

OUTCOME OF TRO PROCESS – DECISION (following objections)

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT:	Beacon Road – ‘St Stephen’s Primary Church School - School Street’
PROPOSAL:	No through traffic restriction (prohibition of motor vehicles) (School Street)
SCHEME REF No:	25-073 St Stephen’s School Street
REPORT AUTHOR:	Helen Holm (AECOM)

1. DELEGATION

The delegation to be exercised in this report is contained within **Part 2 Section 2.35** of the Constitution under the **Delegations of Functions to Officers**, as follows:

Section A	The Chief Executive, Executive Director - Chief Operating Officer, 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 their area of responsibility.
Section D	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	X

	character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or	
(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 and 9.00am and between 3.00 and 3.45pm, Monday-Friday during term time, on the length of Beacon Road from its junction with Richmond Place to its junction with Richmond Lane to create a school street scheme for St Stephen's Primary Church 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.

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 Regulations 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 myself (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 the 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. A consultation report will be published on our website <https://www.bathnes.gov.uk/ststephens-schoolstreet>

In total **74 responses were submitted** as part of this consultation and levels of support and objection amongst those responding as part of the residential, school or other community are shown in **Table 1** below.

	I wholly support this proposal	I partially support this proposal	I neither support nor object to this proposal	I partially object to this proposal	I wholly object to this proposal	TOTAL
Parent / Guardian living elsewhere	22	2	0	1	3	28
Parent / Guardian living on local roads*	4	1	0	0	0	5
Resident living on local roads*	2	2	3	9	14	30
Resident living elsewhere	2	2	0	2	3	9
Other	1	1	0	0	0	2
TOTAL	31	8	3	12	20	

Table 1: Levels of support among respondents to the public consultation.

*Parents/Guardian or Residents who live on the School Street, Beacon Road (south of the junction with Richmond Lane), Mount Beacon, Richmond Hill, Richmond Lane, Richmond Place or Summerfield Road

In summary, out of the 74 responses received:

- **39 (53%) supported** the proposal
 - 31 wholly (42%)
 - 8 partially (11%)
- **32 (43%) objected** to proposal
 - 20 wholly (27%)
 - 12 partially (16%).
- **3 (4%) neither supported nor objected** to the proposal.

The 2 largest groups of respondents were:

- **Residents living locally: n=30** (i.e. those living on Beacon Road south of the junction with Richmond Lane, Mount Beacon, Richmond Hill, Richmond Lane, Richmond Place or Summerfield Road)

- **Parents/guardians of pupils that attend St Stephen’s Primary Church School who do not live locally: n=28.** (i.e. those who **do not live** on Beacon Road (south of the junction with Richmond Lane), Mount Beacon, Richmond Hill, Richmond Lane, Richmond Place or Summerfield Road)

Out of the 30 residents living locally (most likely to object):

- 4 supported (2 wholly and 2 partially).
- 23 objected (14 wholly and 9 partially)

Out of the 5 parents/guardians living locally (i.e. in the roads listed below the table) and most likely to support:

- 5 supported the proposal (4 wholly and 1 partially)
- None objected

Out of the 28 parents/guardians of St Stephens’ pupils that live elsewhere:

- 24 supported (22 wholly and 2 partially)
- 4 objected (3 wholly and 1 partially)

Out of the 9 residents living elsewhere or on other local roads there was mixed levels of support and objection.

- 4 supported (2 wholly and 2 partially)
- 5 objected (3 wholly and 2 partially)

2 “other” respondents objected to the proposal (1 wholly and 1 partially)

Comments

This section shows the number of times a theme was mentioned in respondents’ comments, arranged by category, using the list provided in the public consultation survey.

In total, **67 out of 75 respondents**, including the one response by email, **provided a comment to the TRO public consultation.**

Category of response	Number of responses
Parking	33
Traffic	41
Safety	53
Access	2
Disturbance	19
Environmental	13
Financial	3
Something else	45

Table 2: Number of respondents submitting feedback by category of response.

Comments submitted in objection

Parking

Table 3 shows main themes from comments provided by 33 respondents survey on the theme of parking. Comments regarding parking included both current issues and potential ones should the School Street be implemented.

Theme	Number
Issues around parking on double yellow lines/parking illegally/parking enforcement	28
Parking currently is a problem for residents	4
Will cause parking to issues/reduce the number of places to park	3
Will lead to more cars parked in other areas	3
Concern people will arrive early to avoid restriction	3

Table 3: number of comments submitted in relation to parking themes

Some respondents (n=28) felt that there were issues around poor driver behaviour, in particular parking on double yellow lines which as an impact on safety or limits the ability for other cars to pass through.

“Numerous parents flagrantly ignore the road markings and signs every day and park directly outside of school. This makes it harder for the children to see and be seen when approaching school”

Officer response

St Stephens Primary Church School encourage active travel to their sites and feels that the presence of cars driving, manoeuvring, parking, queuing (including on School Keep Clear markings) and idling outside of the school gates where children and families gather, puts the most vulnerable road users at risk. The school remains committed to supporting sustainable travel to site and supports a range of activities to encourage this and safe driver behaviour.

The comments received indicate a range of parking-related concerns, particularly around illegal or unsafe parking practices during school drop-off and pick-up times. These include vehicles stopping on double yellow lines, idling, parking on School Keep Clear markings, and dangerous driving and manoeuvring close to where families gather. These practices increase risk, especially for the most vulnerable road users, at the busiest times of day.

Should the School Street progress to implementation as proposed, it is intended to reduce the number of cars manoeuvring, parking, queuing and idling in front of the school, lowering the risk to children and other vulnerable road users. Sustained effort from the school to encourage active travel and discourage poor driver behaviour should have a positive impact on concerns raised.

Traffic

Table 4 shows the main themes from comments provided by 41 respondents on traffic.

Theme	Number
Will displace traffic / increase traffic elsewhere	25
Will cause congestion / Will not reduce congestion	22
Will not discourage parents from driving to school	8
One way system should be put in place	7
Will require camera enforcement / ANPR should be used	4

Table 4: number of comments submitted in relation to traffic themes

The primary theme on traffic was the anticipated impact on the nearby roads, in particular Richmond Place and potential increased congestion on those roads, which were considered narrow.

“Both Richmond Lane and Mount Beacon will bear the brunt of all school traffic - drivers will likely circle around Richmond Lane - Beacon Lane (open section) - down Mount Beacon whilst others will go the opposite direction and cause severe traffic issues/conflicts as all of these roads are but narrow lanes unable to accommodate two-way traffic”

One traffic related suggestion (n=7) was to create a one-way system in the area to allow a free flow of traffic.

“A one-way loop during peak times could allow for continuous flow, reduce dangerous manoeuvres, and discourage long periods of stationary parking. Solutions like this may address safety concerns without simply displacing congestion into neighbouring streets.”

Officer response

Officers are aware that short- and long-term traffic displacement may occur as visitors to the school sites adjust to the changes that this proposal would bring. However, it is recognised that the nature of many local roads will limit the convenience of this for drivers. Therefore, the council remains committed to monitoring the impact on traffic movements and active travel levels as part of this scheme. Should there be evidence of a need to amend the school street, alterations and additional measures will be considered.

St Stephens Primary Church School encourage active travel to their sites and feel that the presence of cars driving, manoeuvring, parking, queuing (including on School Keep Clear markings) and idling outside of the school gates where children and families gather and wait, puts the most vulnerable road users at risk. The school remains committed to supporting sustainable travel to site and supports a range of activities that help encourage this and safe driver behaviour.

Safety

Table 5 shows main themes from comments provided by 53 respondents on the theme of safety.

Theme	Number
Pavements/roads are too narrow	21
Will make the area less safe for children	14
Will cause accidents/reduce safety (not specific to children)	7
Will reduce safety/there are safety concerns with walking	6

Table 5: number of comments submitted in relation to safety themes

There was split views on whether the School Streets scheme would improve or reduce safety.

Those who felt it would reduce safety, expected traffic volumes to increase on neighbouring roads which, when combined with more children walking and crossing roads, would make the area less safe. Some respondents also thought vehicles would turn around once they'd dropped off their child by car, adding further risk to safety.

“Concern regarding safety for many children/families who access school on foot from surrounding area. When access has been restricted this has caused additional traffic on narrow roads surrounding the school with increased danger to pedestrians with cars trying to pass/turn.”

Officer response

Drivers in a rush and arriving at or just before school opening times often do so in a hurry, and the combination of time pressure, manoeuvring, and high pedestrian activity outside the school gates creates a significant safety risk for children and other vulnerable road users.

Officers and the schools believe that limiting the number of vehicles permitted to access the area outside the school during peak periods will substantially reduce conflict between moving vehicles and pedestrians/cyclists, helping to create a safer and more predictable environment. This supports and encourages more families to switch to walking or wheeling all or part of their journey to and from school.

Officers are aware that short- and long-term traffic displacement may occur as visitors to the school sites adjust to the changes that this proposal would bring. However, it is recognised that the nature of many local roads will limit the convenience of this for drivers. Therefore, the council remains committed to monitoring the impact on traffic and active travels levels as part of this scheme. Should there be evidence of a need to amend the school street, alterations and additional measures will be considered.

Disturbance

Table 6 shows all the themes from comments provided by 19 respondents on the theme of disturbance.

Theme	Number
Will have a negative impact on residents in adjacent/surrounding neighbourhoods	15
Affects parents work/work hours	4

Table 6: number of comments submitted in relation to disturbance themes

Respondents were concerned that the perceived increase in traffic around the School Street could impact the lives of local residents.

“Local residents should not face increased traffic, restricted access, or reduced safety if avoidable car use is contributing to the problem.”

Officer response

Officers are aware that short- and long-term traffic displacement may occur as visitors to the school sites adjust to the changes that this proposal would bring. However, it is recognised that the nature of many local roads will limit the convenience of this for drivers. Therefore, the council remains committed to monitoring the impact on traffic and active travels levels as part of this scheme. Should there be evidence of a need to amend the school street, alterations and additional measures will be considered.

Officers appreciate that for parents/guardians who plan the school run around other commitments, changes to routine can be challenging. However, vehicles arriving at or just before school opening times, often in a hurry, create concentrated periods of manoeuvring and idling directly outside the school gates. This presents a clear safety risk for children and other vulnerable road users at the busiest times of day. Restricting vehicle access to the streets immediately outside the school entrances during these peak periods would reduce conflict between moving vehicles and pedestrians and create a safer and more predictable environment.

For parents/guardians who must continue to drive children to school, alternative parking options remain within a short walk of the school.

Environment

Table 7 shows all the themes from comments provided by 12 respondents on the theme of environment.

Theme	Number
Will cause air pollution/will not reduce air pollution	7

Table 7: number of comments submitted in relation to environmental themes

Six respondents believed that congestion from displaced traffic would increase air pollution in the area or impact elsewhere.

“No explanation nor assessment has been given as to how air quality will actually be improved rather than simply relocated. Shifting vehicle movements to adjacent residential streets does not reduce pollution, it merely moves it to streets whose residents have had no say in this decision”

Officer response

The proposal is not expected to cause more vehicles to visit the area around the school. While officers accept that there may be some changes in traffic movements in the area, this is not expected to lead to a worsening of local air pollution.

If implemented, the scheme will reduce the risk of exposure to high levels of vehicle emissions while waiting outside of the school gates and whilst walking through the School

Street. Air quality will continue to be monitored as part of the authority's statutory obligation to do so.

Access

Theme	Number
Negative impact on emergency service vehicles	2

Table 8: number of comments submitted in relation to access themes

Officer response

Emergency service vehicles are exempted from the School Street restriction and therefore will not be impacted at any time.

Finance

Table 9 shows the one theme about finance provided by three respondents, specifically that the money for the scheme should be used elsewhere or is a waste of money.

Theme	Number
Scheme is a waste of money/costs too much	3

Table 9: number of comments submitted in relation to finance themes

Officer response

The implementation of 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.*

The funding of the school streets programme is supported by grant funding from Active Travel England and income generated from the Clean Air Zone.

General comments and other themes

There were 45 comments provided which were general or did not fit into any of the categories listed in the official TRO public consultation questionnaire. Themes are shown in table 10.

Theme	Number
More information required	13
Scheme is unnecessary/not needed	7
Oppose making the proposal /will have a negative impact	6

Table 10: number of comments submitted in relation to other themes

Respondents, particularly residents, felt they had not been provided with sufficient information about the School Street. Examples of this included data from traffic counts, air quality information and other evidence of the problem and how the School Street would resolve them. Other examples were the expected routes and places for parents to park or drop-off and pick-up school pupils.

“There has been no clear explanation of how traffic will be expected to reroute, how congestion may shift into surrounding streets, or what responsibilities will fall on parents, staff, and commuting residents.”

A number of respondents (n=7) felt that the scheme was unnecessary. Reasons for feeling the scheme is not needed was the perception that there have been no accidents in the recent past.

“No traffic and very low speed. There is no risk for the kids. There is no risk to children and blocking a street will congest even further all the nearby streets and the area.”

Officer response

St Stephens Primary Church School encourages active travel to their sites and feels that driver behaviour outside of the school gates, where children and families wait, puts vulnerable road users at risk. Limiting the number of vehicles accessing the area directly outside of the school gates will reduce these risks and encourage more people to make sustainable travel choices in the future.

The school is committed to supporting the implementation of a school street and will continue to promote active travel to their site to limit the impact on the local community and vulnerable road users as much as possible.

The council remains committed to monitoring schemes and considering ANPR camera enforcement or wider measures if evidence suggests there is an ongoing need for amendments to the scheme.

Suggested changes to the proposal

Whether respondents supported or objected to the School Street, some made suggestions to enhance or adapt the School Street. These are shown in Table 11.

Theme	Number
Expand the scheme area/include Richmond Place	11
Alternate suggestion/more measures needed	7
Walking bus/walking schemes should be implemented	3

Table 11: Themes of suggested changes to the proposal

Suggestions for alternative solutions included increasing the size of the School Street, with Richmond Place often mentioned to be included.

“I propose that 'the street' should include the whole of Richmond Place. The main reason is that many children walk to school along this road from both ends. The pavement is narrow, and it would encourage them to walk along the road rather than over the green.”

“The only way you can stop parents from driving up to and parking around the school and to ease the congestion they cause would be to move the barriers to the end of Richmond Lane (past the allotments) or to the entrance to Richmond Hill from Lansdown Road. This would ensure there was no vehicle access to the area for the allotted time which would create a safe environment for the children.”

Officer response

The proposed school street is supported by the school and reflects the informal restriction that the school operates on their “pink parade” days. The council remains committed to monitoring the scheme and wider measures if evidence suggests there is an ongoing need for amendments to the scheme.

The school is promoting sustainable travel choices and safe driving practices to children, parents and carers.

This feedback will be shared with the school.

Comments submitted in support

In total **37 comments were submitted in support** of the proposal as shown in table 11, most indicating a perception that the scheme will benefit children and other road users.

Theme	Number
SAFETY - Will make the area safer for children	13
SAFETY - Will make the area safer	7
ENVIRONMENT - Will reduce air pollution	6
OTHER - Support the School Street trial / should be permanent	11

Table 12: Themes of support for the proposal

Those who felt that safety would be improved for children commented on the anticipated benefit of having vehicle free streets outside the school making it safer for children and other road users.

“The presence of vehicles on the road during school drop off and pick up can make it dangerous for pedestrians especially young children when crossing the road. At times the road can be very busy and I would feel much safer if vehicles could not pass through during those times.”

“I think the scheme will increase children’s safety and benefit the school community. I think the scheme will encourage alternative less polluting and more beneficial forms of travel to school. Any disruption to me as a local resident is a small price to pay for these benefits.”

“The scheme would reduce traffic at the areas where there are many children walking/crossing and improve safety. It would also make it less likely that people will park immediately outside school (where they currently ought not to but a small minority do) and so improving road safety further.”

“I am fully in support of the proposal. As a parent of a pupil at the school, we regularly cycle there and often find it difficult to park our bikes directly outside the school. This is usually because cars are parked in the area despite restrictions. As a result, we are forced to stop in a space with very limited room to manoeuvre, while traffic passes very close by. I have witnessed several near misses along the section of road included in this proposal. Any measures that improve the safety of our children should be welcomed, especially when they come with minimal impact.”

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

Lansdown Ward:

Cllr Lucy Hodge – I’m happy to support the implementation of the St. Stephen’s School’s street scheme as proposed which will enable active travel to school and improve safety for children and parents.

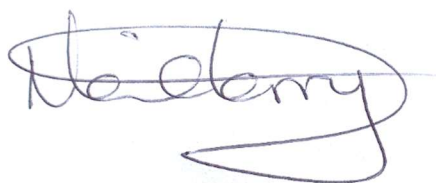
Cllr Mark Elliott – I’m very happy to support proceeding to implementation of the School Street for St Stephen’s, which will provide a safer environment for children and parents around school drop off and pick up times, which will in turn help encourage walking to school.

Cabinet Member for Sustainable Transport Delivery:

Cllr Lucy Hodge – Noting the outcomes of the Consultation report, I support proceeding with implementation of the St Stephen’s School Street scheme as proposed.

11. RECOMMENDATION

That the Traffic Regulation Order as advertised should be sealed.



Neil Terry
Traffic Management & Network Manager

Date: 02/04/2026

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.

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.

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.

A handwritten signature in black ink, appearing to read 'Chris Major', with a stylized flourish at the end.

Chris Major
Director for Place Management

Date:07/04/2026