

<b>Bath &amp; North East Somerset Council</b>		
MEETING	<b>Climate Emergency and Sustainability Scrutiny Panel</b>	
MEETING DATE:	<b>27 November 2025</b>	EXECUTIVE FORWARD PLAN REFERENCE:
TITLE:	<b>School Streets Programme</b>	
WARD:	<b>All</b>	
<b>AN OPEN PUBLIC ITEM</b>		
<b>List of attachments to this report:</b>		
<b>Presentation slides (tbc)</b>		

## **1 THE ISSUE**

- 1.1 School Streets are more than a traffic management measure – they are a strategic investment in the health, wellbeing, and future success of our communities. By creating safe, low-traffic zones outside schools during peak times, these schemes deliver tangible benefits that align with council priorities on public health, education, and climate action.
- 1.2 Active travel is proven to enhance learning outcomes. Children who walk or cycle to school arrive more focused, energised, and ready to engage, supporting improved attainment and narrowing inequalities. At the same time, School Streets address critical health challenges: childhood obesity and poor mental wellbeing. Encouraging daily physical activity helps reduce obesity rates and builds lifelong healthy habits, while the calmer, cleaner environment promotes emotional resilience and reduces stress for pupils and families alike.
- 1.3 School Streets contribute to safer roads, cleaner air, and stronger communities, while advancing statutory obligations on health and sustainability. They represent a cost-effective intervention with long-term returns – healthier children, improved educational performance, and reduced pressure on health services. Supporting these schemes is not just good policy; it is a decisive step towards creating places where every child can thrive.
- 1.4 The Council has approved £250,000 from Clean Air Zone revenue funding and £87,000 of one-off revenue funding in 2025/26 to deliver a School Streets programme. Further funding of £75,000 has been allocated through the West of England Combined Authority (WECA) Active Travel Fund to deliver School Streets in the B&NES region. This combined funding will enable delivery of three School Streets schemes by a target date of end of March 2026.
- 1.5 In addition, a School Street scheme planned for Newbridge Primary will be delivered within the proposal for the Lyme Road and Charmouth Road Liveable

Neighbourhood and is supported by funding from the City Region Sustainable Transport Settlement (CRSTS).

- 1.6 The Council intends to support as many School Streets as possible with the funding available, starting with four being developed and delivered in 2026.
- 1.7 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.

## 2 RECOMMENDATION

The Panel is asked to:

- 2.1 Note and scrutinise the development of the school streets programme.

## 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 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 It is hoped that these 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.
- 3.3 School Streets will contribute to meeting the aims of the Journey to Net Zero and to delivering the Corporate Strategy through:
  - **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.
- 3.4 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 schemes under TROs to facilitate improved safety outside of these schools in the shortest possible time.

- 3.5 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.
- 3.6 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
- 3.7 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).
- 3.8 The use of temporary barriers and stewards is the preferred delivery model for all school streets in the first instance. This model of delivery is commonly used across the country and helps the school to engage with road users and observe the impact of the scheme. It is significantly quicker and cheaper to install schemes without ANPR cameras and it also allows a degree of flexibility with short term exemptions in extenuating circumstances. However, if the school reports ongoing issues with non-exempted vehicles entering the school street during operational hours, the use of ANPR cameras will be considered.
- 3.9 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.
- 3.10 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.
- 3.11 The selected schools are St Philip's Primary School, Widcombe Infant and Junior schools and St Stephen's Primary Church school.

- 3.12 The scheme for Newbridge Primary School Street is being developed and designed as part of the Liveable Neighbourhood programme for Lyme Road and Charmouth Road.
- 3.13 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.
- 3.14 Work will also be carried out in the second half of 2026, to develop a phase 2 programme working with the shortlisted schools where a School Street could be feasible.

## **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 and deliver 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. £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 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. All capital projects and their decisions are subject to Equalities Impact Assessment at key decision gateways.

## 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. Net zero by 2030 aspirations underpin all projects in the capital programme.

## 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.

<b>Contact person</b>	Cathryn Brown, Senior Programme Manager, Capital Programme & Project Management
<b>Background papers</b>	<a href="#">CES School Streets Policy discussion 2 May 2024</a> <a href="#">E3630 School Streets Programme</a>
<b>Please contact the report author if you need to access this report in an alternative format</b>	