

Bath & North East Somerset Council		
DECISION MAKER:	Cllr Lucy Hodge, Cabinet Member for Sustainable Transport Delivery Cllr Mark Elliot, Cabinet Member for Resources	
DECISION DATE:	Not before 1 st November 2025	E3630
TITLE:	School Streets Programme	
WARD:	All	
AN OPEN PUBLIC ITEM		

1 THE ISSUE

1.1 The Council has approved £250,000 of Clean Air Zone (CAZ) funding to deliver a School Streets programme and £87,000 one-off funding was approved from the revenue budget for 2025/26. Further funding of £75,000 has been allocated through the WECA Active Travel Fund to deliver School Streets in the B&NES region. This will enable delivery of three school streets by a target date of end of March 2026.

1.2 In addition, a School Street planned for Newbridge Primary School Street will be delivered within the proposal for the Lyme Road and Charmouth Road Liveable Neighbourhood.

1.3 The Council intends to support as many School Streets as possible with the funding available, starting with three being developed and delivered in early 2026.

1.4 The future programme of School Streets is subject to (a) the willingness and number of schools able to take part in the programme and (b) the cost of the measures required in each instance, depending on the nature of the street. The intended outcomes of the school streets programme will be to restrict some motor vehicle traffic on the roads outside of schools at school drop off and pick up times, and the schemes may introduce further road safety, active travel and public realm improvements to encourage more pupils, parents/carers and school staff to travel by sustainable modes of transport.

2 RECOMMENDATION

The Cabinet Members are asked to:

- 2.1 To note the work done to date on the programme
- 2.2 Subject to the full Traffic Regulation (TRO) approve in principle schemes at St Phillips Primary School, Widcombe Infant and Primary school, St Stephens Primary school
- 2.3 To approve delegated authority for Director of Place Management to accept future grant funding for these schools or any future grant funding for any other School Streets projects.

3 THE REPORT

- 3.1 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).
- 3.2 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.
- 3.3 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.
- 3.4 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.

3.5 Exemptions will apply to emergency service vehicles for all schools, and it is recommended that exemptions also be considered for:

- Residents living within the School Street
- Blue Badge Holders accessing the school
- Waste collection vehicles (if required)
- Current pupils of the school with an Education, Health and Care plan in place

3.6 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 with staff/volunteers manning the barriers, in accordance with the General Data Protection Regulations (2018).

3.7 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.

3.8 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.

3.9 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.

3.10 The selected schools are St Phillips Primary School, Widcombe Infant and Primary school and St Stephens Primary school.

- 3.11 Subsequently, Newbridge Primary School Street is being developed and designed as part of the community-led Liveable Neighbourhood programme for Lyme Road and Charmouth Road. All Liveable Neighbourhood is available on our website.
- 3.12 Engagement is currently being carried out with the Farrington Gurney School to work towards a 'Good' accreditation through the Modeshift STARS plan and determine feasibility of a School Street.
- 3.13 Work will also be carried out to develop a phase 2 programme working with the shortlisted schools where a School Street could be feasible.
- 3.14 Each school will be issued a Memorandum of Understanding which will outline the actions each party agrees to take as part of the development and implementation of a school street. For the council this will include, but not be limited to designing, consulting on and implementing the school street, pre and post implementation traffic monitoring, barrier provision, barrier management training and risk assessment templates and costs associated with such activities. For the school this will include, but not be limited to, commitment to progress Modeshift STARS accreditation, pre and post implementation travel surveys with staff and pupils, regular communication with school community about sustainable transport and options to support Modeshift.

4 STATUTORY CONSIDERATIONS

- 4.1 The delivery and construction element of the scheme allows for further public consultation to be undertaken, as part of the TRO (Traffic Regulation Order) process.
- 4.2 The public sector equality duty (Equalities Act 2010) requires equality considerations to be reflected in the design of policies and the delivery of services.

5. RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 5.1 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. Utilising these funding allocations to carry out initial feasibility and design work on schemes has the potential to be advantageous to attract future funding opportunities from the West of England Combined Authority (WECA) and Active Travel England. £75,000 was allocated through the WECA Active Travel Fund (ATF6) at its 18th July 2025 Committee to deliver School Streets in the B&NES region, with this grant offer pending.
- 5.2 All funding will be treated as revenue for the development and design of the schemes. When this is completed and the schemes costs and timescales have been identified agreed the remaining budget will be capital. An Officer Delegated decision will be sought and the allocation of £250,000 approved in Decision E3588 revisited as proposals are clarified.

6. RISK MANAGEMENT

- 6.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision-making risk management guidance. Further risk assessments will take place prior to the implementation of any School Streets, and these will continue to take place on a regular basis during the development and trial period of the schemes.

7. EQUALITIES

- 7.1 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.

8. CLIMATE CHANGE

- 8.1 Addressing school-run traffic and providing more travel choices are key elements of the Journey to Net Zero and the Council's Corporate Strategy. As transport is the largest emitter of carbon emissions in B&NES, reducing the amount of school run traffic would contribute to reaching carbon neutrality.

9. OTHER OPTIONS CONSIDERED

- 9.1 Not to progress any school streets: this option was rejected as delivery of school streets is a Cabinet Member commitment.

10. CONSULTATION

- 10.1 Local engagement and consultation will be carried out during the development of each School Street. This is likely to be in the form of meetings with decision makers at each school, presentations to the school staff or board of school governors, letter drop(s) to local addresses, regular and frequent school communications and online feedback forms and consultation. The project team may also engage with pupils at the school to understand their views on the proposal and then subsequent changes.

Contact person	Alison Sherwin – Principal Engineer, Active Travel 01225 394406 alison_sherwin@bathnes.gov.uk
Background papers	E3588 School Streets - Prioritisation and Funding;- https://democracy.bathnes.gov.uk/ieDecisionDetails.aspx?Id=2204
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