

# PORTFOLIO HOLDER DECISION RECORD



Report subject	<b>Traffic Order– Sealing of Traffic Order Ref S55 2021 Magna Road (TCF: Canford Arena Way – Wood Lane)</b>
Decision maker	<b>Councillor Mike Greene – Portfolio Holder for Transport and Sustainability</b>
Decision date	Not before 3 November 2021
Decision taken	<b>To make and seal the Traffic Order (as advertised) and implement the speed limit reduction on Magna Road as detailed in this report.</b>
Reasons for the decision	<p>The making and sealing of the Traffic Order will enable the speed limit on a section of Magna Road to be reduced from 40mph to 30mph. Lower vehicle speeds will complement the “Canford Arena Way – Wood Lane” section of the Transforming Cities Fund (TCF) route “Merley, Poole to/from Christchurch” which aims to promote sustainable travel and minimise congestion.</p> <p>It is considered that the order will help secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).</p> <p>No objections have been received to the proposed order and no material negative impacts have been identified including to matters such as access to premises, amenities and use of the road by public service vehicles save for the possibility of a marginal increase in off peak motor vehicle journey times. This is not considered to outweigh the benefits to safe traffic movements that the order will provide.</p>
Call-in and urgency:	Subject to call-in and will come into effect on the expiry of 5 clear working days after the date of the decision if not called in.
Chief Operations Officer	Kate Ryan
Responsible officer	Andy Brown, Sally Swaine
Wards	Bearwood & Merley;
Status	Open

Background	<p>On 11 March 2020, BCP and Dorset Councils were awarded £79 million by the Department for Transport as part of the Transforming Cities Fund (TCF) programme.</p> <p>The TCF project proposes six sustainable travel routes. Improvements for walking, cycling and bus services are planned between Merley and Christchurch town centre (the “<i>Merley, Poole to/from Christchurch</i>” route) to make east-west journeys across the south-east Dorset region easier, safer and more reliable.</p> <p>This route has been divided into sections with “<i>Canford Arena Way – Wood Lane</i>” being one. Cycle and pedestrian improvements are planned along Magna Road, as well as improvements to bus stops. and traffic control infrastructure.</p> <p>The effect of this Traffic Order is to reduce the speed limit from 40mph to 30mph from a point 210m north-west of its junction with Wood Lane (the existing 30mph limit terminal) to a point 130m north-west of its junction with Knighton Lane.</p> <p>A key factor in setting lower speed limits is the character of the road in terms of alignment, width, extent of road-side development and volume and composition of traffic using the road. As a result of the changes in character brought about by the Canford Arena Way – Wood Lane improvements, a reduction in the speed limit from 40mph to 30mph is considered appropriate. Lower vehicle speeds will complement the aims and objectives of the scheme.</p> <p>All road users will benefit from an increased level of road safety resulting from the reduction in speed limit. Lower traffic speeds are expected to make people feel safer when walking and cycling thereby empowering people to do so.</p>
Options appraisal	<p>The options are to:</p> <ul style="list-style-type: none"> <li>• make the order as advertised;</li> <li>• amend and make the order i.e., reduce the length of the 30mph section;</li> <li>• not make the order.</li> </ul>
Consultation undertaken	<p>The statutory consultation process set out in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 has been carried out as detailed below.</p> <p>The 21-day public consultation opened on Friday 6 August 2021 where:</p> <ul style="list-style-type: none"> <li>• A Notice was placed in the Bournemouth Echo.</li> <li>• 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).</li> </ul>

	<ul style="list-style-type: none"> <li>Street Notices with consultation details were displayed in relevant locations.</li> </ul> <p>The Deposited Documents (consultation documents) were published on the council's website.</p> <p>No representations have been received.</p>
Financial/Resource implications	The costs associated with the consultation of the order is estimated to be £1,500 and will be funded from the TCF allocation.
Summary of legal implications	<p>The Road Traffic Regulation Act 1984 (RTRA), as amended provides Highway Authorities, in their capacity as traffic authorities, with the power to make traffic orders regulating speed.</p> <p>Part VI of the RTRA 1984 deals specifically with speed limits. Section 81 makes it an offence for a person to drive a motor vehicle at a speed of more than 30mph on a restricted road. Section 82(1)(a) defines a restricted road in England and Wales as a road on which there is provided "a system of street lighting furnished by means of lamps placed not more than 200 yards apart" and Section 83(2) empowers the Council to alter the designation of a road by the making of an order. The proposed order will revoke a section of the 40mph speed limit and reduce that section of Magna Road to a speed of 30mph.</p> <p>Consultation and notice provisions as identified in the RTRA and The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 has been carried out as detailed above. No representations have been received</p>
Summary of sustainability impact	The traffic restrictions will complete a highway improvement scheme that is designed to promote sustainable travel and minimise congestion and thereby would contribute positively to the environment and complement the aims of the council's draft 'Climate and Ecological Emergency Action Plan'.
Summary of public health implications	The traffic restrictions will complete a highway improvement scheme that is designed to promote sustainable travel which should reduce harmful emissions, provide healthy choices, provide better connected communities, thereby improving health and wellbeing. The scheme should also improve road safety, thereby creating a safer environment for all road users.
Summary of equality implications	<p>The proposed speed limit reduction to be made by this Traffic Order has positive outcomes for all sections of the community as it will help provide a safer environment for all road users and an improved environment to encourage a greater number of people of all ages and abilities to walk and cycle.</p> <p>Pedestrians and cyclists are classed as vulnerable road users. Within this group children, the elderly and disabled people are</p>

	especially vulnerable and would see a stronger positive impact from lower vehicle speeds on Magna Road.
Summary of risk assessment	No risks have been identified associated with the proposed speed limit reduction.
Conflicts of interest declared by Cabinet member consulted on this decision	Not applicable.
Background papers	Cabinet – item 169 (Agenda item 10: 27 May 2020) Transforming Cities Fund (TCF) Programme

## Equality Impact Assessment: conversation screening tool

<b>Policy/Service under development/review:</b>	New Traffic Order
<b>What changes are being made to the policy/service?</b>	New Traffic Order
<b>Service Unit:</b>	Transport and Engineering
<b>Persons present in the conversation and their role/experience in the service:</b>	Sally Swaine – Traffic Consultant Clare Griffiths – Traffic Technician
<b>Conversation dates:</b>	2 September 2021
Do you know your current or potential client base? Who are the key stakeholders?	Yes, road users. People who travel through the area using all forms of transport.
Do different groups have different needs or experiences in relation to the policy/service?	Yes. The Disability and Age groups.  Disability groups are a consultee for the statutory consultation; no responses from these consultees were received.
Will the policy or service change affect any of these service users?	Yes
What are the benefits or positive impacts of the policy/service change on current or potential service users?	All road users will benefit from an increased level of road safety resulting from reduction in speed limit. Lower traffic speeds are expected to make people feel safer when walking and cycling thereby empowering people to do so. Increased walking and cycling can lead to direct positive health benefits e.g. increased fitness and better air quality from reducing car journeys.  Pedestrians and cyclists are classed as vulnerable road users. Taking into account their mobility and their capability to cope with traffic situations, children, the elderly and disabled people are especially vulnerable within this group and will see a stronger positive impact from lower vehicle speeds on Magna Road.
What are the negative impacts of the policy/service change on current or potential service users?	During off peak times, it is possible that motor vehicle journey times may marginally increase.  Through the statutory consultation process all road users have been given a fair opportunity to express their views and needs. No representations were received.
Will the policy or service change affect employees?	No, or only in so far as they are also road users.
Will the policy or service change affect the wider community?	Yes, the traffic restrictions resulting from the implementation of the order will affect the wider community as all road users should comply with the restrictions.  Statutory consultation has taken place and no representations have been received from any Statutory Consultee or member of the public.
What mitigating actions are planned or already in place for	None

those negatively affected by the policy/service change?	
<b>Summary of Equality Implications:</b>	<p>The proposed speed limit reduction to be made by this Traffic Order has positive outcomes for all sections of the community as it will help provide a safer environment for all road users and an improved environment to encourage a greater number of people of all ages and abilities to walk and cycle.</p> <p>Pedestrians and cyclists are classed as vulnerable road users. Within this group children, the elderly and disabled people are especially vulnerable and would see a stronger positive impact from lower vehicle speeds on Magna Road.</p>

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For any questions on this, please contact the Policy and Performance Team by emailing [performance@bcpcouncil.gov.uk](mailto:performance@bcpcouncil.gov.uk)