

## OUTCOME OF TRO PROCESS – DECISION (following objections)

PREPARED BY: Traffic Management Team, Highways and Traffic Group

<b>TITLE OF REPORT:</b>	Lyme Road, Lyme Gardens and Charmouth Road – ‘Lyme Road School Street’
<b>PROPOSAL:</b>	One Way and No through traffic restriction (prohibition of motor vehicles) (School Street)
<b>SCHEME REF No:</b>	25-061 Lyme Road
<b>REPORT AUTHOR:</b>	Helen Holm – AECOM

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:

<b>Section A</b>	The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility....”
<b>Section B</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.
<b>Section D9</b>	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 8.15-9.15am & 2.50-3.50pm Monday-Friday on the length of Charmouth Road from its junction with Lyme Road and its cul de sac end to create a school street scheme for Newbridge Primary School. 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.

**One Way** – The introduction of a one-way system for motorists along Lyme Gardens, Lyme Road and Charmouth Road, in Newbridge, Bath. The aim of the one-way system is to: reduce vehicle congestion at school pick-up and drop-off (the entrance to Newbridge Primary School is at the north end of Charmouth Road), create a more pleasant environment for residents, and create a safer route for walking and cycling.

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.

Liveable Neighbourhoods are part of our toolkit to tackle the climate and ecological emergency, act on our Health and Wellbeing Strategy and ensure social justice. All schemes will require changes in travel behaviour by residents, commuters, and visitors alike. Modifying travel behaviour and car ownership levels is difficult in the short term, but the rewards can be significant.

The introduction of Liveable Neighbourhoods has the potential to make huge improvements to people's lives, enabling communities to improve their health, wellbeing, and equality of opportunity.

Liveable Neighbourhood strategies in B&NES (Low Traffic Neighbourhoods, Residential Parking Strategy, and On Street Electric Vehicle Charging Strategy) were the subject of public consultation between 9th September and 18th October 2020. The responses demonstrated overwhelming public support for the council's approach and proposed measures.

These strategies were approved in December 2020, and applications were subsequently sought for Liveable Neighbourhoods, Residents' Parking Zones, and Electric Vehicle Parking. Ward Members and Parish Councils were asked to submit expressions of interest by 12th February 2021, with a second round of expressions of interest invited by 5th May, and a third round by 5th August 2021.

Consultation with local communities has continued to be at the heart of the Liveable Neighbourhoods programme since 2021 with ideas for improvement to their areas being put forward by residents themselves during public engagement and co-design workshops to address the issues they commonly experience.

During a public consultation in Autumn 2020 on Liveable Neighbourhoods in B&NES, the following results were received from 1,575 respondents (including residents and visitors to the B&NES area):

- 85% said they agreed with the principle of reducing the dominance of vehicles in residential areas
- 84% said they agreed that to establish LNs, it may be necessary to restrict through traffic on certain streets
- 78% agreed that certain trade-offs are required to achieve those aims

During public engagement specifically on the Lyme Road and Charmouth Road area in Autumn 2021, the most common issues cited by the 46 residents from the area who took part in the survey was parking (67%), followed by school run traffic (65%), followed by through traffic (41%) and speeding traffic (41%).

We held a workshop on 29 June 2022 with residents who expressed an interest during earlier consultations to co-design the Lyme Road and Charmouth Road Liveable Neighbourhood.

At the workshop, attendees took part in a series of exercises to identify what they liked about the area, what could be improved, and what specific measures could help, plotting these on a map of the area. Attendees later returned to view all the suggestions on maps and were asked to prioritise those within the LN area.

The [full workshop report](#) contains all the issues that were raised and the types of ideas that came forward.

The Liveable Neighbourhood programme is funded by the City Regional Sustainable Travel Settlement (CRSTS) following the approval of a full business case in September 2024 by the Combined Mayoral Authority (MCA).

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 Equality Impact Assessment has been undertaken in relation to the Liveable Neighbourhoods Programme, which is available upon request. The Council has had due regard to the needs set out in section 149(1) of the Equality Act 2010. It considers that the proposed Order is consistent with the section 149 public sector equality duty, which it has discharged.

## **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 to implement the Liveable Neighbourhoods programme (including trials) has been allocated through the City Regional Sustainable Transport Settlement (CRSTS) grant following approval of a full business case by the West of England Mayoral Combined Authority (MCA) in September 2024.

Total budget allocated for the wider Liveable Neighbourhood programme is £7.2m; £4.7m is funded by both CRSTS grant and another Mayoral Combined Authority (MCA) sourced grant. The remaining £2.5m is made up of B&NES contributions.

## **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 the Cabinet Member for Sustainable Transport Strategy and Cabinet Member for Sustainable Transport Delivery.

The responses to the informal consultation can be found in TRO report number 3.

## **9. OBJECTIONS / COMMENTS RECEIVED (following the public advertisement of the proposal(s))**

The objections received have been summarised below with the technical responses in italics underneath each one. Quantitative responses can be found in the attached **Appendix 1 – Consultation Responses**.

The TRO consultation was published on 4<sup>th</sup> December and was live until 5pm on 29<sup>th</sup> December 2025. Notification of the consultation was sent by letter to:

- 102 addresses in the area
- All pupils of Newbridge Primary School via physical postcards, and
- The wider Newbridge Primary School community via e-newsletter articles.

Ward councillors were also provided with an e-toolkit to share with their networks.

It should be noted that this proposal forms part of a wider scheme which includes the installation of 3 continuous crossings which will be consulted on later in 2026. As such, while comments made in relation to the continuous crossings have been considered in this report, the continuous crossings are not being consulted on in this process. It is our intention to install the continuous crossings following a statutory 21-day notice period in 2026 subject to the decision relating to this TRO.

In total, 53 responses to an online consultation were submitted by 51 respondents. Four responses were also submitted by email by respondents who also submitted a response to the online consultation. The contents of the email responses were very similar to the response provided to the online consultation except for the inclusion of the following, submitted by residents:

- Trip generation and distribution analysis from assumed traffic volumes (no raw data or method of analysis provided)
- Data from a small survey performed by residents in advance of this consultation indicating levels of support for measures proposed in this scheme.

The trip generation and distribution analysis and outcomes from the residents-generated survey will be shared, along with this report, with members and the Director of Place Management before a decision is made.

Any points raised in the email responses that were not raised in the online consultation responses by the same respondents have been included in the free text responses in this report.

Respondents were asked to state in what capacity they were responding to the online consultation. Table 1 shows the number of respondents by category and whether they supported or objected to the proposal.

**Table 1:** Level of support and objection by respondent type

Respondent type	Support/ Partially support	Object/ Partially object
I am a resident living on Lyme Gardens, Lyme Road or Charmouth Road (south of the Lyme Road junction)	6	23
I am a resident living on Charmouth Road, north of the Lyme Road junction (i.e. on the School Street)	0	6**
I am a parent/guardian of a pupil who attends Newbridge Primary School and I live on Lyme Gardens, Lyme Road or Charmouth Road (south of the Lyme Road junction)	3	1
I am a parent/guardian of a pupil who attends Newbridge Primary School and I live on Charmouth Road north of the Lyme Road junction i.e. on the proposed School Street	1	0
I am a parent/guardian of a pupil who attends Newbridge Primary School and I live elsewhere	4	3
I live elsewhere/on neighbouring roads	1	2*
I work or volunteer at Newbridge Primary School	0	1
<b>TOTAL</b>	<b>15</b>	<b>36</b>

\* One respondent submitted 2 responses in objection in this category so the total has been reduced by 1.

\*\* One respondent submitted a response in objection in this category and another. Their address suggested they were not a resident on the school street, so the total has been reduced by 1.

Table 1 above shows:

- 36 out of 51 (71%) respondents either partially or wholly **objected** to proposal.
- Residents of Lyme Road, Lyme Gardens and Charmouth Road who are not parents/guardians of a pupil at Newbridge Primary School (35 out of 40 residents responding) were **more likely to object** to the proposal than any other group. 29 out of these 35 respondents (83%) partially **objected** (9) or wholly objected (20) to the proposal.

- Parents of pupils who attend Newbridge Primary (12 respondents) were the group **most likely to support** the proposal. 8 out of these 12 (67%) partially **supported** (4) or wholly **supported** (4) the proposals. This included some parents who live on Lyme Road, Lyme Gardens or Charmouth Road.

## Comments received in objection to the proposals

In total, 233 free text comments in objection were submitted by respondents. These have been grouped and are summarized in Table 2.

**Table 2:** Frequency of comments supplied in objection

Comments in objection	Number
<b>One-way</b>	
Will cause queuing /more traffic / cause blockages on local roads	24
Will result in the worsening of air quality /other environmental concerns / will force residents/drivers to travel further / will disadvantage cyclists	30
Will encourage speeding	9
Exiting the one-way is dangerous or be harder	9
Concern over residents/drivers with a blue badge or physical disability not being able to park in either direction	10
Concern for emergency service vehicle access	3
Increase in signage will make it less safe / the area more cluttered / drivers will be less vigilant /will cause more accidents	15
Will be ineffective / won't be of benefit / is not needed/wanted / things work as they are / vehicles not able to turn in the system	30
Should not be permanent / Should operate with the school street	1
<b>Continuous crossings</b>	
Loss of parking is a concern / more parking enforcement of the existing parking / crossing is needed	44
Is not needed / won't be used	4
<b>School street</b>	
Will be ineffective / alternative suggested of all of Charmouth Road / Lyme Gardens, Lyme Road and Charmouth Road / more roads / not needed	28
Query over enforcement of the school street	4
Parents will stop using this entrance and use the northern entrance.	1
<b>General</b>	
Waste of money / Governance of scheme / Engagement or consultation process queried / Including the school street and one way in one TRO rather than two	19
Will restrict options for those requiring home charging for electric vehicles	4
<b>Total</b>	233

The 233 comments received in objection have been grouped and officer responses provided below.

### One-way

#### Traffic

24 responses cited increased traffic, queuing and blockages within the one-way system as reasons for objecting.

“it creates more traffic passing through Lyme Road and Charmouth Road”

"The proposed changes would force all this traffic to use Lyme Gardens and Lyme Road"  
"One way system means that if the street is blocked (it often is) with deliveries then there is no other alternative."

#### Officer response

*The one-way is part of a comprehensive scheme that aims to reduce the number of vehicles coming into the area during peak times. Formalizing a one-way would reduce the conflict between oncoming vehicles and make traffic flow more predictable to improve safety for all road users. The installation of continuous crossing will further improve safety in this area.*

*Working with the council there will be a sustained effort from the school to discourage poor driver behaviour and encourage more families to travel actively to school for the benefit of the whole community. This expectation is embedded in the school streets programme.*

*Respondents stated in responses that vehicles often block the highway in this area. While this is not unique to these residential streets, it should be noted that rule 242 of the highway code states that drivers must not leave their vehicle or trailer...where it causes unnecessary obstruction on the road. The introduction of a one-way system could deter drivers from blocking the highway as it could result in more vehicles temporarily waiting in the roadway to exit. It also might encourage residents to formally request parking suspensions should they need service vehicles to park near their property in order to provide services.*

#### Pollution and increased travel distances

30 responses cited worsening of air quality or other environmental concerns, residents/drivers needing to travel further, and cyclists being disadvantaged by the proposed one-way system as reasons for objecting.

"more pollution"

"For households...who rely on cycling for everyday journeys, a permanent one-way system would also increase trip lengths, reduce convenience, and make active travel less appealing"

"the one way system would increase travel distances of cars by +40%"

#### Officer response

*As described in the previous officer response, over time the aim is to see fewer vehicles entering the area during peak times and therefore we would not expect to see any decrease in air quality as a result of this proposal or the wider scheme. There are currently no concerns about air quality in this area.*

*Officers appreciate concerns about increased travel distances though it is expected that in reality, as road users' approach from various directions, this may be the case in some instances, however it will not be the case in other instances.*

#### Speeding and exiting the one-way

18 responses cited concerns over increased speeding and difficulty in exiting the one-way from Charmouth Road as reasons for objecting.

"one-way systems encourage faster driving"

"Cars will also travel above the speed limit"

“Turning right at the bottom of Charmouth is almost a blind bend”  
“I object to the only exit being out of Charmouth Rd as the visibility is extremely poor”

#### Officer response

*Evidence from traffic management schemes shows that one-way streets do not automatically result in higher speeds when combined with appropriate design features. The proposed scheme incorporates measures such as narrowed carriageway widths, continuous crossings, and kerbside activity (parking, loading) that naturally moderate driver behaviour. These elements ensure that vehicle speeds remain consistent with the surrounding residential environment.*

*The scheme as a whole has been through an independent technical approval process which has confirmed that visibility for drivers exiting the system is better using Charmouth Road than exiting from Lyme Gardens and this movement is already being safely executed.*

#### Equalities and Emergency Services

13 responses were provided citing concerns about access for emergency vehicles and that people with a blue badge or disability could potentially be unable to park in a way that gives them direct access to the required side of their vehicles from the pavement as reasons for objecting to the one-way.

“other local neighbours who also have disabilities and mobility challenges, who live on the opposite side of the road in the proposed one way system, who will then be faced with their own increased difficulties in accessing vehicles from the pavement”

“a one way system goes very much against people with disabilities, the elderly who need to get in and out of a car on the correct side easily”

“Longer emergency response times.”

“The proposed one-way system conflicts with the Council’s Public Sector Equality Duty, specifically sections 20 (duty to make reasonable adjustments), 29 (service providers’ duties), and 149 (the general equality duty).”

#### Officer response

*During the consultation and earlier engagement periods no request for reasonable adjustments was received by officers from affected individuals. Officers acknowledge that a formal one-way may mean that some drivers or vehicle passengers may not be able to park on local roads in the same way as they currently do. The council is committed to supporting access the needs of local residents and visitors to this area and are prepared to consider reasonable adjustments as necessary.*

*Emergency Services were consulted as part of the TRO process and none raised concerns over accessing the area in an emergency as a result of the proposal.*

#### Signage

15 responses cited increased signage reducing safety and making the area more cluttered, and the one-way itself making the area less safe, as reasons for objecting.

“when drivers are overwhelmed with information, they tend to notice less rather than more”

“The additional signage is not necessary”

“The visibility around corners is poor and motorists are likely to be less vigilant for contraflow traffic”

### Officer response

*Officers acknowledge that an increase in the number of road signs in this area may not be appealing, but signage must be installed in accordance with The Traffic Signs Regulations and General Directions 2016 to ensure that all road users are aware of new rules in place.*

*As a road user progresses through the area, they will only encounter one or two complementary signs at a time, so drivers should not find this distracting. The scheme, including signage, has been through a road safety audit and been approved to progress.*

### Not wanted, needed or won't be effective

30 responses were provided suggesting there is no need for a one-way system; that it is not supported by residents; and/or that it would not be effective or beneficial, as reasons for objecting.

“do not believe this will benefit anyone”

“It's not necessary”

“The way it works now informally is the opposite and it works”

“There isn't a huge problem here at the moment”

“We recently had a survey of residents and 33 of the 35 (94%) respondents would not support the introduction of any one way system to our three roads”

### Officer response

*Formalization of a one-way loop in this area was put forward by local people during a co-design process in 2022 and was subsequently prioritized for funding. Traffic data shown in Appendix 3 suggests that during peak times there is conflict of vehicle movement. For example, on weekdays between 7am and 9am, whilst around 80% of the traffic travels in the westerly direction, there is still conflict as around 20 vehicles travel in the opposite direction. Outside of peak times on weekdays, traffic flow is less biased in the westerly direction (with 28 travelling westerly, 15 travelling easterly on average per hour). However, this still represents an average of 15 instances an hour where conflict is possible.*

*The one-way is part of a comprehensive scheme that aims to reduce the number of vehicles coming into the area during peak times. By formalizing a one-way this will reduce the conflict between oncoming vehicles and make traffic flow more predictable to improve safety for all road users. The installation of continuous crossing will further improve safety in this area.*

### Continuous crossings

48 responses were provided in objection to issues arising from the installation of 3 continuous crossings as part of the scheme.

“The removal of four parking spaces, two on Lyme Gardens, one on Lyme Road, and one on Charmouth Road, exacerbates an already tight parking situation.”

“The removal of parking spaces is ridiculous as there is currently not enough at present.”

### Officer response

*Officers note that most objections relating to the installation of 2 continuous crossings relate mainly to the loss of 4 parking spaces on 2 roads required to improve visibility of pedestrians*

approaching crossings. Continuous crossings help to slow traffic approaching junctions and give priority to pedestrians. While officers appreciate the concern about the loss of parking, this has to be balanced against the need to provide fair access to road space and safe routes that benefit all users, particularly those travelling actively in this area and beyond.

## **School Street**

### Ineffective or alternative suggestion

28 responses were submitted sharing that the school street would not be effective and/or suggested that all of Charmouth Road or other roads should be included.

“After applying your stated exemptions (residents, businesses, blue badge holders, parents with EHCP children), the traffic situation in this part of Charmouth Rd will be unchanged from what it is now”

“I think the school street needs to extend the whole length of Charmouth, Lyme Road and Lyme gardens with the restrictions in place at the bottom of Charmouth Road and Lyme Road.”

“Pointless school street because it's so small.”

### Officer response

*Exemptions have been granted to ensure that vital access to the school street is maintained by statutory services, those with a blue badge, and residents living on the school street, for example. As such, other residents and visitors to the school will be unable to access the school street during its operational hours.*

*While other exemptions exist, the School Street signage and increased presence of pedestrians at school drop off and pick up times will likely deter vehicle operators from using exemptions except in emergency circumstances.*

*In addition, the school – with council support – has committed to encourage more active travel, mode-shift and responsible driver behaviour among their school community. This, combined with the school street, one-way and continuous crossings is expected to have a positive impact on active travel in the area.*

*A school street in the northern section of Charmouth Road and the one-way were proposed by the local community during a co-design exercise in 2022. In a meeting with officers in 2025, Newbridge Primary School confirmed that their preference would be to support a school street in this location as they felt that drivers entering this area and then trying to reverse out during drop off or pick up time poses the greatest risk to their community. In addition, a broader school street would take teachers supporting barrier management further from the school site and closer to a busier road. This may not be a sustainable scheme to manage permanently.*

## **General**

19 responses, submitted in objection, related to respondents feeling the scheme was a waste of money or with concerns over the governance of the scheme, the TRO, or previous consultation and engagement processes.

“The school Street restrictions in "Report3 - Approval to publicly advertise TRO 25-061" are not the same as in the draft TRO or SOR”

"I support the School Street proposal but I object to the One Way proposal. Your consultation design prevents me stating that."

"This to me has been a waste of public money and I've been told it's being pushed through to access a chunk of funding from West of England funds."

### Officer response

*Funding for this scheme was approved by the West of England Combined Authority in 2024 based on a shortlist of measures that had been assessed for:*

- *Technical feasibility*
- *Alignment with the objectives of Liveable Neighbourhoods and community benefits*
- *Affordability/budget constraints*

*It is recognised that details contained in Report 3 - Approval to publicly advertise TRO 25-061 differ from those in the Traffic Regulation Order and Statement of Reasons. These were amended after preliminary consultation. In the statutory process, all early reports up to report 3 are technically in-house documentation. It is required, however, that the restrictions/proposal stated on the legally required Notice of Intent advertisement matches that of the draft Order available for public inspection. This has been achieved and therefore this TRO process remains valid.*

### Electric vehicle charging

4 responses submitted in objection related to respondents feeling the scheme would restrict options for electric vehicle (EV) charging.

"The one-way system will also limit the capacity of some residents to utilise low carbon charging solutions for electric vehicles"

### Officer response

*Officers recognise that introducing a one-way system creates some challenges for future EV charging solutions, particularly in residents parking zones (RPZ) with long, continuous bays. However, it should be noted that in areas with RPZs, no bays are guaranteed for one particular user. Therefore, officers do not believe a one-way system will impact on potential charging solutions for residents without off street parking. On-street charging can still be delivered by designating sections of the bays as EV-only spaces with clear signage to allow access for all EV owners with permits access.*

### **Comments received in support of the proposals**

31 comments of support were submitted and are grouped and summarized in Table 3.

Table 3: Frequency of comments in support

Comments in support	Number
Support the aims of the scheme in principle	7
Support crossings / one-way / school street	24
<b>Total</b>	<b>31</b>

"Overall I support, and I like what you're trying to do."

"I strongly support the creation of a School Street outside Newbridge School during drop-off and collection times in order to improve children's safety, reduce exposure to traffic-related air pollutants at the school gate/playground, and discourage non-essential short car journeys."

"I do support though the introduction of the continues crossings because they could lead to a slowing down of traffic. Also I absolutely support the introduction of a school street..."

"I wholly support continuous crossings."

"I support a one way system."

## **10. ADDITIONAL COMMENTS FROM WARD MEMBERS AND CABINET MEMBER FOR SUSTAINABLE TRANSPORT DELIVERY (in response to the above)**

### **Newbridge:**

Cllr Michelle O'Doherty - Thank you for the opportunity to comment on the outcome of the TRO process for the Lyme Road, Lyme Gardens and Charmouth Road Liveable Neighbourhood Scheme (TRO 25-061).

Having carefully reviewed the officer report, consultation responses, and objections received, I am writing in my capacity as ward councillor to raise two specific points for consideration prior to any decision being taken.

#### **1. Request to uncouple the one-way system from the current TRO**

While I recognise and support the overall objectives of the Liveable Neighbourhood programme, it is clear from the consultation outcomes that the proposed one-way system is the most contentious element of the scheme. The data presented in the report shows that 71% of respondents either partially or wholly objected to the proposals, with objection particularly strong among residents living on Lyme Road, Lyme Gardens and the southern section of Charmouth Road.

A significant number of respondents explicitly stated that they support the principle of a School Street but object to the one-way system, and several comments highlighted concern that the consultation design did not allow respondents to clearly differentiate between support for one element and opposition to the other.

Given the scale and consistency of objections to the one-way system, I would strongly request that this element be uncoupled and removed from the current TRO if possible.

#### **2. Consideration of extending the School Street**

The consultation responses also demonstrate clear support for the aims of the School Street, particularly among parents and the school community. At the same time, a recurring theme in objections is that the proposed School Street is perceived as too limited in extent to be fully effective, with multiple respondents suggesting that extending the restriction along a greater length of Charmouth Road could better address safety and congestion at peak times.

I therefore ask that, if the one-way system is removed from the current TRO, officers give further consideration to whether an extended School Street could deliver improved outcomes for road safety, air quality and active travel, while responding to some of the concerns raised about effectiveness.

In summary, I support the ambition to improve safety and the public realm around Newbridge Primary School. However, I believe the strength of objection to the one-way system, combined with clearer support for the School Street, makes a strong case for separating these measures at this stage. Doing so would help rebuild community confidence, improve clarity in decision-making, and ensure that any permanent changes command broader local support.

Thank you for considering these comments as part of the decision-making process.

*Officer Response:*

*Officers and members, including cabinet members, met to discuss the outcomes of the public consultation and feedback received from site visits particularly at school drop off and pick up times. Whilst the public consultation shows that 31 residents that completed the online consultation survey objected to the proposal, 10 residents were supportive of the proposal.*

*The scheme has been designed to work as a whole, with each element contributing to overall improvement in safety for all road users, with particular benefit to pupils attending Newbridge Primary School. After discussion, officers and members felt it was important to proceed with the scheme as a whole to achieve maximum benefit in the future for all road users.*

Cllr Samantha Kelly – No comment.

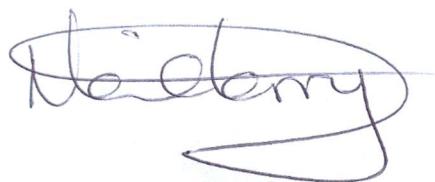
Cabinet Member for Sustainable Transport Delivery (Councillor Lucy Hodge)

Cllr Lucy Hodge - The Council has worked with the local community over several years to develop measures to improve the environment for both pupils arriving and leaving Newbridge School and local residents, seeking a solution which responds to all users of the route especially vulnerable road users. I recognise the extensive work of the school with children and parents to encourage modal shift, supporting arrival at school by walking and cycling rather than by vehicle, when possible. The prevailing situation for pupils arriving at school on foot or bicycle still presents hazards and needs to be resolved.

On balance, I support this proposal which seeks to bring safety benefits for pupils, parents and staff, walking and cycling to Newbridge school and an improved environment at these times of day for the local community.

**11. RECOMMENDATION**

That the Traffic Regulation Order as advertised is sealed.



Neil Terry  
Traffic Management & Network Manager

Date: 22/01/2026

## 12. DECISION

As the Officer holding the above delegation, I have decided that the objections / comments be not acceded to and the Order as advertised be sealed.

The Council's policy framework has been used as the basis to develop the scheme with full engagement with stakeholders across the area. The enablement of active travel for all users of the highway is central to the councils policy making covering significant areas, from health and air quality through to road safety and network management. School streets are a central tenant of the policy to reduce the dominance of motor vehicles where safety is critical and help to promote more walking and wheeling for children and parents where it is possible to do so.

I further note that the issue of deciding whether to implement any scheme is a matter of broad judgement, taking into account the wider transport and climate aims of the Council rather than a purely mathematical analysis on the numbers of positive or negative responses. Making changes to existing road layouts is always challenging and requires significant consideration and balance between many competing needs and I have taken significant time to ensure that I fully understand the views.

The arguments both for and against the scheme were clearly identified and were considered fully as part of the decision-making process before I made the final decision as set out above.



Chris Major  
Director for Place Management

Date: 27/01/26