

# PORTFOLIO HOLDER DECISION RECORD



Report subject	<b>Transforming Cities Fund: Ringwood Road (Bus Lanes) Traffic Orders (Ref M62, M65 &amp; M66 2022)</b>
Decision maker	<b>Councillor Mike Greene – Portfolio Holder for Finance, Net Zero and Transport</b>
Decision date	8 March 2023
Decision taken	<b>To make and seal the Traffic Orders and implement the restrictions which are outlined in Appendix 1 of this report.</b>
Reasons for the decision	<p>The decision will enable the implementation of new bus lane restrictions that are required to complete the Ringwood Road section of the Transforming Cities Fund route “Poole Town Centre to Ferndown and Wimborne”.</p> <p>Representations made following the advertisement of the Traffic Orders have been considered and the benefits of the decision proposed remain and are set out in this decision record more fully.</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.</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 the use of Ringwood 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	Alderney & Bourne Valley; Newtown & Heatherlands;
Status	Open
Background	<p data-bbox="544 320 1428 488">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. This grant, plus further money from the councils, local business groups and transport companies has given a total programme budget of £102m.</p> <p data-bbox="544 504 1428 672">The TCF project comprises six sustainable transport corridors. New facilities are proposed for pedestrians and cyclists between Poole, Ferndown and Wimborne Minster, as well as a series of improvements to make bus journeys quicker and easier across the region.</p> <p data-bbox="544 687 1428 922">Ringwood Road forms part of the “Poole Town Centre to Ferndown and Wimborne” route. A combination of bus improvements, junction improvements and improvements to walking and cycling infrastructure are planned to be carried out on Ringwood Road. Public consultation on these proposals was undertaken in May and June 2021. A further public information event has held on 8 June 2022.</p> <p data-bbox="544 938 1428 1039">Traffic restrictions, which require Traffic Orders to be made, are necessary to complete the scheme. Four Orders were advertised and consulted on in June/July 2022:</p> <ul data-bbox="544 1046 1428 1317" style="list-style-type: none"> <li data-bbox="544 1046 1428 1106">• Speed limit reduction between Mountbatten and Poole Lane Roundabouts (Order ref S1 2022)</li> <li data-bbox="544 1113 1428 1173">• Speed limit reduction between Alderney and Mountbatten Roundabouts (Order ref S61 2022)</li> <li data-bbox="544 1180 1428 1281">• Southbound bus lane from Mannings Heath double mini roundabout to Old Wareham Roundabout and Old Wareham Roundabout to Sea View Road (Order ref M62 202)</li> <li data-bbox="544 1288 1428 1317">• Waiting restriction changes. (Order ref P25 2022)</li> </ul> <p data-bbox="544 1332 1428 1568">A Portfolio Holder Decision was made on 19 October 2022 to approve the making and sealing of Traffic Orders references S1, S61 &amp; P25 2022. Due to ongoing discussions with the bus operators the decision relating to Order reference M62 2022 was deferred. This allowed the design of the proposed bus lanes along Ringwood Road to be finalised and if necessary, new Traffic Orders to be advertised.</p> <p data-bbox="544 1583 1428 1718">The design of the bus lanes has now been finalised, so that they have the greatest benefit for bus journey times, and new traffic Orders (ref M65 and M66 2022) have been advertised. The bus lanes now proposed are as follows:</p> <ul data-bbox="544 1733 1428 1836" style="list-style-type: none"> <li data-bbox="544 1733 1428 1836">• Extension of existing southbound bus lane (approx. 35m) towards Mannings Heath double mini roundabouts (Order ref M66 2022)</li> </ul>

	<ul style="list-style-type: none"> <li>• Southbound bus lane between Mannings Heath double mini roundabouts and Old Wareham Roundabout (Order ref M62 2022 – with amended provisions)</li> <li>• Northbound bus lane between St Clements Road and Old Wareham roundabout (Order ref M65 2022)</li> </ul> <p>Details of the traffic restrictions are set out in Appendix 1.</p> <p>Five representations have been received during the statutory consultation period relating to Traffic Order reference M62 2022. No representations were received for Orders reference M65 or M66 2022. Appendix 1 details the outcome of the consultation and Appendix 2 provides details of the comments received during the consultation period. It should be noted that comments relating to Traffic Orders reference S1, S61 and P25 2022 have been settled in the earlier decision.</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 the use of Ringwood 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>
Options appraisal	<p>The options considered:</p> <ul style="list-style-type: none"> <li>• Make Order M62 2022 as advertised.</li> <li>• Amend and make Order ref M62 2022 and implement only some of the advertised provisions and make Orders ref M65 &amp; M66 2022 as advertised (this is the preferred option and proposed decision).</li> <li>• Not to make the Orders.</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>A 21-day public consultation opened on Friday 17 June 2022 for Order ref M62 2022 and on Friday 25 November 2022 for Orders ref M65 and M66 2022 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> <li>• Street Notices with consultation details were displayed in relevant locations.</li> <li>• The Deposited Documents (consultation documents) were published on the council's website.</li> </ul>

Financial/Resource implications	The costs associated with the consultation of the Traffic Orders are estimated to be £2,250 and will be funded from the TCF allocation. The implementation of the traffic restrictions will also be funded from the TCF budget.
Summary of legal implications	<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 Appendices 1 and 2 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 and s122 of the RTRA 1984 and s16 of the Traffic Management Act 2004.</p>
Summary of sustainability impact	The traffic restrictions will complete a highway improvement scheme that is designed to promote active/sustainable travel and minimise congestion and thereby would contribute positively to the environment and complement the aims of the Climate and Ecological Emergency Action Plan and the Bus Service Improvement Plan. 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.
Summary of public health implications	The traffic restrictions will complete a highway improvement scheme that is designed to promote active/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>Previous assessments have been carried out in regard to the impact of the overall highway improvement scheme.</p> <p>The bus lane traffic restrictions to be made by these Traffic Orders have positive outcomes for all sections of the community who regularly travel by bus services on Ringwood Road. The protected groups of age (young people and the elderly), disability, race (other white backgrounds) and social deprivation that use buses to a greater extent will experience a stronger positive impact.</p>
Summary of risk assessment	No significant risks associated with the proposed traffic restriction changes have been identified. The Risk Assessment Record is included in Appendix 3.

Conflicts of interest declared by Cabinet member consulted on this decision	Not applicable.
Background papers	Portfolio Holder for Sustainability and Transport Decision 19 October 2022 - <a href="#">Transforming Cities Fund: Ringwood Road Traffic Orders (Ref S1, S61, M62 &amp; P25 2022)</a> Cabinet 27 May 2020 (item 169): Transforming Cities Fund (TCF) Programme

## Equality Impact Assessment: conversation screening tool

<b>Policy/Service under development/review:</b>	New Traffic Orders (ref M62, M65 & M66 2022).
<b>What changes are being made to the policy/service?</b>	<p>Traffic Orders to introduce/amend bus lane restrictions along the Ringwood Road section of the Transforming Cities Fund (TCF) route: <i>Poole Town Centre to/from Ferndown and Wimborne</i>.</p> <p>Details of the proposed restrictions are included in Appendix 1. Locations can be viewed in the Traffic Order consultation documents:  <a href="#">M62 2022</a>  <a href="#">M65 &amp; M66 2022</a></p>
<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 (7 February 2023)
<b>Conversation dates:</b>	<p>An overarching EIA was produced for the Transforming Travel programme which is included in Appendix 5.</p> <p>The scheme specific EIA produced for the Ringwood Road section of the TCF Route: <i>Poole Town Centre to/from Ferndown and Wimborne</i> is included in Appendix 4.</p> <p>This EIA screening supplements the earlier EIA reviews and was completed on 7 February 2023.</p>
<b>Do you know your current or potential client base? Who are the key stakeholders?</b>	<p>Road users.          People who travel through the area by all forms of transport. Local residents. Local schools, parents/carers and children/students travelling to/from local schools. Local businesses.          Bus passengers using the 7A, 14, 16, 17, 447, X6 services.          BH Active Travel Forum.          Local Chambers of Commerce and Trade.          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.          Go South Coast – More Bus.          Beryl Bikes (BCP Council cycle/scooter hire partner).</p>
<b>Do different groups have different needs or experiences in relation to the policy/service?</b>	<p>The needs or experiences of road users will be different depending on the form of transport, where people live, how travelling locally affects them and how safe they feel.</p> <p>The <a href="#">Bournemouth, Christchurch and Poole Travel Survey, October 2018 to January 2019</a>, provides a comprehensive insight into how people travel locally. There is detailed analysis as part of the survey linked to equalities profiles. The Travel Survey analysed the demographic of respondents and provides some clear indications about how</p>

	<p>travel patterns vary according to groups with protected characteristics.</p> <p><b>Age</b> – respondents at both ends of the age categories – those aged between 16-24 and over 65 are significantly more likely to regularly travel by bus, compared to other age groups.</p> <p><b>Disability</b> – respondents with a disability are significantly more likely to travel by bus regularly compared to those without a disability.</p> <p><b>Race</b> – respondents from ‘Other White Backgrounds’ are significantly more likely to travel by bus regularly, compared to ‘White British’ people.</p> <p><b>Social Deprivation</b> – respondents in the most deprived areas are significantly more likely to travel regularly by bus, compared to those in less deprived areas. (43% in the lowest decile of deprivation compared to 16% in the highest decile).</p> <p>No different needs or experiences have been identified for other protected characteristic groups (marriage and civil partnership, religion or belief, gender, sexual orientation, gender reassignment and members of the armed forces community).</p> <p>Traffic Orders require a public consultation. Disability groups are a consultee for the statutory consultation; no responses from these consultees were received. Consultation responses are provided in Appendices 1 and 2. The feedback from the consultation did not highlight any specific equalities issues relating to the bus lane traffic restrictions.</p>
<p>Will the policy or service change affect any of these service users?</p>	<p>The proposed bus lane traffic restrictions resulting from the Traffic Orders could have an impact on all road users, including those in protected characteristic groups, who travel through the area.</p>
<p>What are the benefits or positive impacts of the policy/service change on current or potential service users?</p>	<p>The aim of the Transforming Travel programme is, in line with national and local policy, to equalise access to opportunities including education, employment, leisure, social and health needs, whilst also addressing climate concerns and providing economic benefits. By providing safe and convenient walking and cycling infrastructure and enhancing public transport more people will have more choice over how they travel, and the transport network will be more inclusive.</p> <p>The bus lanes will make the operation and use of buses on this corridor more attractive, which may in time reduce the reliance on private cars, reduce congestion and improve air quality.</p> <p>Improved bus journeys times and reliability benefit all passengers using the services on this route. The following protected groups that use buses to a greater extent will experience a stronger positive impact:</p>

	<ul style="list-style-type: none"> <li>• Age (young people and the elderly)</li> <li>• Disability</li> <li>• Race (other white backgrounds)</li> <li>• Social Deprivation</li> </ul>
What are the negative impacts of the policy/service change on current or potential service users?	<p>Providing more road space to bus lanes may marginally increase journey times during network peak times for other motor vehicles in the short to medium term.</p> <p>The Traffic Order proposals are not expected to adversely impact on any particular 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 (five representations were received) from the consultation has not identified any material negative impacts.</p> <p>It should be noted that comments relating to the speed limit reduction (Order refs S1 &amp; S61 2022) and parking (Order ref P25 202) have been settled in the earlier decision and considered in the EIA included in that <a href="#">decision</a>.</p>
Will the policy or service change affect employees?	Possibly, as some BCP Council colleagues will visit or live in the area.
Will the policy or service change affect the wider community?	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.
What mitigating actions are planned or already in place for those negatively affected by the policy/service change?	Improved bus journey times and reliability are main objectives of the council's Bus Service Improvement Plan. Bus travel has enormous potential to cater for a larger share of everyday journeys which in the longer term could reduce congestion.
<b>Summary of Equality Implications:</b>	<p>Previous assessments have been carried out in regard to the impact of the overall highway improvement scheme.</p> <p>The bus lane traffic restrictions to be made by these Traffic Orders have positive outcomes for all sections of the community who regularly travel by bus services on Ringwood Road. The protected groups of age (young people and the elderly), disability, race (other white backgrounds) and social deprivation that use buses to a greater extent will experience a stronger positive impact.</p>



## Appendix 1 – Consultation Outcome and Recommendations

### Transforming Cities Fund Ringwood Road Bus Lanes (M62, M65 and M66 2022)

**Table 1.1:** Traffic Order M62 2022 – Consultation dates: 17 June 2022 – 8 July 2022

Item No.	Location/Description	Advertised Restriction	Ward	Summary of Comments Received	Decision
1.	Ringwood Road: From a point 45m southwest of its junction with Mannings Heath Road to a point 80m northeast of its junction with Old Wareham Road	Bus, taxi & cycle lane (southbound)	Newtown & Heatherlands	<p>2 in support:</p> <ul style="list-style-type: none"> <li>Encouraging public transport and cycling will reduce congestion, air pollution and help local businesses. I don't think taxis should be included in the Bus &amp; Cycle lane as I don't think they contribute to the above benefits, but I understand this is the current setup of these lanes in other places in the area.</li> <li>Supports all proposals (SS1, S61, P25 &amp; M62 2022)</li> </ul> <p>2 Observations:</p> <ul style="list-style-type: none"> <li>How are people to attempt to get out of the junctions along Ringwood Road having to cross over and avoid so many things?</li> <li>To get out of Cynthia Road, I will have to cross a cycle path, pedestrian path and a bus lane.</li> </ul> <p>1 Objection:</p> <ul style="list-style-type: none"> <li>The appalling bus service along Ringwood Road does not justify a dedicated bus lane accident waiting to happen.</li> </ul>	<p>Implement as Advertised.</p> <p>Reason:</p> <ul style="list-style-type: none"> <li>The bus lane restriction will assist in ensuring the safe and efficient operation of the highway.</li> <li>The bus lane will improve bus journeytimes and reliability, which is likely to encourage more use which in the longer term could reduce congestion.</li> <li>Taxis and cycles are permitted in all BCP bus lanes.</li> <li>Adequate sightlines will be available at junctions (and driveway accesses) to enable drivers of emerging vehicles to see approaching vehicles (and pedestrians) on Ringwood Road and similarly drivers of vehicles on Ringwood to see vehicles emerging from junctions.</li> <li>Bus frequency will result in large gaps in traffic on the bus lane (there will also be large gaps between cycles and pedestrians) to safely undertake turning manoeuvres at junctions (and driveways).</li> </ul>
2.	Ringwood Road: From a point 90m south of its junction with Old Wareham Rd to the common boundary of Nos. 195 – 197	Bus, taxi & cycle lane (southbound)			<p>Not to be implemented.</p> <p>Reason:</p> <ul style="list-style-type: none"> <li>A northbound bus lane is to be implemented instead for this section of Ringwood Road as set out in Table 1.2 below.</li> </ul>

**Table 1.2:** Traffic Order M65 2022 – Consultation dates: 25 November 2022 – 16 December 2022

Location/Description	Advertised Restriction	Ward	Summary of Comments Received	Decision
Ringwood Road: From a point 60m north of its junction with St Clements Rd for 640m in a northerly direction	Bus, taxi & cycle lane (northbound)	Newtown & Heatherlands	No comments received	Implement as advised. Reason: No objection <ul style="list-style-type: none"> <li>The bus lane restriction will assist in ensuring the safe and efficient operation of the highway.</li> <li>The bus lane will improve bus journeytimes and reliability, which is likely to encourage more use which in the longer term could reduce congestion.</li> </ul>

**Table 1.3:** Traffic Order M66 2022 – Consultation dates: 25 November 2022 – 16 December 2022

Location/Description	Advertised Restriction	Ward	Summary of Comments Received	Decision
Ringwood Road: Extend bus lane for 35m to outside No. 411	Bus, taxi & cycle lane (southbound)	Alderney & Bourne Valley	No comments received	Implement as advised. Reason: No objection <ul style="list-style-type: none"> <li>Extending the bus lane restriction will assist in ensuring the safe and efficient operation of the highway.</li> <li>Extending the bus lane will improve bus journey times and reliability, which is likely to encourage more use which in the longer term could reduce congestion.</li> </ul>

## Appendix 2 – Consultation Responses

### Transforming Cities Fund Ringwood Road (M62 2022)

Consultation dates: 17 June 2022 – 8 July 2022

Type of comment	Comments Received (verbatim)*
General Support	<p>Hello,</p> <p><b>I support speed limit reduction as proposed.</b>  <b>Because</b> it will make crossing the road easier and safer for many residents and visitors to the shops. I see lots of people struggle to cross this road and the speed of the traffic is concerning for a residential area. Also there is now a great cycle lane on Wallisdown Road but A3049 is very dangerous for cyclists.</p> <p><b>I support building proposed Bus, Taxi and Cycle Lane</b>  <b>Because</b> it is proven encouraging public transport and cycling will reduce congestion, air pollution and help local businesses. I don't think taxis should be included in the Bus &amp; Cycle lane as I don't think they contribute to the above benefits but I understand this is the current setup of these lanes in other places in the area</p> <p><b>I support updated traffic movements</b>  <b>Because</b> I bet some city planner spent a ton of time doing traffic modeling and I'm sure they have a better understanding of the impact than me looking at the diagrams during a coffee break.</p> <p><b>Overall I support</b></p>
General Support	<p>I support the proposed changes to speed restrictions, waiting restrictions and notice to install/modify/remove controlled crossings, etc., etc., on:-</p> <p>Poole Town Centre to/from Ferndown and Wimborne - Ringwood Road (Ref S1, S61, M62, P25 &amp; C6 2022)</p> <p>Wallisdown Road Traffic Proposals ref P24 &amp; C5 2022</p> <p>Sterte Avenue West Waiting Restrictions (P22 2022)</p> <p>Transforming Cities Fund &amp; Local Transport Plan Traffic Proposals May 2022 (Ref P23, M60, T3 &amp; C4 2022)</p> <p>Public Path Creation Order (Public Bridleway 138 - Upton Trailway)</p> <p>Residential Disabled Parking Bay Proposals (P18 2022)</p> <p>Livingstone Road Experimental Traffic Order (E4 2022)</p> <p>St Clement's Gardens Experimental Traffic Order (E3 2022)</p>
Objection/ Scheme Design Comment	<p>I am appalled at the lack of consultation regarding this scheme, which seems to have "crept through the back door." Your proposals are not workable, will slow down the traffic flow and increase pollution for those unfortunate enough to live on Ringwood and Dorchester road. You are taking away parking spaces for blue badge holders and not given them an alternative parking space. Improving the bus station and bus services in the first instance would have been much more useful. It will slow down the passage of emergency service vehicles. The appalling bus service along Ringwood road does not justify a dedicated bus lane.</p> <p>When are you going to listen to the people who voted you in.?</p> <p>The staff you had at the Sea Scout Hall in Ringwood road were not helpful and looked thoroughly bored. Shambolic way to put this across to people.</p> <p>The keyhole bridge - we wanted to stay shut. That did not happen.</p> <p>When will Kingsbere road reopen, who paid for the bus stops to be moved when the bus was rerouted. Thanks for the 8 hour power cut as a result.</p> <p>When will the light on the Island in Dorchester Road be repaired.? This was damaged last year. Still waiting despite previous calls.</p> <p>I am a very disgruntled home owner and despair of BCP.</p>

Type of comment	Comments Received (verbatim)*
Observation/ Scheme Design Comment	<p>Dear Traffic Team,</p> <p>&gt;&gt; I am emailing you in objection to the proposals you have for the above road.</p> <p>&gt;&gt; I am a resident and live at [REDACTED] Ringwood Road and me and my family will be directly affected by the changes.</p> <p>&gt;&gt; I strongly object to the removal of the 30 parking spaces from outside the houses, from no 143 to 232 Ringwood Road, and on the opposite side of the road.</p> <p>&gt;&gt; You have not considered the impact this will have on everyone.</p> <p>&gt;&gt; The parking spaces outside of our house are constantly full, and the rest are very well used by visitors, residents and businesses.</p> <p>&gt;&gt; My grandparents are elderly, and all have a mobility issue or health condition, one is a blue badge holder. Where is the provision for disabled parking being put? They can not walk far so 'nearby roads within 200m' is not close enough for them. You have shown no thought to people and this against the Disability Discrimination Act.</p> <p>&gt;&gt; If you do insist on removing the majority of the parking make one a disabled bay and the rest resident only.</p> <p>&gt;&gt; I object to the cycle lane, this is a hazard for people being able to negotiate coming out of their driveway, or a junction and not only having to avoid pedestrians but also cycles/scooters going in two directions on one lane. Plus further down there will also be a bus lane, how are people to even attempt to get out of the junctions along Ringwood road having to cross over and avoid so many things? This is an accident waiting to happen, it shouldn't take pointing this out now, and should not be allowed to continue. One comment from a council rep was it will be looked into if someone is killed, no this is unacceptable.</p> <p>&gt;&gt; Plus I object to you removing the left hand lane that is at the top of the junction Dorchester Road/Ringwood Road. You will cause more pollution and traffic by doing so. There are already queues of cars waiting at the junction so stands to reason that this will make it even worse.</p>
Observation/ Scheme Design Comment	<p>I am writing to express my concerns about proposed changes to Ringwood Rd.</p> <p>Firstly, I do feel that this consultation is rather late, only happening because the lack of consultation was brought up at the public meeting recently.</p> <p>My major concern is the lack of space for ordinary vehicles. I live in Cynthia Rd and hear the large number of emergency vehicles using Ringwood Rd. How will drivers move out of the way?</p> <p>Taking away the right filter into Albion Way is worrying. The trading estate there is a place frequented by huge lorries and many vans.</p> <p>Whilst supportive of cycling, I don't understand why there needs to be cycle lanes on both sides of the road.</p> <p>To get out of Cynthia Rd, I will have to cross a cycle path, pedestrian path and a bus lane.</p> <p>I feel it is over-development. I frequently walk along Ringwood Rd and hardly see a cyclist.</p> <p>Thank you,</p>

\* Comments relating to the speed limit reduction (Order refs S1 & S61 2022) and parking (Order ref P25 202) have been settled in the earlier decision.

### Appendix 3 - Risk Assessment Record

Service Unit: Transport and Engineering

Assessor/s: Sally Swaine

Reference: M62, M65 & M66 2022

Activity assessed:  
Traffic Orders relating to Ringwood Road

Date: 07/02/2022

Review date: ongoing

Hazards identified	Who might be harmed and how	Existing control measures	Further action required		
			Action	By when	Person responsible
Abuse of bus lane restriction by unauthorised motor vehicles	Road users.	The moving restriction will be legally enforceable by Dorset Police.	Monitor compliance. Consider the use of council enforcement powers using fixed cameras.	Ongoing.	Transport Network Manager/ Road Safety Team Leader.