

OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

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APPROVAL TO PUBLICLY ADVERTISE THE TRO

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: Archway Street and Excelsior Street – ‘Widcombe Infants and Junior Schools - School Street’

PROPOSAL: No through traffic restriction (prohibition of motor vehicles) (School Street)

SCHEME REF No: 25-072 Widcombe School Street

REPORT AUTHOR: Helen Holm

1. DELEGATION

The delegation to be exercised in this report is contained within **Part 3, Section 4** of the Constitution under the **Delegation of Functions to Officers**, as follows:

Section A	The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility....”
Section B	Without prejudice to the generality of this, Officers are authorised to: serve any notices and make, amend or revoke any orders falling within his/her area of responsibility.
Section D9	An Officer to whom a power, duty or function is delegated may nominate or authorise another Officer to exercise that power, duty or function, provided that Officer reports to or is responsible to the delegator.

For the purposes of this report, the Director of Place Management and the Head of Highways Delivery hold the delegated power to make, amend or revoke any Orders.

2. LEGAL AUTHORITY

This proposal is made in accordance with the Road Traffic Regulation Act 1984, which under Section 1 provides, generally, for Orders to be made for the following reasons, and in the case of this report specifically for the reason(s) shown below:

(a)	for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or	X
(b)	for preventing damage to the road or to any building on or near the road, or	

(c)	for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or	X
(d)	for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property,	X
(e)	(without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or	X
(f)	for preserving or improving the amenities of the area through which the road runs, or	X
(g)	for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)	

3. PROPOSAL

Prohibition of Motor Vehicles (School Street) - The introduction of a timed prohibition of motor vehicles between the hours of 8.20-9.00am & 2.50-3.30pm Monday-Friday on the length of Archway Street from its junction Pulteney Road (South) to its junction with Broadway and on the length of Excelsior Street from its junction with Archway Street to its junction with Miles Street creating a school street scheme for Widcombe Infants and Junior Schools. The restriction is intended to reduce the volume of traffic using roads past school gates to improve road safety for pupils; increase the number of pupils walking, wheeling and cycling to school improve air quality; and create a more pleasant environment for everyone.

The location and extent of the proposed restrictions are shown on the attached drawing – **Appendix 1**.

4. REASON

Please also refer to the separate Statement of Reasons (SOR) document attached to this report.

School Streets aim to improve the environment directly outside schools at the start and end of the school day by restricting access for most of the motorised vehicle traffic. The schemes may cover a whole street, part of a street or several roads outside or leading to a school. The restrictions are only in place on weekdays during term time and will generally operate for between 30 – 60 minutes in the morning and afternoon. Further measures to support active travel, improve road safety and enhance the public realm may also be introduced to complement the motor vehicle restriction, or may form part of a School Street if the roads are not suitable for a motor vehicle restriction (usually due to being located on a main road or bus route).

School Streets will contribute to the meeting the aims of the Journey to Net Zero and to delivering the Corporate Strategy:

- Preparing for the future – the schemes would support residents to make travel choices that have a positive impact on the environment.
- Delivering for local residents – they would provide facilities that give priority and support to active travel.
- Focusing on prevention – the schemes would support people to choose active travel, promoting better health with the potential to contribute towards improved air quality.
- More travel choices – as part of the wider programme to deliver improved sustainable transport across B&NES, the schemes would contribute towards providing alternatives to private car use.

Schemes can be introduced under Experimental Traffic Regulation Orders (ETROs) or under permanent Traffic Regulation Orders (TROs). For this programme the decision has been made to install all under TROs to facilitate improved safety outside of these schools in the shortest possible time.

The first schemes in B&NES will be introduced using relevant ‘no motor vehicle’ signage with restriction times and temporary barriers that restrict access to the road during operational hours. The barriers would be put in place and marshalled every day by at least two members of school staff or volunteers to ensure those with valid exemptions are able to pass through the restricted area. The school Printed on recycled paper would be responsible for ensuring that the barriers are resourced by staff or volunteers who have received training by an approved provider or by the school.

Exemptions will apply to emergency service vehicles and Blue Badge holders, and it is recommended that exemptions also be considered for:

- Postal and some delivery services (e.g. Royal Mail)
- Utility companies (e.g. gas, electricity, telecoms)
- Local authority vehicles (e.g. waste collection)
- Environment Agency and water/sewerage services
- Residents with vehicles registered to an address on the School Street
- Parents or carers of children with an Education, Health and Care Plan (EHCP)*
- Families with children or carers who have a temporary disability*
- School transport vehicles (e.g. minibuses)*
- Medical and social care workers who require vehicle access during operating hours

*The issuing of permits to school transport vehicles and to parents or carers of children with EHCPs, or to those with a temporary disability or medical concern, would be at the discretion of the school and ourselves (as the local authority)

The exemption policy will form part of the TRO and will be agreed with each school. This policy will also be widely shared with local residents and school community. Schools will be responsible for managing their own record of exempted people or vehicles and communicating this will staff/volunteers manning the barriers, in accordance with the General Data Protection Regulations (2018).

Where camera enforcement is to be used, a formal exemption application process will be set up by Bath and North East Somerset Council and members of the public will be required to apply for an exemption for individual vehicles. Owners of vehicles without valid exemptions that travel in the School Street during operational hours will be subject to enforcement action. Consideration will be given in future to other types of scheme in these or other locations including, if appropriate, camera enforcement to make the schemes feasible without the demand on large numbers of staff and volunteers. However, camera enforcement would only be used where no other options are suitable or can be maintained through other options.

In June 2024 a recommendation from the Climate Emergency and Sustainability Policy Development and Scrutiny Panel was that all schools in B&NES should be given an opportunity to express interest in a School Street. Following this recommendation all schools in the district were invited to complete an online expression of interest survey. A shortlist was developed following a review of all 18 expressions of interest against the following criteria:

- Feasibility (road network)
- School's progress towards "Good" Modeshift STARS accreditation
- Availability of staff or volunteers to manage barriers.

Initial meetings with the proposed selected schools took place during Autumn Term 2024. The meetings have enabled the project team to see the conditions outside of the schools during school run time and speak with supportive school staff and parents to further explain the requirements of a scheme. Those schools not proposed to be selected for the initial phase of feasibility work were informed and given the opportunity for a meeting to discuss further.

The selected schools are St Philip's Church of England Primary School, Widcombe Infant and Junior Schools and St Stephen's Primary Church School.

The Council has had in mind and discharged the duty (as set out in section 122(1) of the Road Traffic Regulation Act 1984) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) so far as practicable. It has balanced the various considerations and concluded that it is appropriate to promote these restrictions via this TRO. The Council has also considered and discharged its network management duty under section 16 of the Traffic Management Act 2004.

5. IMPACT ON EQUALITIES

An Equalities Impact Assessment (EQIA) is being developed at a programme level. Scheme specific EQIAs will be created for each School Street as these are developed and will be updated throughout the project lifecycle.

6. IMPACT ON HUMAN RIGHTS

The proposals are considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property). However, the Council is entitled to affect these rights where it is in accordance with the law, necessary (in the interests of public safety or economic well-being, to prevent disorder and crime, to protect health, or to protect the rights and freedoms of others), in pursuit of a legitimate aim and proportionate to do so. The proposal(s) within this report are considered to be in accordance with the law, necessary, in pursuit of a legitimate aim and proportionate.

7. SOURCE OF FINANCE

Funding of £250,000 has been approved from the CAZ reinvestment reserve to develop this programme, along with one-off funding of £87,000 in the 2025/26 revenue budget, to support the aim to deliver at least three School Streets by a target date of the end of March 2026.

8. CONSULTATION REQUIREMENT

The proposal requires consultation with the Chief Constable, Emergency Services, Road Haulage Association, Freight Transport Association (Logistics UK), Parking Services, Waste Services, Ward Members and Cabinet Members for Sustainable Transport Delivery.

9. COMMENTS RECEIVED TO DATE

Chief Constable

We are familiar with such timed prohibitions being introduced as part of School Street proposals. Experience elsewhere has shown that timed restrictions are vulnerable to contravention.

While acknowledging that “*The first schemes in B&NES will be introduced using relevant ‘no motor vehicle’ signage with restriction times and temporary barriers that restrict access to the road during operational hours. The barriers would be put in place and marshalled every day by at least two members of school staff or volunteers to ensure those with valid exemptions are able to pass through the restricted area.*” Or via ANPR camera enforcement only “*where no other options are be suitable or can be maintained through other options*”, we reiterate that it would not be possible to dedicate a police enforcement presence to such a restriction. Any enforcement will be targeted, and intelligence led.

The signage and any other physical measures to be introduced to enforce / heighten motorist awareness of the proposed scheme is therefore of importance.

Emergency Services

No comment.

Road Haulage Association

No comment.

Freight Transport Association

No comment.

Parking Services

No comment.

Waste Services

No comment.

Ward Members

Widcombe and Lyncombe:

Cllr Alison Born – No comment.

Cllr Stuart Bridge – No comment.

Cabinet Member for Sustainable Transport Delivery:

Cllr Lucy Hodge - I'm pleased to see this scheme going forward and support that it progresses to public consultation.

10. RECOMMENDATION

As no significant objections and/or comments have been received following the preliminary consultation described above, the public advertisement of the Traffic Regulation Order should progress.



Neil Terry
Traffic Management & Network Manager

Date: 23/12/2025

11. DECISION

As the officer holding the above delegation, I approve the progression of this Traffic Regulation Order.

A handwritten signature in black ink, appearing to read "Chris Major".

Chris Major
Director for Place Management

Date:23/12/25