

OUTCOME OF TRO PROCESS – DECISION (following objections)

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT:	Archway Street and Excelsior Street – ‘Widcombe Infants and Junior Schools - School Street’
PROPOSAL:	No through traffic restriction (prohibition of motor vehicles) (School Street)
SCHEME REF No:	25-072 Widcombe School Street
REPORT AUTHOR:	Helen Holm (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 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)	

This proposal is also made in accordance with Section 90G of the Highways Act 1980, which empowers the Highway Authority to construct traffic-calming works for the purpose of reducing vehicle speeds. The measures proposed in this report are therefore brought forward under this provision.

3. **PROPOSAL**

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

A School Street 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/widcombeschoolstreet>.

In total, 145 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.

Level of support	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 on local roads*	1	1	0	0	2	4
Parent / Guardian living elsewhere	34	13	1	16	25	89
Resident living on local roads*	3	3	0	5	2	13
Resident living elsewhere	2	3	1	0	5	11
Work or volunteer at Widcombe schools**	0	6	0	3	7	16
Business / Organisation	0	1	0	1	0	2
Something else	2	5	0	0	3	10
TOTAL	42	32	2	25	44	

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

*Parents/Guardian or Residents who live on the School Street, Broadway, Ferry Lane, Miles Street, 10-16 Queen's Place, Spring Crescent, Spring Gardens Road, Summerlays Court or 8-13 Summerlays Place).

**Work or volunteer at Widcombe Infants of Junior School.

The following summarises the 145 responses to the TRO public consultation:

- **74 (51%) supported** the proposal
 - 42 wholly and

- 32 partially
- **69 (48%) objected** to the proposal
 - 44 wholly and
 - 25 partially
- **3 (2%) neither supported nor objected** to the proposal.

The largest group of respondents to this consultation (89 respondents) were parents/guardians of pupils who attend Widcombe Infants or Junior School and do not live locally (i.e. they do not live in the proposed School Street zone on Archway St and Excelsior St, or on Broadway, Ferry Lane, Miles Street, 10-16 Queen's Place, Spring Crescent, Spring Gardens Road, Summerlays Court or 8-13 Summerlays Place).

4 responses were submitted by parents/guardians that live on other roads local to the school (as outlined above). Of these 4 responses, two wholly or partially supported (1/1) the proposal and two wholly objected to the proposal.

Of the 89 parents/guardians who responded and *do not* live locally:

- **47 (53%) supported the proposal** (34 wholly and 13 partially)
- **41 (46%) objected to the proposal** (25 wholly and 16 partially)
- 1 respondent in this group neither supported nor objected to the proposal.

Of the 16 respondents who said they worked or volunteered at Widcombe Infants or Junior Schools:

- **6 partially supported** the proposal
- **10 objected** (7 wholly and 3 partially).

Of the 13 residents who said they lived locally i.e. in the area outlined beneath the table including the School Street:

- **6 supported** the proposal (3 wholly and 3 partially)
- **7 objected** to the proposal (2 wholly and 5 partially).

Of the 11 residents who said they lived elsewhere on neighbouring:

- **5 supported** the proposal (2 wholly and 3 partially)
- **5 objected** to the proposal (all 5 wholly objected)
- 1 neither supported nor objected.

Of the 2 businesses/organisations responding, 1 representative of a local business partially objected to the proposal, and 1 representative of a local organisation wholly supported the proposal.

Of the 10 responses received by people falling in the "other" categories of respondents, 3 wholly objected and 6 supported the proposal (2 wholly and 4 partially).

Comments

In total, 139 out of 145 respondents provided a comment to the TRO public consultation. The number of comments received by category of response is shared below in Table 2.

Category of response	Number of respondents submitting comments
Parking	68
Traffic	56
Safety	78
Access	3
Disturbance	70
Environmental	20
Financial	3
Something else	93

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 68 respondents about parking.

Theme	Count
Issues around parking on double yellow lines/ parking illegally / parking enforcement	32
Alternative parking is required	22
Staff parking should still be allowed after 8:20/ staff should be exempt	12
Will cause parking to issues/ reduce the number of places to park	11

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 pavements, and the impact this has on safety. They felt that better parking enforcement of this is required.

“I fully agree that the streets are currently not safe for children entering and leaving the school around these hours, however I also note that this is due to people parking illegally on the double yellow lines outside of school”

Other respondents felt that the proposal **would further limit parking for those who have to drive children to school** and increasing **parking pressure on other roads**.

“Already the parking situation around the school, particularly at collection time, is incredibly strained and challenging to find a space unless arriving 30 minutes before the gates open which, as full-time working parents, is unrealistic. If this proposal were to proceed it would result in the displacement of approximately 30 - 35 cars no longer able to park in Archway or Excelsior Streets meaning the pressure would increase for the already limited capacity in Broadway, Miles Street and other surrounding roads”

There were 12 comments, including 10 from staff or volunteers from the school, mentioning the need for staff to access the staff car park during the School Street times.

“As a staff member at the junior school I need to access the staff car park after 8.20 (I start work at 8.30) and I leave at 3.15. The current plan has the staff car park within the School Street zone. Is there a way the staff could be exempt to the restrictions?”

Officer response

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, pavement parking, parking on School Keep Clear markings, and dangerous driving or manoeuvring close to families gathering and waiting outside the school gates. These behaviours can reduce visibility, obstruct pedestrian routes and increase risk, especially for the most vulnerable road users at the busiest times of day.

While concerns were also raised about a reduction in access to parking on Excelsior and Archway Street, the streets immediately outside the school entrances are already subject to parking restrictions due to the presence of the Residents Parking Zone.

Restricting vehicle access on these two streets during School Street hours (80 mins a day) is intended to reduce the number of cars manoeuvring, parking or queuing, and idling in front of the school, lowering the risk to children and other vulnerable road users.

Alternative parking remains available within a short walking distance, including limited-waiting bays and nearby car parks. There are also public transport options serving these centrally located schools and the school supports a walking bus. The schools also offer breakfast clubs which start before the school street becomes operational.

Officers recognise that some staff require access to the school car park during operational hours and will continue to work closely with the school to ensure that those staff, volunteers or visitors who genuinely require access for operational reasons can be accommodated through exemptions where appropriate, while keeping overall vehicle numbers outside the school to a minimum.

Civil Enforcement Officers routinely patrol this residents' parking zone and will continue to do so. Drivers who park illegally will remain subject to enforcement action.

Traffic

Table 4 shows the main themes from comments provided by respondents about traffic. The primary themes around traffic were the impact on the nearby roads and that of potential increases in congestion on those roads.

Theme	Count
Will displace traffic / increase traffic elsewhere	32
Will cause congestion / will not reduce congestion	22
One way system should be put in place	6
Public transport needs to be improved / needs to be encouraged	5
Will not discourage parents from driving to school	2

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

There was a view among some respondents that by introducing timed restrictions on Archway and Excelsior Street for 40 mins at school drop-off and pick-up times, more parents/guardians would park on surrounding roads such as Broadway or Pulteney Road leading to additional congestion along narrow roads.

“By making Excelsior and Archway Street ‘safer streets’, it is going to mean more people squeezing into Broadway, Spring Crescent and Ferry Lane which will become gridlocked”

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. 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.

Safety

Table 5 shows the main themes from comments provided by respondents about safety. The respondents comments were split between those who thought the School Street would improve or reduce safety.

Theme	Count
Will cause accidents / reduce safety	28
Will make the area less safe for children	17

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

An expected increase in traffic on neighbouring roads is why other respondents commented that the area would be less safe for road users. There was a view that more children would be walking along and crossing roads before they reached the School Street as they would no longer being dropped off by car.

“Restricting vehicular access to the school during drop-off and pick-up times will result in more vehicle drop-offs and pick-ups being attempted on the infinitely busier adjacent main trunk road (Pulteney Road) which will be much more dangerous for children.”

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 directly outside the school entrances during these peak periods will substantially reduce conflict between moving vehicles and people walking, wheeling and cycling, lowering risk and helping to create a safer and more predictable environment outside the schools. In turn, this supports and encourages more families to switch from driving and choose to walk, wheel or cycle all or part of their journey to and from school.

Officers recognise that changes to established routines can be challenging for parents and carers who balance the school run with other commitments. However, practical alternatives exist for those who need to continue driving, including nearby limited-waiting bays and local car parks within a 10-minute walk of the schools or the walking bus. The schools also offer breakfast clubs which start before the school street becomes operational.

Disturbance

Table 6 shows the main themes from comments provided by respondents about disturbance.

Theme	Count
Unfair on those who cannot switch from car to cycling or walking	50
Affects parents work/ work hours	26
Will cause increased stress/pressure for residents/parents	16
Will have a negative impact on residents in adjacent/surrounding neighbourhoods	12
Will cause students/staff/parents to be late	11

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

The theme most mentioned (n=50) was about those who cannot switch from car use. Reasons for this included distance from the school and a perceived lack of public transport options, or ability to use public transport.

“Being able to walk to school is a luxury for those who live near enough to do so. This is not a luxury that everybody enjoys, particularly in a city as expensive as Bath. This proposal therefore discriminates against those who do not live in walking distance, or who are unable to take public transport.”

Respondents commented that a School Street would disrupt their routine. Examples of this were needing more time to drop-off and collect children due to having to park further from the school, or having to drop children off earlier to get to their onward destination on time (such as their place of work). Some parents suggested they would have to change their work hours if the School Street was implemented.

“Many working parents operate within strict time constraints due to fixed work start and finish times. Removing parking access assumes a level of flexibility that many families simply do not have”

Officer response

Officers appreciate that for parents/guardians who plan the school run around other commitments, changes to this 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 reduces conflict between moving vehicles and pedestrians and creates a safer and more predictable environment.

For parents/guardians who must continue to drive children to school, alternative parking options remain in place including car parks and limited waiting bays on residential streets and the school continues to support a walking bus to the school sites. The schools also offer breakfast clubs which start before the school street becomes operational.

Environment

Table 7 shows the main themes from comments provided by respondents about the environment.

Theme	Count
Will cause air pollution / Will not reduce air pollution	8

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

Conversely, eight respondents believed that congestion from displaced traffic would increase air pollution elsewhere in the area.

“In terms of air quality, I am concerned that blocking the adjacent roads will have an impact on Pulteney road, making pollution worse or the same at best”

Officer response

The proposal is not expected to cause an increased number of vehicles visiting the area around the school. While officers accept that there may be some short-term traffic displacement in the early stages of implementing changes on local roads, 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

Table 8 shows the themes mentioned by three respondents about access.

Theme	Count
Negative impact on emergency service vehicles/provision	2
Limits access to city / businesses	1

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

Officer response

The proposal is not expected to limit access to the city or local businesses as the School Street only covers 2 roads and is operational for a very small length of time on school days during term time only. Access to local businesses remains unaffected as does access to other local roads, though drivers may need to take an alternative route to their destination.

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

Finance

Table 9 shows the theme mentioned by three respondents about how the money to implement the scheme could be used elsewhere.

Theme	Count
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 its Journey to Net Zero commitments 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.*

General comments and other themes

There were 93 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 for these general comments is shown in Table 10.

Theme	Count
Scheme is unnecessary / not needed	18
Oppose the School Street, it will have a negative impact without providing further detail about their reasons	11
The scheme relies on volunteers and these may not be forthcoming	11
More information required	11
Unfair on elderly and disabled residents	10
Teachers shouldn't have to do traffic duty	8

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

A number of respondents (n=18) felt that the scheme was unnecessary. Reasons given were the perception that there have been no accidents in the recent past and that the area is only busy for a short amount of time.

“While there may be a perceived safety issue, is it real around the Widcombe schools? Certainly in the years my children attended the schools I was not aware of any injuries to children, and certainly no deaths”

Some concerns were raised about the need for volunteers to run the system and a fear these may not be forthcoming. There were also comments that teachers should not have this added to their workload as they are already caring for children during the operating times.

“The scheme relies on volunteers/staff to man. This would be 4 people a day/20 a week. This is too big an ask for parents who will have child caring responsibilities and potentially jobs to go to. Staff will not be able to fill these positions.[School staff] greet and settle children, deal with daily enquiries and complete essential set up or day end tasks.”

Officer response

Widcombe Infants and Junior Schools actively encourage active travel to their sites and feel that stopping on double yellow lines, idling, pavement parking, parking on School Keep Clear markings, and dangerous driving manoeuvring close to families/children gathering outside the school gates puts vulnerable road users at risk.

Limiting the number of vehicles accessing the area directly outside of the school gates will reduce the risk of accidents which in turn can help encourage more people to make sustainable travel choices in the future.

The school is committed to supporting the implementation of a School Street and is considering what will encourage volunteers to come forward to support the barrier stewarding, such as free breakfast club for pupils or parents who volunteer.

The council remains committed to monitoring schemes and considering ANPR camera enforcement if evidence suggests there is an ongoing need for such measures.

Suggested changes to the proposal

24 comments relating to suggested changes to the proposal were submitted during the public consultation.

Theme	Count
More measures needed	7
Walking bus / walking schemes should be implemented	5
Excelsior street should not be closed / restricted area is too large	4
Scheme needs longer operating hours	3
The nearby playground should be used for access	3
Suggest staggered parking times	2

Table 11: number of comments submitted suggesting changes to the proposal

Suggestions for alternative solutions included a walking bus or a park and stride scheme and adding official drop-off areas. Others suggested changes to the size of the zone or timings. Below are some of the comments made regarding alterations to the scheme.

“I do not understand why the streets do not get blocked off from where Excelsior Street meets Archway Street as I think this would reduce traffic blockage and all the negative aspects which come with it”

“Part of the public playground (on the far side) could be used as an official school drop off zone or parking for use during drop off and collection. Access could be from the Travel Lodge Junction which has big wide splays and clear traffic lights. This could remove all the traffic from Archway Street etc during these busy times instantly creating a safe school area for the children”

Officer response

The current proposal has been designed to reduce the capacity for vehicles to stop on double yellow lines, idle, park on pavements and on School Keep Clear markings, and for dangerous driving/manoeuvring close to children outside school gates which puts them at risk. Reducing the extent of the proposal would compromise the benefits associated with the school street and continue to put children and families at risk..

The council remains committed to monitoring schemes, considering other measures or changing school street extents and/or operational hours if evidence suggests there is an ongoing need for such amendments.

The school currently offers a walking bus as part of their ongoing commitment to support and encourage active travel to their sites.

School start and finish times are controlled by the schools and therefore are out of scope for this proposal.

Comments received in support

Theme	Count
TRAFFIC - Will reduce congestion	3
SAFETY - Will improve safety	28
SAFETY - Will make the area safer for children	20
ENVIRONMENT – Will reduce air pollution	12
OTHER - Support the School Street without providing further detail about their reasons	20

Table 12: number of comments submitted support of the proposal

“Fewer cars mean safer streets.

I have been insulted and had a car driven at me by an aggressive parent I dared to ask not to park over a dropped curb.”

“I’m in full support of this scheme. I’m saddened though that it has come to this. I’ve been a parent at Widcombe for nearly a decade and I’ve never seen this level of illegal parking and dangerous driving from the parent population before. I’m ashamed to associate with those who treat the local area, local residents and the safety of the pupils with such little regard. I have been nearly knocked over twice whilst waiting to collect my child by people parking illegally and mounting the pavement.”

“I live 25 minutes walk distance and I use bike but even trying to get out the school after pick up or drop off, using the roads nearby get very difficult given the quantity of cars that seem to duplicate by year.”

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

Ward Members:

Widcombe and Lyncombe:

Cllr Alison Born – Stuart and I note the support from the 2 school Heads and the small majority of respondents. We acknowledge that you will be engaging with school staff to address their concerns. We also recognise that a high proportion of children already travel sustainably to the Widcombe schools which means that there should be sufficient parking options available within a short distance of the schools for families that need to drive. By making the roads in the immediate vicinity of the school safer, we hope that more children will be able to travel independently and that air quality around the school will be improved further. We note that monitoring data will be collected before and after implementation and the scheme will be kept under review. We welcome this scheme and are happy to support implementation.

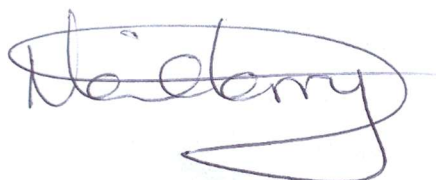
Cllr Stuart Bridge – As above.

Cabinet Member for Sustainable Transport Delivery:

Cllr Lucy Hodge - Having noted this comprehensive analysis of the consultation outcomes, the Officer recommendations and ward councillor comments, I support proceeding to implementation of the Widcombe School Street Scheme which will provide a safer environment for children and parents around school drop off and pick up times, which in turn will enable walking to school, bringing both health and environmental benefits.

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.



Chris Major
Director for Place Management

Date: 07/04/26