



**Growth & Regeneration  
Management of Place  
Local & Sustainable Transport**

## Statement of Reasons

27/05/2021

**Road/Area:** Atlas Road, Kensal Road & Raymend Road, Bedminster

**Proposal:** 'School Street' - Prohibition of Driving & One-Way  
Experimental Traffic Order

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### School Streets project

Bristol City Council is promoting a 'School Streets' project which aims to tackle the issues caused by school traffic at peak times (the start/end of the school day). This traffic causes congestion which compromises air quality outside schools and presents a problem in terms of road safety, as well as obstructing access for residents and the emergency services. Removing vehicular traffic from roads in the vicinity of school entrances will help to make children's journeys to school safer and will make active travel to school (cycling and walking) more appealing. The primary aim of the scheme is to make an improvement to road safety from the perspective of pedestrians and cyclists – thus helping to promote a shift to more sustainable and active modes of transport. Schools have been selected based on a range of criteria, including the schools' pro-active engagement with schemes aimed at improving their pupils' travel arrangements.

### Locations/details – Prohibitions of Driving

It is proposed that vehicular traffic on Atlas Road, Raymend Road (between its junctions with St Johns Lane and Stanbury Road) and Kensal Road (between its junctions with Atlas Road and Kensal Avenue), which provide access to Victoria Park Primary School, should be regulated by means of an experimental prohibition of driving order. The prohibition of driving would be in effect on Monday to Friday at the following times: 8.15am - 9.15am and 3.00pm - 4.00pm, during school term times (signs will be shown on site only during school term). There will be exceptions to the prohibition of driving for access for Permit holders' and blue badge holders'. Permits will be issued to residents with additional access needs and disabilities, essential visitors (such as carers) and a limited number for visitors to the school. The Council will determine the number and nature of permits to be issued, which may change from time to time. There will also be exemptions for various bodies such as emergency services, statutory undertakers, highway maintenance vehicles and wedding and funeral vehicles.

This will create a pedestrian and cyclist-only zone at school start and finish times. During these times motorists already parked within the zone will be permitted to exit the roads (via the one-way arrangements listed below), but only emergency service vehicles, Blue Badge holders and permit holders will be allowed to freely enter the roads covered by the prohibition of Driving (via the one-way arrangements listed below).

### Locations/details – One way streets

There will also be changes to the one-way systems on the roads covered by the above Prohibition of Driving measures:

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- The direction of the existing one-way on Raymend Road will be reversed and extended to its junction with Stanbury Road. Traffic will travel north westbound, away from St John's Lane, between St John's Lane and Stanbury Road.

In order to avoid queues of vehicular traffic waiting to leave Raymend Road obstructing the school street at the start of the closure periods, the existing one-way on Raymend Road has been reversed. In addition to the reversal of the direction, the one-way section of Raymend Road has been extended up to the junction with Stanbury Road. This extension is necessary in order to prevent vehicles travelling south-eastbound on Raymend Road from becoming trapped at the junction of Raymend Road and Atlas Road where they would meet no entry points on both Raymend and Atlas Road, which would leave these vehicles no choice but to reverse or turn in the road and exit the area back up Raymend Road, thus causing a hazard.

- A new one-way operation will be introduced on the lower part of Kensal Road between Atlas Road and Kensal Avenue. Traffic will travel north westbound, away from Atlas Road.

It is necessary to prevent vehicles travelling south eastbound on Kensal Road, towards Atlas Road, from getting 'trapped' and having to reverse or u-turn on reaching the Prohibition of Driving on Atlas Road, thus causing a hazard. It is proposed that this is done by means of a one-way to supplement the prohibition of driving. The use of the one-way effectively closes off this entry point to the prohibition of driving area, without introducing the need for a third manned entry point using prohibition of driving signage and barriers. This significantly reduces the workload of the school and council staff operating the scheme and renders its operation more sustainable.

- The existing one-way operation on Atlas Road, with traffic travelling north east bound from St Johns Lane to Raymend Road, will remain in place unchanged.

These new one-ways are all considered necessary to facilitate the safe implementation of the 'School Streets' prohibition of driving. Closing a one-way road with a physical barrier at a single point is significantly simpler and safer for school and council staff than closing a two way road. The proposed one-ways allow for a 'School Streets' scheme design which minimises the requirement for staff to work in the highway in hazardous conditions, by allowing the area to be closed off with only two manned barriers. It is considered that a part-time one-way system would be confusing and therefore, the above one-way arrangements will be in force 24 hours per day, seven days per week for the duration of the Experimental Order (including during school holidays).

### **Experimental Order**

The Council considers the use of an experimental order for the all above measures to be appropriate because the implications for the surrounding road network are uncertain and because it is unknown whether the scheme will result in an increase in cycling & walking to school.

Highway conditions on the directly affected streets and surrounding streets will be monitored during the course of the experiment; the experimental order will allow the Council to react more quickly if circumstances require the measures to be modified or removed.

The experimental order will last for a maximum of 18 months and will provide the public with an opportunity to experience the effects of the measures. During the first eight months of the experiment, there will be an opportunity for anyone to object against the measures remaining in force on a permanent basis. Objections will be considered carefully and will help to determine whether any modifications are necessary before a final decision is made on whether this School Street scheme should be made permanent.

The Experimental Order will supersede the Temporary Orders and measures currently in place for this scheme.

It appears to the Council that it is expedient to make the Experimental order:

- 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;
  - for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).
  - For assessment and management of the quality of air pursuant to paragraphs (a) to (c) of sub section (1) of Section 87 of the Environmental Act 1995 (air quality)
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