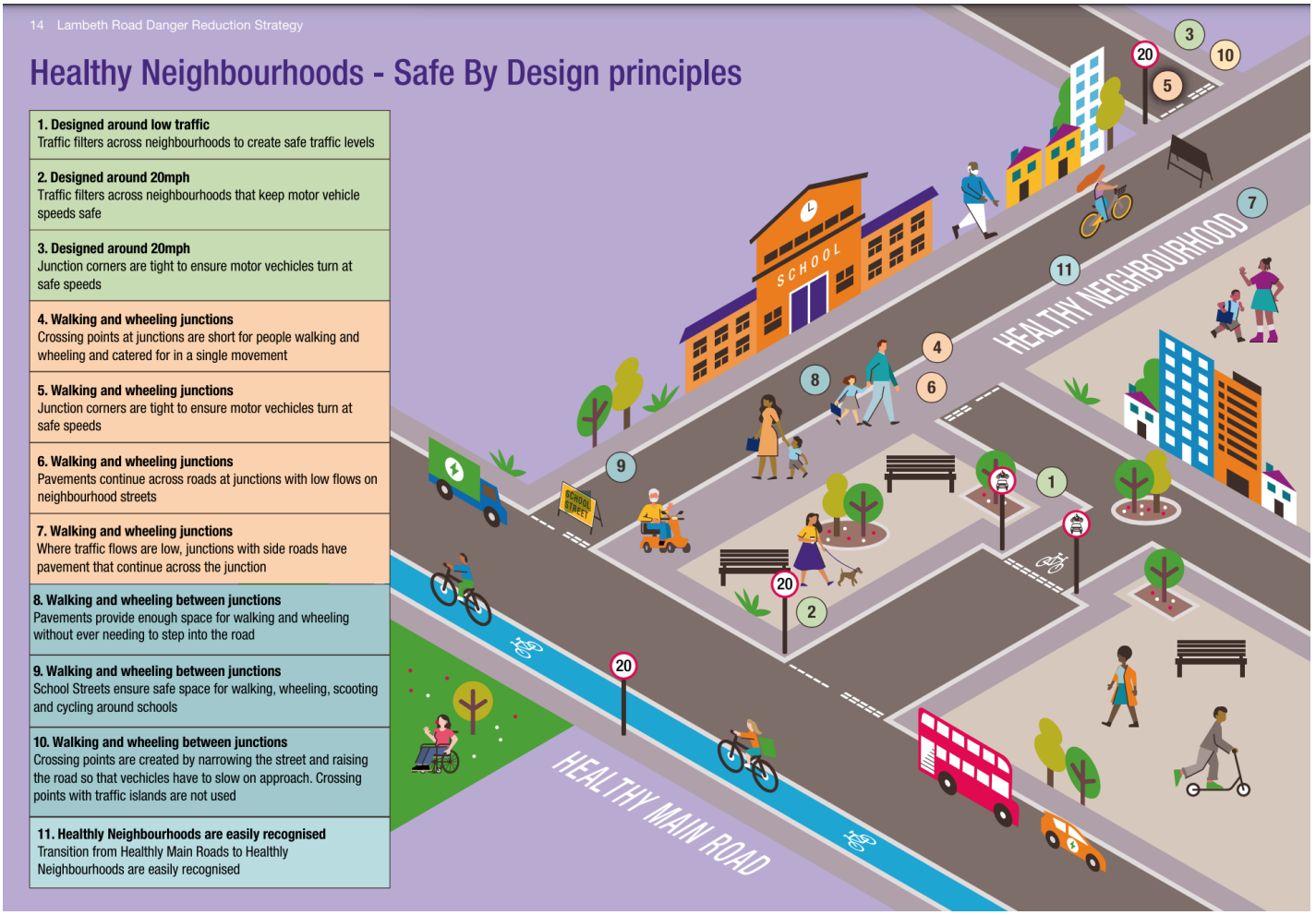
As someone deeply entrenched in the study of transport policies at local, regional, and national levels, it's glaringly evident that the failures of Bath & North East Somerset council to deliver School Streets extend beyond mere political leadership lapses to a fundamental absence of a robust road danger reduction strategy.

Consider the debacle surrounding the failed Mount Road Liveable Neighbourhood project, where an ineffectual Zebra Crossing outside Roundhill Primary School was financed from the BaNES Highways budget, despite ample funding availability from the West of England Combined Authority for a more holistic Low Traffic Neighbourhood and School Street solution. This oversight underscores the failure of the Liveable Neighbourhoods team to consult with the Road Safety Officer, crucial for determining the safest interventions for residential roads according to the UK's longstanding road classification hierarchy.

By my estimation there have been 12 opportunities to deliver or begin to deliver 11 School Streets yet have been and are repeatedly being squandered. King Edwards, Bathwick St Mary, Roundhill Primary, Newbridge Primary, Combe Down Primary, Bathampton Primary, The Paragon, Kingswood Prep, St Andrews Primary, St John's Primary, and Moorlands Junior have all been neglected, despite the clear safety benefits such measures provide.

The council's disregard for the Vision Zero Motion passed last November, coupled with the exclusion of the Road Safety Officer from crucial design processes, further highlight the systemic shortcomings. What's more concerning is the stark absence of a comprehensive Road Danger Reduction Strategy akin to those successfully implemented elsewhere, such as in Lambeth https://www.lambeth.gov.uk/transport-strategy/road-danger-reduction/road-danger-reduction-strategy).



Even basic commitments from political leadership, such as ensuring that "A school street will be required for all viable Primary Schools," are conspicuously absent. It's high time to recognize the urgent need for a cohesive road danger reduction strategy and to institute council processes that prioritise the safety of our children on our streets.