

PORTFOLIO HOLDER DECISION RECORD



Report subject	Broadstone Traffic Proposals – Sealing of Traffic Orders Ref S59 & P14 2021
Decision maker	Councillor Mike Greene – Portfolio Holder for Sustainability and Transport
Decision date	29 December 2022
Decision taken	To make and seal the Traffic Orders and implement the restrictions which are outlined in Appendix 1 of this report.
Reasons for the decision	<p>To consider the representations received following the advertisement of the Traffic Orders and to approve the making and sealing of the Orders. This will enable the implementation of an extended 20mph zone in Broadstone and the implementation of associated waiting restrictions that are required to complete the Local Transport Plan (LTP) scheme planned for the Broadstone area.</p> <p>In taking this decision regard has been had to the council's duty under section 122 of the Road Traffic Regulation Act 1984. No significant negative impacts have been identified in relation to the restrictions to be implemented including to matters such as access to premises, amenities and the use of Dunyeats Road and Lower Blandford Road by public service vehicles.</p> <p>It is considered that the Traffic Order proposals will help secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).</p>
Call-in and urgency:	<p>This is a non-key decision. Only key decisions, as defined in the Constitution, are subject to call-in. Key decisions are Cabinet or Leader/Portfolio Holder decisions which exceed the prescribed financial limit or significantly impact or effect two or more wards. Key decisions must also be published on the Forward Plan.</p> <p>To clarify non-key Portfolio Holder decisions are not subject to call-in and this decision may therefore be implemented immediately after the decision is taken.</p>
Corporate Director	Chief Operations Officer – Jess Gibbons
Responsible officer	Julian McLaughlin

Wards	Broadstone;
Status	Open
Background	<p>The council has received feedback from local ward councillors, residents and schools regarding safety concerns of excessive vehicle speeds, poor parking behaviour and, several roads within the Broadstone area being used by motor vehicles taking short cuts.</p> <p>Road safety officers have assessed this area to determine its suitability for the introduction of a 20mph zone. Broadstone ranked highly in these assessments due to a greater number of accidents in comparison with other areas, having two schools in the immediate area and a further two schools nearby, and being a district shopping centre. The area includes key walking and cycling routes to Broadstone First School and Broadstone Middle School as well as to Corfe Hills and Poole Grammar Schools.</p> <p>A public consultation ran in January/February 2021 to gain views on extending the existing 20mph zones and to introduce additional measures to slow vehicle speeds, reduce 'rat running' and improve walking routes in Broadstone. The findings from this consultation have helped inform the design of the highway improvement scheme, which includes:</p> <ul style="list-style-type: none"> • Extending the 20mph zone on several roads across residential and shopping areas. • Closure of a parking layby/ footway widening (together with associated waiting restrictions) on Dunyeats Road outside Whittles Restaurant. • Waiting restrictions (double Yellow Lines) on Ashwood Drive and Upper Golf Links Road. • An additional Zebra crossing on Dunyeats Road. • A footway build-out on Ridgeway at the pedestrian entrance to the park (completed in May 2022). <p>The scheme aligns with the council's Local Transport Plan 3 (LTP) aims and objectives. The planned improvements would support children and parents/guardians travelling to and from schools by making it easier and safer for people to travel on foot, scooter and by bicycle; reducing the need to travel by car. Encouraging more sustainable forms of travel also contributes towards reducing noise, congestion and pollution in the area. In addition, the extension of the 20mph zone forms an integral part of the wider improvement scheme delivered in 2019 along Dunyeats Road which sought to address safety issues and concerns.</p> <p>Public notice requirements and consultation with the Chief of Police have been carried out for the Zebra crossing in accordance with section 23 of the Road Traffic Regulation Act 1984 (it should be noted that the controlled crossing does not require a Traffic Order and is not included in this decision).</p>

	<p>New and amended traffic restrictions, which require Traffic Orders to be made are set out in Appendix 1.</p> <p>The statutory consultation for the proposed Traffic Orders has been undertaken. 75 representations have been received in total. Appendix 1 details the outcome of the consultation.</p> <p>No significant 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 Dunyeats Road and Lower Blandford Road by public service vehicles.</p>
Options appraisal	<p>The options considered:</p> <ul style="list-style-type: none"> • Make the Orders and implement the provisions as advertised (this is the preferred option and proposed decision, as set out in Appendix 1). • Amend and make the Orders and implement only some of the advertised provisions/vary some of the advertised provisions to be less restrictive than advertised. • Not to make the Orders.
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>A 21-day public consultation opened on Friday 29 October 2021 where:</p> <ul style="list-style-type: none"> • A Notice was placed in the Bournemouth Echo. • 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). • Street Notices with consultation details were displayed in relevant locations. • The Deposited Documents (consultation documents) were published on the council's website. <p>75 representations were received during the consultation period. 64 respondents made comment on the 20mph speed limit zone proposals and 34 respondents made comment on the waiting restriction proposals. The principal points raised are summarised in Appendix 1.</p>
Financial/Resource implications	<p>The cost associated with the consultation of the Traffic Orders is estimated to be £4,750 and will be funded from Local Transport Plan capital budget. The cost of the implementation of the restrictions is also included within the LTP budget for the Broadstone road safety scheme.</p>

<p>Summary of legal implications</p>	<p>The Road Traffic Regulation Act 1984, as amended (RTRA) provides local authorities the power to make Traffic Orders.</p> <p>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.</p> <p>All representations received regarding the Traffic Order proposals have been formally considered as outlined in Appendix 1 and taken into account in making this decision.</p> <p>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, s84 and s122 of the RTRA 1984 and s16 of the Traffic Management Act 2004.</p>
<p>Summary of sustainability impact</p>	<p>The traffic restrictions will facilitate a highway improvement scheme that will complement the council's wider Transforming Travel programme and declared climate and ecological emergency. It will also support the council's Big Plan ambitions for improving local travel and creating an environment where the use of public transport, cycling and walking become more attractive travel choices.</p>
<p>Summary of public health implications</p>	<p>The traffic restrictions will facilitate a highway improvement scheme that is designed to promote active 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.</p>
<p>Summary of equality implications</p>	<p>Previous assessments have been carried out in regard to the impact of this highway improvement scheme. In summary, the traffic restrictions to be made by these Traffic Orders have positive outcomes for all sections of the community as they will help provide a safer environment that will be of particular benefit to vulnerable road users, especially children, the elderly and those with disabilities.</p>
<p>Summary of risk assessment</p>	<p>No significant risks associated with the proposed traffic restriction changes have been identified. The Risk Assessment Record is included in Appendix 2.</p>
<p>Conflicts of interest declared by Cabinet member consulted on this decision</p>	<p>Not applicable.</p>
<p>Background papers</p>	<p>None.</p>

Equality Impact Assessment: conversation screening tool

Policy/Service under development/review:	New Traffic Orders (ref S59 & P14 2021).
What changes are being made to the policy/service?	<p>Traffic Orders to extend the 20mph zone in Broadstone and to introduce new waiting restrictions that are required to complete the Local Transport Plan (LTP) scheme planned for the Broadstone area.</p> <p>Details of the proposed traffic restrictions are included in Appendix 1. Locations can be viewed in the Traffic Order consultation documents.</p> <p>Local Transport Plan Scheme - Broadstone (S59, P14& C6 2021)</p>
Service Unit:	Transport and Engineering
Persons present in the conversation and their role/experience in the service:	Sally Swaine – Traffic Consultant (30 November 2022)
Conversation dates:	<p>The scheme specific EIA produced for the Broadstone area LTP scheme is included in Appendix 3.</p> <p>This EIA screening supplements the earlier EIA review and was completed on 30 November 2022.</p>
Do you know your current or potential client base? Who are the key stakeholders?	<p>Road users.</p> <p>People who travel through the area by all forms of transport. Local residents, school pupils, parents/guardians on way to/from local schools on Dunyeats Road and Higher Blandford Road. Local businesses.</p> <p>Organisations on the statutory consultation list for Traffic Orders including the emergency services – Police, Fire, Ambulances, Taxi associations/operators and DOTS Disability - community interest company.</p> <p>Beryl Bike - bicycle and scooter hire (BCP Council cycle/scooter hire partner).</p> <p>BH Active Travel Forum - local network promoting cycling and walking. Sustrans – charity promoting sustainable transport. Local Chambers of Commerce and Trade.</p> <p>Go South Coast – More Bus.</p>
Do different groups have different needs or experiences in relation to the policy/service?	<p>The main objective of the highway improvement scheme is to enhance the area for walking and cycling by providing a lower speed environment, a new controlled crossing and suitable footways for all users.</p> <p>By providing safe and convenient walking and cycling infrastructure more people will have more choice over how they travel, and the transport network will be more inclusive.</p> <p>The proposed changes to traffic restrictions resulting from the Traffic Orders impact all road users, including those in protected characteristic groups, who travel through and/ or park vehicles in the affected areas. The needs or experiences of road users will be different depending on the</p>

	<p>form of transport, where people live, how travelling locally affects them and how safe they feel.</p> <p>The protected groups most likely to have stronger positive impacts as a result of these restrictions are:</p> <ul style="list-style-type: none"> • Age • Disability <p>A Memorandum by Transport 2000 (RTS 08) highlighted that the “dominance of speeding traffic deters people from walking or cycling for short trips and leads to loss of independence for the most vulnerable in society, particularly older people, disabled people and children”.</p> <p>Traffic Orders require a public consultation (which took place from 29 October to 19 November 2021). Disability groups are a consultee for the statutory consultation; no responses from these consultees were received.</p>
<p>Will the policy or service change affect any of these service users?</p>	<p>The proposed changes to traffic restrictions resulting from the Traffic Orders may impact all road users, including those in protected characteristic groups, who travel through and/or park vehicles in the affected areas.</p> <p>Through the statutory consultation process all road users have been given a fair opportunity to express their views and needs. The feedback from the consultation has not identified any significant negative impacts. A summary of the consultation responses is provided in Appendix 1.</p>
<p>What are the benefits or positive impacts of the policy/service change on current or potential service users?</p>	<p>The main objective of the highway scheme is to enhance the area for walking and cycling by providing a lower speed environment, new/enhanced controlled crossings and suitable footways. By providing safe and convenient walking and cycling infrastructure and more people will have more choice over how they travel, and the transport network will be more inclusive.</p> <p>The Traffic Order proposals will reduce the speed limit on several roads in Broadstone from 30mph to 20mph (as outlined in Appendix 1). Lowering traffic speeds reduces the likelihood of collisions and severity of injuries, particularly for vulnerable road users, and encourages people to walk or cycle and improves air quality. All road users, particularly pedestrians and cyclists, should feel safer negotiating the impacted roads due to the reduction in vehicle speeds.</p> <p>Research by the UK Transport Research Laboratory (TRL) has shown that every 1mph reduction in average urban speeds can result in a 6% fall in the number of casualties. It's also been shown that pedestrians are seven times more likely to survive if hit by a car driving at 20mph, than at 30mph. If a child suddenly steps in front of a car, they are much less likely to seriously injured or killed at 20mph.</p> <p>Lower traffic speeds also provide drivers with reduced stopping distances, and this is likely to improve the safety of the current controlled crossing and new Zebra crossing.</p>

	<p>The first widespread evaluation of 20mph zones in the UK was carried out by TRL in 1996. It found that injury accidents were reduced by 60%, and child injury accidents were reduced by 67%.</p> <p>New waiting restrictions are to be introduced to help prevent parking in unsafe or obstructive locations. Thereby, reducing the possibility of vehicle collisions.</p>
<p>What are the negative impacts of the policy/service change on current or potential service users?</p>	<p>The 20mph speed limit may marginally increase journey times for some motorists but this will only be noticeable outside of normal commuter times, as traffic is naturally slowed to these speeds by traffic congestion experienced at peak periods such as when the schools start and finish.</p> <p>New waiting restrictions will result in specific individual impacts as drivers will not be able to park where they might otherwise have done so, and therefore may need to walk further to their destination. In addition, the waiting restrictions could lead to displaced parking.</p> <p>The proposed traffic restrictions should not have a negative impact on any specific group with protected characteristics.</p> <p>Through the statutory consultation process all road users have been given a fair opportunity to express their views and needs. The feedback from the consultation has not identified any significant negative impacts.</p>
<p>Will the policy or service change affect employees?</p>	<p>Possibly, as some BCP Council colleagues will visit or live in the area.</p>
<p>Will the policy or service change affect the wider community?</p>	<p>Yes, the traffic restrictions resulting from the implementation of these Traffic Orders could affect the wider community as all road users travelling through the area should comply with the restrictions.</p>
<p>What mitigating actions are planned or already in place for those negatively affected by the policy/service change?</p>	<p>Loading and unloading can take place on double yellow lines, as can drop off and pick up of passengers.</p> <p>Disabled people that hold a Blue Badge, who travel either as drivers or passengers, are allowed to park on double yellow lines for up to three hours so long as they do not pose a hazard.</p> <p>Vehicles that currently park along the affected sections of Ashwood Drive and Upper Golf Links Road are likely to be displaced onto the unrestricted sections of these roads.</p>
<p>Summary of Equality Implications:</p>	<p>Previous assessments have been carried out in regard to the impact of this highway improvement scheme. In summary, the traffic restrictions to be made by these Traffic Orders have positive outcomes for all sections of the community as they will help provide a safer environment that will be of particular benefit to vulnerable road users, especially children, the elderly and those with disabilities.</p>

Appendix 1 – Consultation Outcome and Recommendations Local Transport Plan Scheme – Broadstone (S59 & P14 2021)

Consultation dates: 29 October 2021 – 19 November 2021

Table 1.1 Traffic Order S59 2021 - 20mph speed limit zone: Summary of comments made on entire 20mph zone extension

Summary of comments made on entire 20mph zone extension	Officer response
<p>17 in support (incl. 2 ward councillors).</p> <ul style="list-style-type: none"> • Good for safety of public, reduction of noise and reduction of harmful emissions from motor transport. • A positive contribution to our wellbeing. • Will help improve the safety for school pupils walking/scooting/cycling to school. • If successful, would like to see the scheme extended to include Clarendon Rd and the entire Pine Springs Estate added to the 20MPH zone. • Supports in principle; the implementation of the speed order is only as good and valid as the enforcement and policing of the new speed. <p>2 Observations:</p> <ul style="list-style-type: none"> • Without enforcement it is pointless. • The lower limits in the surrounding roads that are already in place are totally ignored as are the lower limits introduced in Lower Blandford Road, Broadstone Way etc. • Suggests a blanket 20 mph speed limit for the whole of Broadstone. • Having both 20mph and 30mph limits can only lead to confusion and excuses from those who do not recognise the lower limit based on lack of familiarity. <p>8 Objections:</p> <ul style="list-style-type: none"> • It's rare that you can get to 30mph because of traffic, when you can reach that speed it's because it's safe to do so. • Current 30mph are rarely exceeded. • Excessive & very little evidence provided of the need. • Enforcement is needed. • 20mph speed restrictions are entirely unnecessary, particularly in the 'no through roads'. • Cameras would be a more effective method of reducing speed than road signs & having the road painted with 20mph in big circles. • Reducing the average speed through an area by 33% will result in vehicles spending 50% longer travelling through the area. Given the same number of vehicles will be travelling through the area, this means that there will be 50% more vehicles in the area at any given time, increasing pollution and the risk for accident. • None of the proposed changes are either needed or justifiable. • Waste of money which could be better spent elsewhere 	<ul style="list-style-type: none"> • Comments of support are noted, • The introduction of 20 mph speed limits is an effective way of reducing the number and severity of collisions on the road. Research by the UK Transport Research Laboratory has shown that every 1 mph reduction in average urban speeds can result in a 6% fall in the number of casualties. It's also been shown that pedestrians are seven times more likely to survive if hit by a car driving at 20mph, than at 30mph. If a child suddenly steps in front of a car, they are much less likely to be seriously injured or killed at 20mph. • A lower speed will reduce stopping distances and help improve the safety at the current controlled crossing and proposed Zebra crossing. • Roads within the 20mph zone will be clearly signed as such. • Enforcement does take place in these roads. Concerned residents are able to set up Community Speed Watch Groups in these roads to assist with monitoring speeds. • The proposed changes to a lower speed limit is likely to have a minor impact on journey times. • 20mph zones are designed to generally be self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, lead to a mean average traffic speed compliant with the speed limit. • Police are responsible for enforcing the speed limit and managing speed cameras. Speed assistance technology in new cars by 2022 could automatically increase the compliance in residential roads, but this is not expected to have any implications from a congestion perspective. Vehicles at slower speeds can help to promote a smooth driving style in the urban environment which helps traffic to flow. A subsequent reduction in acceleration, deceleration, gear changing and braking and a move away from 'stop-go' driving may help to reduce fuel consumption and associated emissions. Importantly, some environmental benefit from the change is expected from helping to unlock the potential for walking or cycling instead of driving. • The benefits of 20mph are recognised by organisations such as the World Health Organisation (WHO), the National Institute for Health and Care Excellence (NICE), the Royal Society for the Prevention of Accidents (ROSPA). • Funding for the scheme has come from the Department for Transport Local Transport Plan allocation grant. Reduction in casualties and improved health would reduce pressure on emergency services and the NHS.

Table 1.2 Traffic Order S59 2021 - 20mph speed limit zone: Consultation outcome and recommendation (64 representations received)

Item No.	Road Name/ location	Summary of comments received	Decision
1.	Ashwood Drive: entire length.	<p>20 comments in support (incl. 17 entire 20mph zone):</p> <ul style="list-style-type: none"> • General support of 20mph for Ashwood Drive <p>9 objections (incl. 8 entire 20mph zone):</p> <ul style="list-style-type: none"> • 20mph in Ashwood Drive is unnecessary. <p>1 observation:</p> <ul style="list-style-type: none"> • Whilst I appreciate that it is a good idea to have reduced speed limits on many roads, I do not feel that Ashwood Drive is a particularly busy road and as it is not a through road it does not warrant the lower speed. 	<p>Implement as advertised</p> <p>Reason:</p> <ul style="list-style-type: none"> • 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. • A 20mph speed limit is considered appropriate for the nature of the road.
2.	Dunyeats Road: from a point 10m west of the boundary of Waterman Hse/ Berywn Ct (No. 18) to a point 5m east of the boundary of Nos. 85/87.	<p>19 comments in support (incl. 17 entire 20mph zone):</p> <ul style="list-style-type: none"> • Dunyeats Road has 2 schools and it should be mandatory to have a 20 mph limit. • 20mph limit would help residents entering/exiting their driveways, especially the ones living on the south side of the road, some of which have limited visibility. • Restricting the speed to 20mph may stop the SATNAV's from picking Dunyeats Road as the quickest route. • The pavement is narrow on the southern side of Dunyeats Road; vehicles need to slow down to at least 20mph so pedestrian can safely walk on that side. <p>18 objections (incl. 8 entire 20mph zone):</p> <ul style="list-style-type: none"> • The speed limit reduction is unnecessary. • You have not provided data to suggest that there has been irresponsible speeding. • Speed cameras that were removed were adequate to enforce vehicle speeds. • 30mph speed limit is adequate and mostly adhered to. • 20mph should be part time (during school time) in accordance with DfT guidance. • What is the point of having a 20mph limit at night or in school holidays? • Part time speed limit reduction will lead to greater compliance. • A variable speed limit is not only more appropriate according to guidance and other precedents but much more importantly will lead to greater compliance we believe. • Government guidance is that variable speed limits are 'particularly relevant where for example a school is located on the road and that is not suitable for a full-time 20 mph zone or limit, such as a major through road' Setting local speed limits - GOV.UK (www.gov.uk) point 102 • Point 132 of Setting Local Speed Limits states 'It may also be appropriate to consider 20 mph limits or zones in built-up village streets which are primarily residential in nature, or where pedestrian and cyclist movements are high. Such limits should not, however, be considered on roads with a 	<p>Implement as advertised</p> <p>Reason:</p> <ul style="list-style-type: none"> • 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. • Dunyeats Road (C64) is a local distributor road with a weight limit restriction, not a major through road. A 20mph speed limit is considered appropriate for the nature of the road. Two schools are located on Dunyeats Road, it is fronted by residential properties and is an important pedestrian and cycle route into the local shopping centre. • 20mph zones are designed to generally be self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, lead to a average (mean) traffic speed compliant with the speed limit. Dorset Police is responsible for enforcing the speed limit and the management of enforcement cameras. Speed assistance technology in new cars by 2022 will help increase compliance. • It is important that operating hours are clear to avoid any confusion and help people to use streets appropriately. Casualties can occur on any day of the week and at any time of the day. A reduced speed limit that is in effect at all times will help encourage behavioural change. • Part time speed limits are not enforceable as they are advisory only and can be confusing to drivers. In addition, school days are often extended by after school clubs etc. the times of which cannot easily be accommodated by the signage.

Item No.	Road Name/ location	Summary of comments received	Decision
		<p>strategic function or where the movement of motor vehicles is the primary function’.</p> <ul style="list-style-type: none"> • There is a precedent from Nottingham County Council. This states that ‘Variable speed limits will be introduced on main traffic distributor roads: <ul style="list-style-type: none"> ○ 20mph limits during school start and finish times, Monday to Friday during term-time only ○ 30mph (or appropriate) at all other times. ○ Fairfield Academy is a similar situation to Dunyeats Road https://www.nottinghamshire.gov.uk/media/125550/311rev_afairfield_primary.pdf ○ Lowe’s Wong Infant School is a more complex example Layout1 (2) (nottinghamshire.gov.uk) • Dunyeats Road is a ‘main distributor’ road and not a residential road. This Leicester CC paper Microsoft Word - Appendix for PDF.doc (leics.gov.uk) says a residential road is :- ‘lightly trafficked (the Manual for Streets implies that a flow of 2000 vehicles per day or less is a reasonable threshold)’. Your surveys showed average flows of 11,762 per day along Dunyeats Road. • A permanent 20mph speed limit without a clear and visible justification risks being widely ignored outside of school times but a part time limit is much more likely to be complied with at school times when supported by, for example, flashing lights. • The 20-mph speed limit outside Ad Astra School is widely ignored as, we believe, would a 20-mph speed limit be on a largely empty Dunyeats Road outside of school times. 	
3.	Grange Road: entire length.	<p>18 supporting comments (incl. 17 entire 20mph zone):</p> <ul style="list-style-type: none"> • No specific comments <p>8 objections (Incl. 8 entire 20mph zone):</p> <ul style="list-style-type: none"> • No specific comments 	<p>Implement as advertised</p> <p>Reason:</p> <ul style="list-style-type: none"> • 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.
4.	Heysham Road entire length.	<p>18 supporting comments (incl. 17 entire 20mph zone):</p> <ul style="list-style-type: none"> • No specific comments <p>8 objections (incl. 8 entire 20mph zone):</p> <ul style="list-style-type: none"> • No specific comments 	<p>Implement as advertised</p> <p>Reason:</p> <ul style="list-style-type: none"> • 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.
5.	Kirkway: entire length.	<p>19 supporting comments (incl. 17 entire 20mph zone):</p> <ul style="list-style-type: none"> • No specific comments <p>8 objections (incl. 8 entire 20 mph zone):</p> <ul style="list-style-type: none"> • No specific comments 	<p>Implement as advertised</p> <p>Reason:</p> <ul style="list-style-type: none"> • 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.

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6.	Laurel Drive: entire length.	19 supporting comments (incl. 17 entire 20mph zone): <ul style="list-style-type: none"> No specific comments 8 objections (incl. 8 entire 20 mph zone): <ul style="list-style-type: none"> No specific comments 	Implement as advertised Reason: <ul style="list-style-type: none"> 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.
7.	Laurel Gardens: entire length.	19 supporting comments (incl. 17 entire 20mph zone): <ul style="list-style-type: none"> No specific comments 8 objections (incl. 8 entire 20mph zone): <ul style="list-style-type: none"> No specific comments 	Implement as advertised Reason: <ul style="list-style-type: none"> 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.
8.	Lower Blandford Road: From Broadstone Roundabout to a point 5m southeast of the boundary of Nos. 161/163.	18 comments in support (incl. 17 entire 20mph zone): <ul style="list-style-type: none"> No specific comments 1 observation: <ul style="list-style-type: none"> Why stop at the roundabout? Traffic from Broadstone Way is approaching the roundabout at 40 mph if there is not a queue, and traffic is also joining from Dunyeats Road and Lower Blandford Road. At times it is very difficult to join the roundabout from Clarendon Road but would be easier and safer if traffic was slower. 8 objections (incl. 8 entire 20mph zone): <ul style="list-style-type: none"> No specific comments 	Implement as advertised Reason: <ul style="list-style-type: none"> 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. Extending the 20mph zone as suggested is outside the scope of this current scheme. Road safety is monitored and reviewed on a regular basis. If appropriate extending the 20mph speed limit will be considered, and if proposed, will be subject to a Traffic Order consultation.
9.	Lower Golf Links Road: From a point 10m north of the boundary of Nos. 17a/19 to its junction with Dunyeats Rd.	21 in support (incl. 17 entire 20mph zone): <ul style="list-style-type: none"> General support, the implementation of the speed order is only as good and valid as the enforcement and policing of the new speed. General support but suggests 20mph should be extended. 1 observation: <ul style="list-style-type: none"> Drivers travel along Lower Golf Links Road with excessive speed, so unless it is enforced, it will achieve very little. 8 objections (incl. 8 entire 20mph zone): <ul style="list-style-type: none"> No specific comments 	Implement as advertised Reason: <ul style="list-style-type: none"> 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. Extending the 20mph zone as suggested is outside the scope of this current scheme. Road safety is monitored and reviewed on a regular basis. If appropriate extending the 20mph speed limit will be considered, and if proposed, will be subject to a Traffic Order consultation. 20mph zones are designed to generally be self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, lead to a mean average traffic speed compliant with the speed limit. Dorset Police is responsible for enforcing the speed limit and management of enforcement cameras. Speed assistance technology in new cars may help increase compliance.

Item No.	Road Name/ location	Summary of comments received	Decision
10.	Macaulay Road: entire length.	19 supporting comments (inc. 17 entire 20mph zone): <ul style="list-style-type: none"> No specific comments 8 objections (incl. 8 entire 20mph zone): <ul style="list-style-type: none"> No specific comments 	Implement as advertised Reason: <ul style="list-style-type: none"> 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.
11.	Ridgeway: Its entire length.	37 supporting comments (incl. 17 entire 20mph zone): <ul style="list-style-type: none"> Slower vehicle speeds will result in a safer and quieter road. Slower speeds will help crossing the road easier. Reduce accidents. enforcement will be needed speed camera/humps. 8 objections (incl. 8 entire 20mph zone): <ul style="list-style-type: none"> No specific comments 	Implement as advertised Reason: <ul style="list-style-type: none"> 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. 20mph zones are designed to generally be self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, lead to a mean average traffic speed compliant with the speed limit. Dorset Police is responsible for enforcing the speed limit and management of enforcement cameras. Speed assistance technology in new cars may help increase compliance.
12.	Selby Close: Its entire length.	18 supporting comments (incl. 17 entire 20mph zone): <ul style="list-style-type: none"> No specific comments 8 objections (incl. 8 entire 20mph zone): <ul style="list-style-type: none"> No specific comments 	Implement as advertised Reason: <ul style="list-style-type: none"> 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.
13.	Story Lane: Its entire length.	19 supporting comments (incl. 17 entire 20 mph zone): <ul style="list-style-type: none"> No specific comments 8 objections (incl. 8 entire 20mph zone): <ul style="list-style-type: none"> No specific comments 	Implement as advertised Reason: <ul style="list-style-type: none"> 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.
14.	Tudor Road: From its junction with Dunyeats Rd to its southern extremity.	19 supporting comments (17 entire 20mph zone): <ul style="list-style-type: none"> No specific comments 8 objections (incl. 8 entire 20mph zone): <ul style="list-style-type: none"> No specific comments 	Implement as advertised Reason: <ul style="list-style-type: none"> 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.
15.	Upper Golf Links Road: From the boundary of Nos. 5/7 to its junction with Dunyeats Rd.	19 supporting comments (incl. 17 entire 2 mph zone): <ul style="list-style-type: none"> Agree with extending the 20mph zone in Upper Gold Links Road 8 objections (incl. 8 entire 20mph zone): <ul style="list-style-type: none"> No specific comments 	Implement as advertised Reason: <ul style="list-style-type: none"> 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.

Item No.	Road Name/ location	Summary of comments received	Decision
16.	Westheath Road: Its entire length.	19 supporting comments (17 entire 20mph zone): <ul style="list-style-type: none"> • No specific comments 8 objections (incl. 8 entire 20mph zone): <ul style="list-style-type: none"> • No specific comments 	Implement as advertised Reason: <ul style="list-style-type: none"> • 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.
17.	York Road: From its junction with Lower Blandford Rd to the boundary of Nos. 59/61a.	19 supporting comments (17 entire 20mph zone): <ul style="list-style-type: none"> • 20mph speed limit is an excellent idea, amending a traffic speed is an appropriate suggestion for health and safety. 8 objections (incl. 8 entire 20mph zone): <ul style="list-style-type: none"> • No specific comments 	Implement as advertised Reason: <ul style="list-style-type: none"> • 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.

Table 1.3: Traffic Order P14 2021 – Waiting Restrictions (34 Representations received)

Item No.	Road Name	Location/ Description	Advertised Restriction	Summary of Comments Received	Decision
1.	Ashwood Drive	Eastern side of the carriageway: extend double yellow lines at the junction with Dunyeats Road by approx. 90m to outside No. 5	No waiting at any time	<p>4 supporting comments (incl. both ward councillors):</p> <ul style="list-style-type: none"> The problem is that vehicles parked on the hill obscure the line of sight for both ascending and descending vehicles Supportive of the yellow lines on both sides of the hill on Ashwood Drive, however the yellow lines shown on the map should be extended further south down Ashwood Drive on both sides, down to at least where No 5 joins No 7. Supportive however suggests that the double yellow lines need to be extended further down the hill especially on the 'up side'. <p>8 objections:</p> <ul style="list-style-type: none"> In snowy conditions the hill in Ashwood Drive is impassable for residents. Ashwood Drive is an extremely steep hill at the top. Residents need to be able to park at the top of the hill when it snows or is icy. School parking will be displaced further down the hill The extension the double yellow lines along to the hill will force more people to park on the actual hill which is even more dangerous. 	<p>Implement as advertised.</p> <p>Reason:</p> <ul style="list-style-type: none"> The proposed restrictions on Ashwood Drive are required to prevent obstructive parking specifically on the approaches to and at the brow of the hill at a point where forward visibility for drivers is already limited by the vertical alignment of the road. The removal of parked vehicles will improve visibility and reduce the likelihood of drivers approaching the hill being forced into the path of oncoming vehicles. The restrictions reinforce the advice set out in the Highway Code in respect of parking near the brow of a hill. Snowy conditions are very infrequent, whereas the potential hazards caused by obstructive parking are present most days. All properties have ample off-street parking. An unrestricted section of carriageway is being retained on the western side to the top of the road (flat section). Whilst it is likely that there will be some displacement of parking further along Ashwood Drive, it is considered that the safety benefits of this proposal will offset any nuisance caused by displaced parking.
2.		Western side of the carriageway opposite Nos. 3/5: approx. 35m length			<p>Implement as advertised</p> <p>Reason:</p> <ul style="list-style-type: none"> See Item No. 1 above
3.	Dunyeats Road	Layby adj. to Nos. 3/3a Station Approach	No waiting at any time	<p>2 supporting comments (incl. both ward councillors):</p> <ul style="list-style-type: none"> The pavement as it exists is too narrow for pedestrians and cyclists. <p>16 objections:</p> <ul style="list-style-type: none"> Loss of parking will impact the Post Office and other shops. The loss of parking will affect businesses that use the post office daily. The layby is used as a drop off for school children. Its removal will exacerbate parking near the school entrance. 	<p>Implement as advertised (together with controlled crossing zig-zags)</p> <p>Reason:</p> <ul style="list-style-type: none"> The scheme involves removal of the parking layby on Dunyeats Road and to replace it with a widened shared footway/cycleway. This is necessary for road safety reasons as Whittles have extended their outdoor seating area up to existing highway boundary, which has left a very narrow strip of footway for pedestrians and cyclists to use. At busy school start/finish times this footway becomes very congested, and pedestrians often have to step into the layby area to pass each other. As a result of removing the layby, the limited wait parking bay restrictions within it need to be formally revoked. The no waiting at any time restriction (as well as the controlled area zig-zags) will keep the exit from the nearby puffin crossing clear of parked vehicles; reducing the risk of exiting vehicles being hindered and obstructing pedestrians at the crossing. There is alternative parking nearby, in the layby opposite and around the corner in Station Approach public car park. In addition, many business premises on Dunyeats Road have private forecourt parking.

Item No.	Road Name	Location/ Description	Advertised Restriction	Summary of Comments Received	Decision
4.	Upper Golf Links Road	Western side of the carriageway: extend double yellow lines at the junction with Dunyeats Road by approx. 110m to boundary of Nos. 3/5.	No waiting at any time	<p>5 supporting comments (incl. both ward councillors):</p> <ul style="list-style-type: none"> • The restrictions should remove obstructive parking and improve access for emergency vehicles. • Supportive of proposals, however suggests that double yellow lines should extend up to Merrifield Avenue. • Supportive of proposals, however suggests double yellow line should be extended by at least 200m. • Supportive of proposals however suggests double yellow lines should be extended to junction with Moor Road. • Supportive of proposals, however suggests that the section of Upper Golf Links Road from its junction with Dunyeats Road to the junction of Moor Road should be made one way as per Tudor Road. <p>1 observation:</p> <ul style="list-style-type: none"> • The proposed double yellow lines in Upper Golf Links Road need to be extended further. <p>4 objections:</p> <ul style="list-style-type: none"> • Cars will simply be pushed up towards the junctions of Moor Road and Merrifield Avenue and the blind double bend by The Copse. • If cars are forced to park further down our road it will make leaving our drive very dangerous as we are unable to see vehicles coming around the corner. • The parking issue is really only for a few hours on weekdays during term time and improving parking arrangements at the school could relieve this. 	<p>Implement as advertised</p> <p>Reason:</p> <ul style="list-style-type: none"> • The proposed parking restriction will prevent obstructive parking and improve traffic flow on Upper Golf Links road and at its junction with Dunyeats Road. • Additional traffic restrictions such as extending double yellow lines or one way working fall outside the scope of the scheme and would require new Traffic Orders to be advertised. • Whilst it is likely that there will be some displacement of parking further along Upper Golf Links Road it is considered that the safety benefits of this proposal will offset any nuisance caused by displaced parking. • On-site parking for parents cannot be accommodated at the nearby schools. Road Safety officers regularly liaise with the school.

Appendix 2 - Risk Assessment Record

Service Unit: Transport and Engineering

Assessor/s: Sally Swaine

Reference: S59 & P14 2021

**Activity assessed:
Traffic Orders relating to Broadstone Area**

Date:	30/11/2022
Review date:	ongoing

Hazards identified	Who might be harmed and how	Existing control measures	Further action required		
			Action	By when	Person responsible
Abuse of new 20mph speed limit	Road users.	<p>The speed limit will be legally enforceable by Dorset Police.</p> <p>20mph zones are designed to generally be self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, lead to a mean average traffic speed compliant with the speed limit.</p> <p>Speed assistance technology in new cars (from July 2022) could increase the compliance.</p>	<p>Monitor compliance.</p> <p>Monitor impacts on road safety.</p> <p>Carry out "After" speed surveys.</p>	Ongoing.	<p>Transport Network Manager/ Road Safety Team Leader.</p>
Introducing new waiting restrictions could lead to displaced parking in unsuitable locations.	Road users.	<p>Side roads are not inherently unsafe.</p> <p>Displaced parking should be safely accommodated.</p>	<p>Monitor impacts on road safety and propose further restrictions if necessary.</p>	Ongoing.	<p>Transport Network Manager/ Road Safety Team Leader.</p>