden Erlegh school and Reading council should take responsibility for the problems they have created and provide marshals to run the afternoon sessions.</p>
Support	<p>I believe this scheme is very important in terms of climate change and encouraging the use of sustainable transport i.e. cycling and walking. It is also a great way to encourage every day activity from a young age and to help adults with busy days get a little more exercise and the benefits from being outdoors.</p> <p>I also live locally and have seen how busy and dangerous it is around the school as many people drive to drop off and pick up their children - there is dangerous and obstructive parking and dangerous driving - being a pedestrian or cyclist is risky at these times. If you live on the street it must be very inconvenient and frustrating. This scheme would reduce car use and encourage walking or cycling which is safer and healthier for everyone and the planet.</p> <p>The other schemes which have been set up across Reading seem to work well and I think it's a really positive start to tackling climate change <u>and supporting people to be more active.</u></p>
Support	<p>I support the proposal to continue the scheme.</p> <p>It is effective by children being brought by either walking or on bikes/scooters.</p> <p>A good use of time.</p> <p>A good way to have children being energetic before school starts.</p>
Support	<p>I cycle and the cars are reduced at that time . I love to see more children walking and cycling to school.</p>
Support	<p>As an employee of Alfred Sutton Primary school I can admit that this scheme has made me feel much safer during my journey to school. Cars do not park illegally on the pavements anymore and people with prams, wheelchairs etc can generally walk in the street safely.</p>
Support	<p>I have been very concerned since Maiden Erlegh opened about the increased traffic and parents stopping on double yellow lines to drop off. I live on Bulmershe Road and have expressed my frustrations to local councillors as I have been u able to get out of my drive to go to work and been abused by parents.</p> <p><u>During the scheme it is much safer and the stewards kindly move the bollards to enable me to get out.</u></p>
Support	<p>The council re-directed 100k of money from the developers of Maiden Erlegh Reading and never spent it on the improvement of road safety on crescent rd - for which it was earmarked</p> <p>Crescent Rd should be made a one way road with a crossing to improve the safety of the four schools that are within 100m of each other.</p>

Support	I am a local resident who supports this School Street proposal. I am very pleased to read about the significant reduction in NO2 as a result of the closure. I have occasionally walked along Crescent Road on school mornings My, and there is a discernable improvement in the atmosphere as people enjoy the sand walk. My own road (Northern end of Eastern Avenue) does seem to have an associated increase in morning traffic however. I believe that using other means of slowing and reducing through traffic in East Reading should continue eg adoption of additional calming and Low Traffic Neighbourhood scheme.
Support	I have not noticed any problems arising. Please note, however, that the scheme seems wrongly described in your introduction. Closure is only in the morning and not in the afternoon.
Support	Anything which helps clean our air, stops climate change and improves road safety has to be a good thing
Support	We had feared there might be increased traffic in Eastern Avenue diverting around the School Street closure or temporary drop-off parking by non-residents in the mornings. This does not appear to have been the case. Perhaps because of the alternatives in Hamilton and Bulmershe Roads between Crescent Road and Wokingham Road. There does appear to be more vehicles NOT observing the 20mph speed limit in Eastern Avenue in the morning. This might, perhaps, be rushing to get around the closure if drivers were not expecting their usual route to be blocked. Obviously the spring & summer weather has been much more favourable to walking to the schools perhaps an extended trial during autumn and winter conditions might give additional data to base a permanent decision on.
Support	There seem to have been a lot of benefits from this proposal so far which is wonderful. There have been no negative effects in Eastern Avenue as far as I am aware.
Support	The Crescent Road School Streets Scheme has significantly reduced the vehicle traffic outside the three schools at peak times during the school day, as less parents now drive their children to school. The visible reduction on Crescent Road over the five months of the trial is underpinned by a survey of Maiden Erlegh Reading School which showed a 6% drop in car use by parents alone. As a result, pupils are kept healthier in front and around the school as they are exposed to less car pollution, due to the marked drop in traffic volumes - see University of Reading study showing 40% drop in nitrogen dioxide outside Alfred Sutton Primary School during the trial. Indeed, the lower number of drivers who continue to use the side roads to drop off their children, or are unaware of the road closure, show more courtesy toward the pupils and expose them to less road rage. Critically, the Maiden Erlegh Reading School survey confirmed that pupils felt safer, relieved and happier to have the Crescent Road School Streets Scheme in place!
Support	It's about time the council did something to stop the rat running on Crescent Road. This is a good thing for the school children and a good thing for residents. Maybe the council will eventually start to enforce the 20mph speed limit too (yeah I know that's for the police, but if you knew it would never be enforced why spend our money in it...)
Support	This is an excellent step in the right direction. Other countries have had similar projects for many years, and it's nice to see this country catching up. Children have a right to feel safe and to breathe unpolluted air. If there's to be a future for today's primary school kids, they (and their parents) will need to learn quickly that the car should not be a dominant mode of transport within towns. Let's hope that Reading will be able to set an example.
Support	I fully support this scheme, thanks for your work on this. I notice there has been an increase in cars waiting on Hamilton Road around the junction with Crescent Rd. It is great to hear that there has been a reduction in car use and corresponding reduction in pollution as a result of the scheme but it would be great if a further reduction in car use could be encouraged somehow.
Support	Great scheme which i fully support

Support	I am a local householder (Hamilton Road). The street closure has made Crescent Road safer for all and there has been no negative impact on surrounding streets. If anything, nearby streets are also quieter.
Support	Initial teething challenges requiring support of police presence. Has since proven to significantly calm traffic conditions.
Support	<p>The school street has massively improved the quality of the walk from our home to the school. Before the school street started cars would drive up onto pavements, accelerate dangerously between passing spots and generally contribute to a stressful and dangerous walk along a road containing three schools.</p> <p>The noticeable decrease in motor traffic in and around the area during the time of the school street has helped to make our children (and parents) feel safer and less stressed on our way in to school.</p>
Support	<p>The School Street on Crescent Road successfully diverts traffic away from an area of acute traffic congestion which is used by thousands of school children attending the 3 schools on Crescent road.</p> <p>This School Street measure:</p> <ul style="list-style-type: none"> - increases the safety of children (and other pedestrians) using Crescent Road in the busy morning period before the start of school. - It stops pavement parking, driver frustration and driving at inappropriate speeds along Crescent Road during school arrival time. - This means that the road is safe to cross throughout the period, a welcome reassurance for children and their families. - By diverting traffic away from this area it lowers exhaust emissions from traffic around the schools, improving air quality for everyone at this time of day. - It makes children and their parents think again about using the car as a means of getting to school, and has already encouraged greater use of public transport, walking or cycling to school, by children attending these schools <p>In the longer term,</p> <ul style="list-style-type: none"> - more children will have benefitted from cleaner air, - there is much reduced risk of accident on Crescent Road, - the Scheme increases the likelihood that children will develop road sense as cyclists and pedestrians and will be less at risk of accidents as they grow older. - Petrol usage will decrease and - children who walk or cycle (rather than coming by car) will be physically fitter from the exercise.
Support	I live in Hamilton Road and the congestion in Crescent Road before the closure was really marked and quite dangerous - with cars three abreast as they dropped off their kids. The difference has been amazing and may even have persuaded more people to walk! There should never have been permission for three schools in a row in such a narrow road in the first place.

Support	<p>I support the proposal and ongoing operation of the School Street in Crescent Road.</p> <p>I do not feel it has inconvenienced me in any way as a local resident, and I am pleased to read assessments that the scheme has encouraged less car use for dropping off pupils. Increased walking and decreased levels of air pollution and noise are a benefit to the children involved and local residents alike. This seems like a successful start.</p> <p>Not only would I like to see the scheme continue indefinitely, I hope the proposed afternoon road closure can soon be brought into effect also.</p>
Support	<p>This school streets scheme seems to be generally successful in its intended purpose. It is a pity that it only functions in the mornings as yet, but hopefully more volunteers will enable us to run it in the afternoons as well.</p> <p>The Alfred Sutton primary school actively supports the scheme, and many of their parents are volunteers. By contrast it is disappointing that UTC and Maiden Erleigh schools, although benefitting from the scheme, seem to be indifferent to what is happening. We have never seen any of their staff outdoors supervising students, and often teachers arrive by car during the closure period. More to the point, it seems that their visitors and contractors are not generally pre-notified of the closure condition and end up having to argue their way past the barriers.</p>
Object	<p>First of all, we were given the wrong information and we, as residents, didn't know when and how this was going to happen.</p> <p>It was said that residents and people with a blue disability badge could enter, and now we can't. No one informed us when this was going to happen. I we cannot enter the school streets, then teachers shouldn't be able to aswell. None of our comments were looked at and thought about. An alternative route onto Westbourne Terrace is through Kensington Road and there is also a school there and it creates even more traffic which would then mean that Battle Primary will start to think about creating a school street there as well. What are we supposed to do then , no one will recompensate my time and money if everyday I will have to travel over 2 miles just to get to my home.</p>
Object	<p>This move affects staff members and students at UTC reading who commute from long distances already due to the large catchment area, for these students public transport links are usually poor and the cost of public transport is prohibitive. The school street also affects students who are disabled but due to their own local authorities rules cannot get a blue badge themselves, these students are placed at a substantial disadvantage for accessibility. Due to the positioning of the schools themselves this is not an issue for the other schools due to their car parks not being on crescent road itself. Students from the other two schools also come from a smaller catchment area, there is also not a requirement for them to have costly public transport tickets on rail and bus networks. This school street proposal is discriminatory towards disabled people, low income families and people who live outside of reading itself. I strongly encourage the proposal not to go ahead.</p>
Object	
Object	<p>its creating more traffic delays on wokingham road literally packed finding hard going worknon time</p>
Object	<p>The traffic in Bulmershe Rd is horrendous. Stop traffic here as well.</p> <p>Palmer park should be the closest drop off point.</p>

Object	<p>To date the school street has only been trialed in the morning ,so there is no data for the afternoon and it's effects on road traffic in the area!. Since inception there has been improvement in the chaos at the junction of crescent rd and bulmershe particularly when there is police presence however there are no (no waiting signs) at the junction students are routinely dropped off in the middle of the road ! Drivers then generally speeding off down bulmershe rd at high speed.</p> <p>Cars routinely mount pavements in bulmershe rd ,narrowly avoiding small children also occasionally doing 3 point turns to add to the congestion .Whilst the idea of school streets has merit it needs to be thought out rather more cogently . Both Bulmershe rd and Crescent rd have students that are proceeding to the school street these are in "danger" also .however that seems to be overlooked.</p> <p>There doesn't seem to be any deterrent value of school street so far to the number of children still being dropped off in the area.</p> <p>When the Maiden Erlegh school was built drop off problems were highlighted. These were dismissed.as an issue in the planning process . As we were informed all the student would be local to the area!!! Therefore Drop off points would be unnecessary!! More lies!!!'</p> <p>A drop system is required with the implementation of other measures to ensure the safety for those attending these schools.</p>
Object	<p>This just moves the traffic into other streets like Bulmershe and Hamilton. These streets then suffer from more pollution and congestion. (Parking on pavement with engine running etc)</p> <p>Would suggest that people should be made to park at Palmer Park if they insist on taking children to school by car. Make Bulmershe and Hamilton school streets too.</p>
Object	<p>I object because everytime I pass the volunteer marshalls are alongside police officers and I feel this a complete waste of police resources. The police should be fighting crime and not standing around ensuring parents don't drive down a school road.</p>
Object	<p>Bulmershe road has become extremely busy in the mornings for drop off and pick up. The parents park their cars in front of my drive most days and my asthma has gotten worse through the fumes from the cars.</p>

<p>Object</p>	<p>The junction of Bulmershe Road with Crescent Road has become more dangerous since the pilot school street began - cars park illegally, others pull over virtually on the junction itself or use the queue of traffic to drop children off. The problems are not just with that junction but there is a huge increase in the volume of traffic travelling along and turning into Bulmershe Road each morning since this pilot started which creates concerning issues of cars essentially queued along Bulmershe Road with illegally parked cars blocking driveways and preventing the use of normal passing places.</p> <p>The concentration of traffic to this one junction also creates unsafe conditions for pedestrians due to the additional volume of cars and people in a very small area. I am concerned that the volume of traffic has simply been displaced rather than behaviour changed.</p> <p>I question whether there has been any tracking of car use of Bulmershe Road itself - many cars turn around in the road rather than continue to the top and try to queue and navigate the junction with Crescent Road so data collected at the junction is not a true reflection of the traffic continuing to transport schoolchildren. No claims regarding any changes in traffic volume can legitimately be made without this additional information.</p> <p>There is also increasingly dangerous driving seen at the top of the unadopted part of Bulmershe Road where the entrance to the Maiden Erlegh Reading carpark is with parents using this space as a turning circle to drop children off, often doing this at speed regardless of the fact that many children cycle/scooter or are walking down from the junction with Whiteknights Road, not to mention dog walkers and other pedestrians.</p> <p>I would suggest that rather than road closures, less dangerous behaviour would be seen if the road was open to prevent the bottleneck of traffic seen currently but the volunteers continued to be present at the junction to help prevent inconsiderate/dangerous dropping off behaviour which was and continues to be the biggest issue faced in the area, for example by having cones used to measure the legal distance from the junction drivers are required to leave - the School Street has not prevented this continuing to be the case so a different approach is needed.</p> <p>All of these comments are particularly relevant to the start time for Maiden Erlegh Reading rather than that of Alfred Sutton where I do not see the same dangerous parking behaviour as was also the case prior to the pilot road closure.</p>
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Object	<p>I am a Bulmershe Rd resident. Residents have keenly followed the School St trial in Crescent Road trial as we are interested in the impact on Bulmershe Rd and other surrounding streets.</p> <p>The recent trial has only been carried out in mornings, whereas the long term aim is to have morning and afternoon arrangements.</p> <p>While in some respects this recent trial has been a success, I object because:</p> <ul style="list-style-type: none"> i) There are some shortcomings revealed by the morning session trial, ii) There will be further & greater challenges in any afternoon sessions. <p>Morning session trial (finished July 2022):</p> <p>The initial trial showed signs of success in that there was no congestion and little pollution outside the school gates. And that with suitable policing and cones the traffic could be made to flow reasonably well along alternative routes.</p> <p>However:</p> <ol style="list-style-type: none"> 1. The traffic diversion caused by the trial resulted in increased traffic in Bulmershe Rd by a factor of 3 to 5. While this was broadly tolerable, there continued to be instances of cars stopping in the middle of the junction or road, or pulling onto pavements to discharge passengers, causing minor jams and pedestrians to walk in the road, which was particularly dangerous near the Bulmershe/Crescent junction. 2. The morning situation was greatly helped when a voluble PCSO was stationed at the morning session roadblock by the junction of Bulmershe and Crescent roads, together with traffic cones to emphasise the double yellow lines at the corner. It is clear that the double yellow lines without cones or officials are inadequate to stop drivers stopping in dangerous positions. There was no official presence in the sections of roads away from the junction to stop cars mounting pavements etc. <p>Afternoon sessions:</p> <ol style="list-style-type: none"> 3. The trial was for mornings only as there were insufficient volunteers for afternoon sessions. This needs to be addressed in 1 way or another. 4. In the morning cars arrive, discharge passengers and move on. Even now, in the afternoon cars arrive, often well before time, and wait in all manner of places, often in the winter with their engines running. <p>While the pollution immediately outside the 3 schools (Alfred Sutton, UCT, Maiden Erleigh in Reading) may have been reduced, there is a serious risk that pollution may be transferred into adjacent streets. And while the pollution concentration in adjacent streets may be lower, since many pupils access the schools by walking along the entire length of the adjacent Crescent and Bulmershe roads, the cumulative effects</p>
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<p>Object</p>	<p>Thank you for the email which seems to show improved air quality around Alfred Sutton school .</p> <p>I would like to point out the trial should include air quality measurements at the junction of Bulmershe Rd With Crescent Rd which I believe would have increased !.</p> <p>Maybe Reading University could measure a greater area to gain a more rounded view of such improvements ?</p> <p>Particularly in afternoon periods which to my knowledge didn't feature in the trial which I guess will now be overlooked.</p> <p>Any reduction in traffic is obviously to be welcomed however there is no pick and drop points other than in the roads in around Maiden Erlegh school and the "school street " has not dealt with this issue.</p> <p>On this point it is difficult not to object if no other solutions are seen to be implemented.</p>
<p>Object</p>	<p>Thank you for the email which seems to show improved air quality around Alfred Sutton school .</p> <p>I would like to point out the trial should include air quality measurements at the junction of Bulmershe Rd With Crescent Rd which I believe would have increased !.</p> <p>Maybe Reading University could measure a greater area to gain a more rounded view of such improvements ?</p> <p>Particularly in afternoon periods which to my knowledge didn't feature in the trial which I guess will now be overlooked.</p> <p>Any reduction in traffic is obviously to be welcomed however there is no pick and drop points other than in the roads in around Maiden Erlegh school and the "school street " has not dealt with this issue.</p> <p>On this point it is difficult not to object if no other solutions are seen to be implemented.</p>

<p>Object</p>	<p>In some respects the introduction of the school street has been successful and the section of Crescent Road between Wokingham Road and Bulmershe Road is now very much safer and pollution has decreased near the schools there. However, this is at the expense of safety and pollution in other parts of the area; and the pilot scheme and monitoring have been limited in their scope.</p> <p>The junction of Bulmershe Road and Crescent Road was already very dangerous for pedestrians before the scheme was introduced and this is now worse because so much traffic is either turning right into Crescent Road or left into Bulmershe Road or, even worse, stopping randomly at or near the junction to offload passengers.</p> <p>Traffic flow in both directions in Bulmershe Road has considerably increased and is often at a standstill as cars do multiple point turns to change direction. This must have an adverse effect on air quality and definitely increases noise pollution.</p> <p>Although the scheme has had a positive impact on one part of Crescent Road, the sections between Bulmershe Road and Eastern Avenue are still extremely busy, if not more so, and still present significant dangers to pedestrians. This is also the case in Bulmershe Road and probably in other adjacent roads as well.</p> <p>As it has only been possible to introduce the scheme in the morning, the effect at afternoon pick up has not been assessed. There were already many problems in the afternoon as parents tend to park and wait for longer; these problems would not be improved by the school street system.</p> <p>Since the scheme was started at the end of February, the trial period has extended through the spring and summer months. Traffic is always reduced at this time as weather is generally better (and we have had an unusually dry summer) and fewer students are attending secondary school every day at this time during study leave and exam periods. It seems obvious that there will be significant problems from September onwards and through the winter months.</p> <p>I would like to see an extension of the pilot and published data for traffic numbers and air quality levels for other adjacent roads as well as the part of Crescent Road that is closed.</p> <p>In order for the Crescent Road school street to be safe and successful for all, a broader and more radical approach needs to be considered. For example, originally it was suggested that there would be safe drop off points for pupils slightly further from the schools.</p>
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<p>Object</p>	<p>I am a Bulmershe Rd resident. The recent trials have only been carried out in the mornings whereas the longterm aim is to the afternoon as well.</p> <p>Mornings There was little pollution and no congestion outside the school gates. With suitable policing, traffic could be made to flow along other routes.</p> <p>The diverted cars increased traffic in Bulmershe Rd. While this may be okay there were continued instances of cars stopping in the middle of the junction or road , or pulling onto the pavements to discharge passengers , leading to minor jams and causing pedestrians to walk in the road. It is clear that double yellow lines away from the junction without official policing , do not stop drivers from driving badly.</p> <p>Afternoon. There are insufficient volunteers for afternoon sessions, and this needs to be addressed. What I have noticed in the afternoons ,cars often arrive well before time and park all over the place. In winter alot of cars have their engines running with clouds of exhaust fumes coming from them. So while pollution has improved outside the school gates it would seem pollution is now increasing along Crescent and Bulmershe Roads. This will affect pupils and parents walking along these road on there way home.</p> <p>I request that any trial extension to afternoon sessions should include monitoring of pollution levels in these areas As a person who has COPD, this is really important to me .</p>
<p>Not Answered</p>	<p>The intention behind the road closure is laudable, however does not address the true issue of having 4 schools (Hamilton Centre, UTC, Alfred Sutton and Maiden Erlegh) in such close proximity.</p> <p>The planning proposals for Maiden Erlegh asserted the majority of students would be walking or cycling, but given the increase in traffic during school drop-off and pick-up times, this is clearly not the case. Parents still use the top of the private Bulmersche road as a turning point with little regard to the pedestrians, and the speeding on Hamilton Road has not been addressed.</p> <p>I have even seen parents drop their children off by stopping on Whiteknights road, and/or taking the corner far too aggressively from Whiteknights onto Hamilton, putting pedestrians at risk. I had one mount the curb right next to me as I was walking my own children to school.</p> <p>More must be done to address the increase in traffic, increase in resulting air pollution in idling cars waiting for students (!!), and the impact to the neighbouring streets in terms of dangerous / anti-social driving. The school closure likely moved this behaviour around - including double-parking and illegal parking in the area, including blocked drives.</p> <p>The school should be putting resources aside to address the negative impact the school has had on our community.</p>