

OUTCOME OF TRO PROCESS – DECISION (following objections)

PREPARED BY: Traffic Management Team, Highways and Traffic Group

<b>TITLE OF REPORT:</b>	<b>Bloomfield Rise – ‘St Philip’s Church of England Primary School - School Street’</b>
<b>PROPOSAL:</b>	<b>Access restriction (prohibition of motor vehicles) (School Street)</b>
<b>SCHEME REF No:</b>	<b>26-002 St Philip’s School Street</b>
<b>REPORT AUTHOR:</b>	<b>Helen Holm – AECOM</b>

**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:

<b>Section A</b>	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....”
<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 their area of responsibility.
<b>Section D</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	X

	regard to the existing character of the road or adjoining property,	
(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 8.30-9.05am & 3.00-3.35pm Monday-Friday on the length of Bloomfield Rise from its junction with Somerdale Avenue in a southerly direction to its termination point outside no. 86 Bloomfield Rise creating a school street scheme for St Philip's Church of England 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.

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 meeting the aims of 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 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 B&NES Council (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 be 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))**

In total, 47 responses were received during the public consultation period. 46 respondents completed the paper or online survey hosted on the council’s St Philip’s School Street website, while 1 respondent submitted a response via the council’s standard transport consultation app ‘Appyway’. The level of support shown by respondents is summarised in Table 1. A consultation report will also be published on the council’s St Philip’s School Street webpage at <https://www.bathnes.gov.uk/stphilips-schoolstreet>

	Wholly object to this proposal	Partially object to this proposal	Neither support nor object to this proposal	Partially support this proposal	Wholly support this proposal	Total
Local stakeholder	0	0	0	0	1	1
Local resident	3	1	0	9	10	23
Parent / Guardian	0	0	0	0	20	20
Parent and resident	0	0	0	0	1	1
Parent and staff at school	0	0	0	0	1	1
<b>Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>33</b>	<b>46*</b>

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

\* One respondent replied via the council’s standard transport consultation app ‘Appyway’ and responded “object”

The following summarises the responses received during public consultation:

- 42 respondents (89%) supported the proposal
  - 33 respondents (70%) wholly supported the proposal
  - 9 respondents (19%) partially supported the proposal
- 5 respondents (11%) objected to the proposal
  - 3 respondents (6%) wholly objected to the proposal
  - 1 respondent (2%) partially objected to the proposal
  - 1 respondent (2%) objected to the proposal

The largest group of respondents to this public consultation were those living locally to the school. Within this group:

- 20 respondents supported the proposal (including a parent living locally)
  - 11 respondents wholly supported the proposal
  - 9 respondents partially supported the proposal
- 4 respondents objected to the proposal
  - 3 respondents wholly objected to the proposal
  - 1 respondent partially objected to the proposal.

Parents/guardians of pupils at St Philip’s CofE Primary School were the second largest group of respondents to this public consultation. All 22 respondents (including 2 parents who were also members of staff and local residents) within this group supported the proposal.

1 local stakeholder responded and was wholly supportive of the proposal.

1 respondent who did not fit into any other respondent category objected to the proposal – this response was received via Appyway.

## Comments

In total, 40 out of 47 respondents provided a comment to the TRO public consultation. The number of respondents submitting comments, by category of response, is shared below in Table 2.

Category of response	Number of respondents submitting comments
Parking	14
Traffic	7
Safety	26
Access	3
Disturbance	1
Environmental	5
Financial	0
Something else	14

**Table 2:** Number of respondents providing comments by category of response.

## Comments received in objection

### Parking

Comments about parking referred to both current issues and potential ones should the School Street be implemented. Table 3 below shows the main themes from comments provided by respondents about parking.

Theme	Count
Issues around parking behaviours – the School Street will worsen this	5
Parking currently is a problem for residents	2

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

Many respondents felt that drivers in the area exhibit poor driver behaviour, specifically where drivers park, including on double yellow lines and across dropped kerbs, and the impact this has on safety. Of these respondents, five suggested that proposal would make the problem worse on other roads locally.

*“Currently, parking on Somerdale [Avenue] and Bloomfield Drive is becoming increasingly difficult for residents...The school street will add to already existing parking and traffic congestion and parking issues to the neighbourhood streets including Bloomfield Drive, Rush Hill, Somerdale Avenue and into Corston View”*

Officer response

*Responses indicate that respondents feel there is an issue with poor driver behaviour which is concentrated during the school drop off and pick up times. Officers appreciate the concern that introducing a School Street may result in traffic and, therefore, parking displacement onto other streets surrounding the School Street.*

*Should the School Street go ahead, the council will monitor any potential impacts on surrounding streets and will consider any changes to the scheme if these are required. Officers will also support the school to continue to promote all travel options available to its community, including an informal agreement, facilitated by the school, for parents to use Odd Down Sports Ground as a short-stay park and stride option. The council will also provide the school with resources to use in their school communications to reinforce the value and importance of safe and respectful driver behaviour around parking.*

**Traffic**

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

Theme	Count
Will cause congestion / will not reduce congestion	4
Will displace traffic / increase traffic elsewhere	2
Will require camera enforcement	1

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

The primary themes around traffic were the impact on the nearby roads and that of potential increases in congestion on those roads.

*“My concern is that by closing Bloomfield Rise, the traffic and poor parking will worsen with all of that extra traffic forced onto Somerdale Avenue, which is already overloaded.”*

Officer response

*Officers appreciate the concern that introducing a School Street may result in traffic displacement onto other streets surrounding the School Street.*

*The school will continue to promote all travel options available to its community, including an informal agreement for parents to use Odd Down Sports Ground as a park and stride option. It will also support the school to promote respectful, safe driving and*

*parking behaviours. Should the proposal progress, the council is committed to monitoring its impact and is prepared to consider changes to the scheme should they be required.*

## **Safety**

Table 5 shows the main themes from comments provided by respondents about safety. Eighteen respondents noted that there is a need to improve road safety.

*“It is extremely dangerous when cars drive down the road during school drop off and pick up. I have seen many children being nearly knocked by cars and this scheme would create a safe environment for children to access their school in the mornings and leave safely in the afternoons.”*

Theme	Count
There is a current issue around safety for children	18
Will cause accidents / reduce safety (general comment)	1
Will not improve safety	1

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

While most respondents' comments related to improved safety, 2 comments related to worsening safety in areas other than on the school street.

### Officer response

*Responses indicate that respondents feel that safety is a concern in this area, particularly during the school drop off and pick up times. While a small number of people expressed concern that the proposal will reduce safety, officers are committed to monitoring its impact and are prepared to consider changes to the scheme should they be required.*

## **Access**

Two respondents stated that the School Street would have a negative impact on them due to access issues for themselves and delivery drivers.

### Officer response

*Access would be maintained at all times for residents of the School Street via a free permit exemption. Some delivery vehicles that require access to the School Street based on the size and type of goods being delivered may be able to access during operational hours. The School Street would only operate for 35 minutes in the morning and afternoon, and restrictions are limited to Monday to Friday in school term times only i.e. around 50% of the year.*

## **Disturbance, environmental and Finance**

No comments in objection were received in relation to disturbance, the environment or finance.

## General comments and other themes

There were 8 comments provided which were general or did not fit into any of the categories listed in the official TRO public consultation questionnaire. The main themes are shown in Table 6 below.

Theme	Count
Relies on volunteers / sustainability concern	2
Oppose the scheme/will have a negative impact (general comment)	1
Unfair on disabled students/ SEND children	1
Unfair on those who cannot switch from car use to cycling or walking	1
Need assurance residents will be exempt	1
Suggest a care worker should be exempt	1
Teachers shouldn't have to do traffic duty	1

**Table 6:** number of comments submitted in relation to other themes

### Officer response

*School Streets aim to improve road safety by reducing the number of vehicles on roads outside schools during drop off and pick up times when there are large numbers of vulnerable road users gathering outside schools. Access to the School Street for those who really need it would be maintained via an exemption system.*

*Exemptions are available for Blue Badge holders, health and social care workers, residents living on the School Street itself and pupils with an Education Health Care Plan (EHCP) or Individual Health Care Plan (IHCP) that the school identify as needing access to the school street.*

*Officers appreciate that some parents/guardians of pupils at St Philip's CofE Primary School may need to complete part of their journey to the school in a personal vehicle. While the School Street may reduce the availability of some options for parking, many remain unchanged and within a short walk of the school.*

*St Philip's Primary Church School is supportive of the proposal to introduce a School Street on Bloomfield Rise and has been fully engaged in the process to date.*

### **Suggested changes to the proposal**

Whether respondents supported or objected to the School Street, some made suggestions to adapt the proposal or include extra measures. 9 comments relating to suggested changes to the proposal were submitted during the public consultation and themes are shown in table 7 below.

Theme	Count
Suggests using temporary/part time bollards instead of permanent ones	6
Alternate suggestion/ more measures needed	5

**Table 7:** number of comments submitted suggesting changes to the proposal

Suggestions for alternative solutions included additional street markings and additional signage.

*“Please can you consider painting double yellow lines at all junctions into both the lanes at both ends of Bloomfield Rise and also the roads leading into both ends of Bloomfield Rise to include the cricket club end”*

*“On the Bloomfield Drive end of the lane could a sign saying no public vehicular access be put in place?”*

Six respondents suggested using temporary bollards instead of the permanent ones suggested to minimise the impact outside of school pick-up and drop-off times.

*“I don’t understand the need for these to be permanent. In times Bloomfield Rise becomes blocked by waste collection, delivery drivers and this provides a means to exit. In my mind, it would be more sensible to make this bolder [bollard] collapsible as per the other ones.”*

### Officer response

*Officers acknowledge the suggestion to use collapsible (fold-down) bollards in place of the proposed permanent bollards at the entrance to the private lane opposite the school to maintain vehicle access outside of school drop-off and pick-up periods.*

*A number of options have been assessed and considered following feedback received during earlier engagement and public consultation. Should a decision to proceed with this School Street be made, options for preventing access to the School Street from the west via the private lane will be considered. The mechanism for preventing access from the private lane to the west must be robust and ensure maximum impact on road safety and be agreed with the school ahead of installation.*

### **Comments received in support**

#### **Parking**

Of the 14 respondents who described current parking issues, nine felt that the school street would improve parking in the area.

*“There have been many occasions where there have been "near" misses with cars parked at the bottom of the road, somewhere vehicles have reversed onto the pavement with children walking by”*

#### **Traffic**

One respondent shared that they felt that the School Street proposal could improve traffic flow in the wider area.

*“School streets are a proven way to increase health among children. By enabling more to switch to walking and cycling, it could also improve traffic flow in the area for people not involved in the school-run.”*

## Safety

Safety was the theme most commonly mentioned in responses, with 26 respondents out of 40 mentioning safety. 18 responses stated that the current situation poses a risk to children. 39 comments relating to improved safety are summarised into themes in Table 8 below.

Theme	Count
There is a current issue around safety for children	18
Will reduce dangerous driving	14
Will improve safety for children	14
Will improve safety (general comment)	7
Will improve safety with walking	3
Will improve safety with cycling	1

**Table 8:** number of comments submitted about safety

39 responses were shared indicating that respondents felt that the proposals would result in improved road safety.

*“We are very grateful to the council and the school for prioritizing the safety of our children.”*

Those who felt that safety would be improved for children commented on the anticipated benefit of reducing the number of vehicles on the street outside the school making it safer for children.

*“It would be nice to know that there are limited vehicles around the school entrances and therefore it is a safer environment. There are a lot of SEND (Special education needs and disabilities) children at the school whose sense of road safety is reduced and this would be a step to ensure their welfare.”*

## Disturbance

1 respondent felt that the proposal would result in a reduction in noise pollution.

## Environment

5 respondents shared that they felt that the proposal could reduce air pollution which would have a positive impact on childrens’ health.

*“I have seen for myself elsewhere the difference a school street can make and not only does it keep children safer walking into school, it also protects their lungs from air pollution.”*

## Access

1 respondent shared that they felt that access to the school would be improved as a result of the proposal.

## Finance

No comments in support were received in relation to finance.

### Officer response

*Feedback from respondents highlight a need to improve road safety outside of St Philip's Church of England Primary School in addition to strong support from the school and wider community to address this.*

*The School Street Scheme, as proposed, focuses on improving safety along the southern section of Bloomfield Rise, where most children gather.*

*It also has the potential to improve health and wellbeing by encouraging more active travel, and it has the support of local Ward Members.*

*Officers therefore consider that the benefits of the proposed scheme, supported by the feedback set out in this report, outweigh the potential drawbacks, which have also been fully considered and acknowledged.*

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

### **Ward Members**

#### Odd Down:

Cllr Joel Hirst –

1. We are supportive of the proposed scheme and would like it to go ahead
2. We understand that a solution has been found regarding the bollards on the West side of the scheme which should resolve concerns raised
3. We note the strong community support (89%) for the scheme
4. We would be keen in future Area TRO review processes to ensure Double Yellow Lines on Bloomfield Rise / Somerdale Ave / Bloomfield Drive key corners are added to help reinforce the scheme.
5. We are hoping that a proposed crossing on Bloomfield Road will come forward to support the school street encouraging parents to use Odd Down Sports Ground as a potential drop off point
6. We are hoping that a future 20mph scheme on Frome Road will also support the school street
7. We note that many people in the catchment area of the school live close to the school and hope this initiative will encourage more children to be able to safely walk to school

Cllr Steve Hedges – As above.

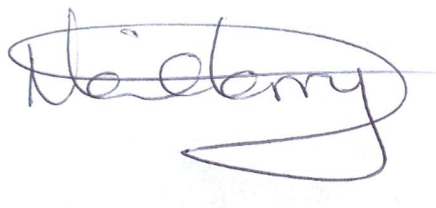
### **Cabinet Member for Sustainable Transport Delivery (Councillor Lucy Hodge)**

Cllr Lucy Hodge –

I note the strong community support for this School street scheme and am pleased to support the proposal which will make walking and wheeling to school safer and more enjoyable in this location.

**11. RECOMMENDATION**

That the Traffic Regulation Order as advertised should be sealed.



Neil Terry  
Traffic Management & Network Manager

Date: 27/05/2026

**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.



Chris Major  
Director for Place Management

Date: 27/05/2026