

Report subject	Permanent Traffic Orders for Pilot School Streets
Meeting date	26 July 2023
Status	Public Report
Executive summary	<p>The first tranche of School Streets schemes begun in February 2022 were trialled by way of Experimental Traffic Orders (ETROs) which facilitate for a maximum of 18 months a prohibition of motor vehicles restriction to coincide with the school start and end times each day. Consultation and engagement ran for the first six months of the trial. The school streets have successfully remained in place with the support of the schools themselves and the school community at each of the four sites:</p> <ul style="list-style-type: none"> • Somerville Road (St Michael's Primary School), • Ashmore Crescent (Hamworthy Park Junior School) • St Clement's Gardens (St Clement's & St John's CE Infant School), • Livingstone Road & Uppleby Road (Livingstone Road Infant and Junior Schools). <p>A decision is now sought on making permanent traffic orders for the existing experimental motor vehicle restrictions which expire in August 2023 (x2) and September (x2).</p>
Recommendations	<p>It is RECOMMENDED that:</p> <p>Traffic Orders are made which will give permanent effect to the School Streets Experimental Traffic Orders for Somerville Road (E1 2022), Ashmore Crescent (E2 2022), St Clement's Gardens (E3 2022), and Livingstone Road (E4 2022).</p>
Reason for recommendations	<p>This will continue in force indefinitely the restrictions which are outlined in Appendix 1 of this report.</p> <p>The prohibition of motor vehicles restriction implemented at times related to school drop-off and pick-up has been positively received by the school and local community as seen in public engagement and consultation outcomes. The School Streets have to date successfully remained in place with the support of the schools themselves and the school community.</p>

Portfolio Holder(s):	Cllr Vicky Slade, Cllr Andy Hadley, Cllr Mille Earl
Corporate Director	Jess Gibbons
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Wards	Boscombe West; Hamworthy; Newtown & Heatherlands; Westbourne & West Cliff;
Classification	For Decision

Background

1. The Decision to proceed with a pilot scheme to trial School Streets at four local primary schools and to make an Experimental Traffic Order for each location was made by the Portfolio Holder for Sustainability and Transport on 20/01/22 and published on 21/01/22 and is available on the BCP website via this link [BCP Council – Democracy](#).
2. The traffic restriction to prohibit motor vehicles Monday – Friday 8am – 9am and 2.15pm – 3.30pm was implemented on Somerville Road (St Michael's Primary School) and Ashmore Crescent (Hamworthy Park Junior School) on 28 February 2022. The same restriction was implemented on St Clement's Gardens (St Clement's & St John's CE Infant School, and Livingstone Road & Uppleby Road (Livingstone Road Infant and Junior Schools) on 21 March 2022.
3. Statutory consultation for Experimental Traffic Orders has been undertaken for each location, this is detailed below in the 'Consultation Undertaken' section.

Consultation Undertaken

4. Pre implementation consultation for the School Streets Trial was carried out for all schools via online survey from 18 November - 17 December 2021.
5. The statutory consultation process set out in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 has been carried out for the Experimental Orders as detailed below.
 - a. Notification was made to the Chief of Police prior to the sealing of the Experimental Orders.
 - b. A six-month public consultation for the Experimental Orders commenced on the date of their implementation - 28 February 2022 for the Somerville Road and Ashmore Crescent Orders, and 21 March 2022 for the St Clement's Gardens and Livingstone Road Orders.
 - c. A Notice was placed in the Bournemouth Echo.
 - d. Notification emails were sent to all councillors and all statutory consultees (including emergency services, disability groups, local public transport providers, national transport associations and various council departments).
 - e. Street Notices with consultation details were displayed in relevant locations.
 - f. The Deposited Documents (consultation documents) for the Experimental Orders were published on the BCP Council website.

- g. School Streets Trial Surveys for each school location were available online for the duration of the consultation period.
 - h. The Sustrans School Streets Officer undertook a parent and carer perception survey, a pupil perception survey and a Hands Up Survey during the course of the consultation of the period.
6. The Sustrans School Streets Report 'BCP School Streets Pilot, Creating Safer Spaces and Increasing Active Travel to School' (Appendix 2) concludes that with the School Street in place there has been an increase in children travelling to school actively and a decrease in the number being driven, the closures have provided a more accessible space with those with limited mobility and for parents with younger children using pushchairs, a stronger sense of community and improved physical and mental health for children. The percentage of children travelling actively to school increased from 61% to 68% and 92% of the parents and carers spoken to and 70% of the pupils said they want their School Street to continue beyond the trial. As a result of the findings Sustrans recommends making all four School Streets permanent.
 7. The online School Streets Trial Surveys (Appendix 3) results for all sites illustrate a large majority of those completing the survey agree with the idea of School Streets, its introduction at these schools, that the changes have made it safer to walk in the area or to cycle in the area and would like to the closures to continue beyond the trial. The majority have positive perceptions of the impact of the changes such as numbers of people cycling or walking, the decrease in traffic, people parking inconsiderately, traffic noise and traffic fumes.
 8. A total of six formal representations were received in response to the traffic order consultations, five of which were in support. Consideration of the points made in the representations for each site is detailed in Appendix 1 to this report.

Options Appraisal

9. The options are to:
 - a. Make the Orders giving permanent effect to the Experimental Orders which will reproduce and continue in force indefinitely the provisions of the Experimental Orders (this is the preferred option and proposed decision, as set out in Appendix 1). This must take place before the experimental orders' expiry dates of 28 August 2023 (Somerville Road and Ashmore Crescent) and 22 September 2023 (St Clement's Gardens and Livingstone Road).
 - b. Not to make the Orders permanent in which case the restriction will cease to be in effect from the experimental orders' expiry dates.

Summary of financial implications

10. The cost of the Orders to make the Experimental Order permanent is approximately £1500, funded from the Active Travel Fund budget. Implementation measures already in place for the restrictions will remain in place indefinitely and so there are currently no additional implementation costs associated with making the Experimental Orders permanent.

Summary of legal implications

11. The Road Traffic Regulation Act 1984, as amended (RTRA) provides local authorities the power to make Traffic Orders. The Experimental Orders were made pursuant to the provisions of Section 9 of the Road Traffic Regulation Act 1984 and can remain in place for a period of up to 18 months.
12. Highway Authorities can revoke, amend and/or make permanent Experimental Orders.
13. Consultation and notice provisions as identified in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 have been carried out as detailed above.
14. All formal representations received have been formally considered as outlined in Appendix 1 in making this decision, in addition to consideration of all other consultation feedback from the online School Street Trial Surveys (Appendix 2) and Sustrans survey data (Appendix 3).
15. No material negative impacts have been identified in relation to the restrictions to be implemented including to matters such as access to premises, amenities, and use of the roads by public service vehicles.
16. In reaching a decision regard has been had to all relevant statutory provisions. They include, as appropriate, relevant requirements and duties as set out in s1 and s122 of the RTRA 1984, s16 of the Traffic Management Act 2004 and s149 of the Equality Act 2010.

Summary of human resources implications

17. Barriers to School Streets manned by community volunteers/school staff.

Summary of sustainability impact

18. School Streets help promote sustainable travel locally, in line with wider national and local transport policy. They are also likely to improve air quality outside the school gates, by removing the majority of motor vehicles. Therefore, the environmental impact of this measure is considered to be positive locally. Some of the benefits may be offset by the displacement of traffic, however all four schools are on minor residential roads and therefore any negative effect is expected to be limited. In addition, two of the four School Streets are cul-de-sacs which currently have no through-traffic in any case. Any displacement of traffic may be offset, in turn, by promoting more local travel by sustainable modes.
19. The Sustrans School Streets Report 'BCP School Streets Pilot, Creating Safer Spaces and Increasing Active Travel to School' (Appendix 2) concludes that with the School Street in place there has been an increase in children travelling to school actively and a decrease in the number being driven. The percentage of children travelling actively to school increased from 61% to 68%.
20. The online School Streets Trial Surveys (Appendix 3) results for all sites illustrate a large majority of those completing the survey agree that the changes have made it safer to walk in the area or to cycle in the area. They perceive positive perceptions of the impact of the changes such numbers of people cycling or

walking, and the decrease in traffic, people parking inconsiderately, traffic noise and traffic fumes.

Summary of public health implications

21. Sustainable travel measures help promote more active travel modes and these modes help promote a healthy lifestyle, improve mental and physical wellbeing and better-connected communities. Reducing traffic at the school gates will help improve air quality by reducing airborne particulates and engine fumes which can be concentrated in these areas.
22. The Sustrans School Streets Report 'BCP School Streets Pilot, Creating Safer Spaces and Increasing Active Travel to School' (Appendix 2) concludes that with the School Street in place there has been an increase in children travelling to school actively and a decrease in the number being driven, a stronger sense of community and improved physical and mental health for children. The percentage of children travelling actively to school increased from 61% to 68%.
23. The online School Streets Trial Surveys (Appendix 3) results for all sites illustrate a large majority of those completing the survey agree that the changes have made it safer to walk in the area or to cycle in the area and would like to the closures to continue beyond the trial. The majority have positive perceptions of the impact of the changes such numbers of people cycling or walking, and the decrease in traffic, people parking inconsiderately, traffic noise and traffic fumes.

Summary of equality implications

24. An Equalities Impact Assessment screening has been undertaken and is attached at Appendix 4. School Streets have an overall positive impact on people from protected characteristic groups, to varying degrees. Both nationally and locally, the transport network has for many years been dominated by the private motorcar. Whilst the car undoubtedly brings advantages to many people in terms of mobility and convenience, its dominance has tended to be to the detriment of other transport modes, including walking and cycling. This has had a disproportionate effect on people who don't drive – which is more likely to be older people, people from low-income households, disabled people, people from a black or ethnic minority background, women, and of course, children. Many of these people are also the most likely to be adversely affected by air pollution and road danger. Certain groups in our population are more likely to be involved in and impacted by traffic accidents including school aged children. All these things are of particular concern outside many of our local schools. The aim of School Streets is to reduce road danger and air pollution, whilst encouraging and enabling travel to school by means other than driving. Rebalancing our streets will benefit everyone, including those who have no choice but to travel by car.

Summary of risk assessment

25. No significant risks associated with the proposed traffic restriction changes have been identified beyond risks identified in risk assessments carried out pre trials by the School Streets officer and supporting officer with the schools involved.

Appendices

Appendix 1 – Summary of Formal Responses to School Streets Experimental Traffic Order Consultations

Appendix 2 - The Sustrans School Streets Report BCP School Streets Pilot, Creating Safer Spaces and Increasing Active Travel to School

Appendix 3 - School Streets Trial Surveys

Appendix 4 – Equalities Impact Assessment Conversation Screening Tool