

Report subject	Permanent Traffic Order for Livingstone Road, Bournemouth School Street (Ref M103)
Meeting date	6 March 2024
Status	Public Report
Executive summary	<p>A School Street trial was introduced on Livingstone Road, Bournemouth (Pokesdown Community Primary) by way of an experimental traffic order (ETRO). This facilitates for a maximum of 18 months a prohibition of motor vehicles restriction to coincide with the school start and end times each day.</p> <p>Consultation and engagement ran for the first six months of the trial. The school street has successfully remained in place with the support of the school and the school community.</p> <p>A decision is now being sought to make the existing experimental order which expires in August 2024 permanent.</p>
Recommendations	<p>It is RECOMMENDED that:</p> <p>Cabinet approve the Traffic Order as outlined in Appendix 2 of this report to make Permanent the Experimental Traffic Order for the Livingstone Road School Street (E1 2023).</p>
Reason for recommendations	<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 Street has to date successfully remained in place with the support of the school itself and the school community.</p>

Portfolio Holder(s):	<p>Cllr Vikki Slade, Leader of the Council and Portfolio Holder for Dynamic Places</p> <p>Cllr Millie Earl, Deputy Leader of the Council and Portfolio Holder for Connected Communities</p> <p>Cllr Andy Hadley, Portfolio Holder for Climate Response, Environment and Energy</p>
Corporate Director	Jess Gibbons, Chief Operations Officer
Report Authors	Clare Griffiths, Senior Traffic Technician; Andy Brown, Traffic Team Leader
Wards	Boscombe East & Pokesdown;
Classification	For Decision

Background

1. The Decision to proceed with the trial School Street at Pokesdown Community Primary and to make an Experimental Traffic Order for it was made by the then Portfolio Holder for Sustainability and Transport on 7 February 2023 and published on 8 February 2023 and is available in the Decision register on the BCP website as the 'School Streets Trials Decision Record'.
2. The traffic restriction to prohibit motor vehicles Monday – Friday 8.15am – 9.15am and 2.40pm – 3.40pm was implemented on Livingstone Road on 27 February 2023.
3. Statutory consultation for the Experimental Traffic Order has been undertaken and is detailed below in the 'Consultation undertaken' section.

Consultation Undertaken

4. Pre-implementation consultation for the School Streets Trial was carried out via online survey (hard copies were available on request) from 9 December 2022 – 8 January 2023.
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 Order as detailed below.
 - a. Notification was made to the Chief of Police prior to the sealing of the Experimental Order.
 - b. A six-month public consultation for the Experimental Order commenced on the date of its implementation - 27 February 2023.
 - 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 Order were published on the BCP Council website (Appendix 2).
 - g. A School Streets Trial Survey for this location was available online for the duration of the consultation period; notice of this was sent to the school parents/carers and local residents.
 - h. The Sustrans Bike it Plus and School Streets Officer letter-dropped local businesses and residents to invite feedback, carried out hands up and pupil perception surveys and in early July 2023 gathered anecdotal responses from parents and stewards on the street during the closure times.
6. A total number of 61 respondents completed the online School Street Trial Survey (Appendix 3). Results illustrate a majority of those completing the survey agree with the idea of School Streets, its introduction at the school, 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.
 7. There are many comments on positive impacts on for example individuals' health, safety within the street and some comment from local residents who are supportive of the street. There are some concerns expressed for example, over parent behaviour towards residents of the street itself and concerns over inconsiderate parking in neighbouring streets. The active travel team continue to work with the school to encourage active travel, with initiatives such as permits for parents to park and stride from Woodside Rd car park.
 8. Sustrans analysis contained in the BCP Bike it Plus Annual report concludes that monitoring behaviour change for the School Street shows some positive improvements to increasing active travel, with a significant increase in park and stride. Responses from the pupil survey and anecdotal responses from parents and stewards does suggest that it feels safer and more pleasant and is more accessible for people to walk, wheel, cycle, and scoot.
 9. A total of two formal representations were received in response to the traffic order consultations. Consideration of the points made in the representations for each site is detailed in Appendix 1 to this report.

Options Appraisal

10. The options are to:
 - a. Make the Order giving permanent effect to the Experimental Order which will reproduce and continue in force indefinitely the provisions of the Experimental Order (this is the preferred option and proposed decision, as set out in Appendix 1). This must take place before the expiry date of the Experimental Order which is 27 August 2024.
 - b. Not to make the Experimental Order permanent in which case the restriction will cease to be in effect from the expiry date of the Experimental Order.

Summary of financial implications

11. The cost of the Order to make the Experimental Order permanent is approximately £1000, 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

12. 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.
13. Highway Authorities can revoke, amend and/or make permanent Experimental Orders.
14. 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.
15. 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 Survey (Appendix 3).
16. 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.
17. 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

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

Summary of sustainability impact

19. 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 most 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 the school is on a minor residential road and therefore any negative effect is expected to be limited. Any displacement of traffic may be offset, in turn, by promoting more local travel by sustainable modes.
20. Sustrans findings were that the percentage of children usually travelling by car has decreased; 35% of pupils at Pokesdown Community Primary reported that they walked, wheeled, cycles or scooted to school journey more often now that the road outside their school is closed.
21. The online School Street Trial Survey (Appendix 3) results show a majority of those completing the survey agree that the changes have made it safer to walk or cycle in the school street area or to cycle in the area. They have positive perceptions of the

impact of the changes such as numbers of people cycling or walking, and the decrease in traffic, people parking inconsiderately, traffic noise and traffic fumes.

Summary of public health implications

22. 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.
23. Sustrans found that the school street introduction has had an impact on increasing levels of active travel to school. There has been a significant increase in park and stride; more pupils have been actively travelling for part of their journey, by parking further away from school and using active travel modes for the remainder. Anecdotal feedback gathered indicates that at drop-off and pick-up times the street is more inclusive, sociable and a more welcoming and pleasant environment.
24. The online School Street Trial Survey (Appendix 3) results show a majority of those completing the survey agree that the changes have made it safer to walk or cycle in the school street. They have positive perceptions of the impact of the changes such as numbers of people cycling or walking, and the decrease in traffic, people parking inconsiderately, traffic noise and traffic fumes.

Summary of equality implications

25. 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

26. No significant risks associated with the proposed traffic restriction changes have been identified beyond risks identified in risk assessments carried out for the School Streets initiative.

Background papers

27. School Streets Trials Decision Record – published work (Decision Register, BCP Council website)
28. Sustrans Bike it Plus Annual Report September 2022 to August 2023

Appendices

Appendix 1 – M103 Formal Responses to Livingston Road ETRO Consultation

Appendix 2 – School Streets Experimental Traffic Order for Livingstone Road, Bournemouth (Ref E1 2023) Deposit Document

Appendix 3 – Pokesdown Community Primary School Street Trial Survey – Summary Report

Appendix 4 – M103 Equalities Impact Assessment Conversation Screening Tool