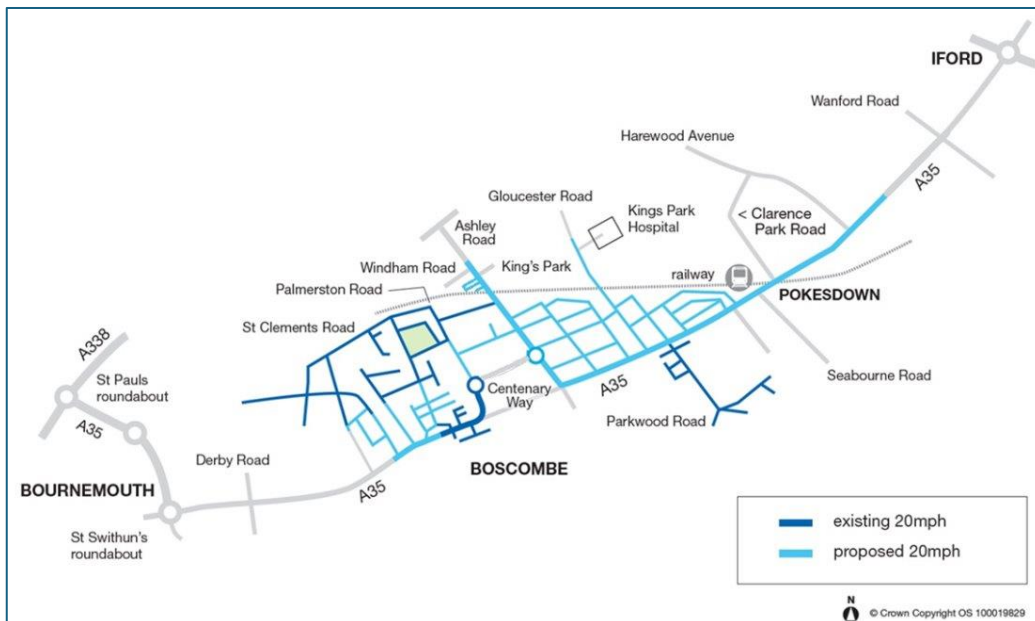


Report subject	Our Place and Environment: Safer Roads Fund – 20mph Boscombe and Pokesdown (\$107)
Meeting date	18 June 2025
Status	Public Report
Executive summary	<p>As part of a national programme, the Council was allocated £1.89m of Safer Roads Fund (SRF) grant by the Department for Transport (DfT) for road safety improvements along the A35 between Iford roundabout and St Pauls roundabout in Bournemouth.</p> <p>The recommendation is aligned with the emerging new Corporate Strategy and the Council Climate Action Strategy 2023 to 2028</p> <p>This report considers the outcome of the public consultation on the 20mph proposals in Boscombe and Pokesdown.</p>
Recommendations	<p>It is RECOMMENDED that:</p> <p>Cabinet approves that the 20mph scheme is implemented as proposed.</p>
Reason for recommendations	<p>(a) Feedback from the public consultation was fully considered. It is recommended that the scheme is delivered as proposed.</p> <p>(b) The Department for Transport (DfT) awarded the council £1,890,00 to make safety improvements along the A35 corridor as per the Safer Roads Fund bid proposal for round 3 funding.</p> <p>(c) The investment of the SRF funding is aligned with the Council's Corporate Strategy and the Climate and Ecological Emergency Action Plan.</p>
Portfolio Holder(s):	<p>Councillor Andy Hadley - Portfolio Holder for Climate Response, Environment and Energy</p> <p>Councillor Richard Herrett – Portfolio Holder for Destination, Leisure & Commercial Operations</p>
Corporate Director	Glynn Barton – Chief Operations Officer

Report Authors	Richard Pincroft – Head of Transport and Sustainable Travel Marie Barnsley - Principal/Senior Engineer Damian Lush - Road Safety Manager Andrew Brown - Traffic Team Leader Matthew Carruthers – Senior Traffic Technician
Wards	Bournemouth Central, East Cliff & Springbourne, Boscombe West, Boscombe East & Pokesdown, and Littledown & Iford
Classification	For Decision

Background

- 1.1 The Department for Transport (DfT) in partnership with the Road Safety Foundation commissioned a nationwide study to identify roads with high casualty rates. In April 2023, following a successful bid for funding, the Council was allocated £1.89m of Safer Roads Fund grant by the DfT for road safety improvement works along the A35 between Iford roundabout and St Pauls roundabout. The award was one of approximately 27 high-rate routes identified nationally. The A35 corridor recorded 165 collisions and 187 casualties (2017-21), with 46 serious injuries
- 1.2 Several highway safety proposals were developed as part of the bid process and advanced to the feasibility design stage. These included:
 - additional crossing facilities for pedestrians and people who cycle with footpath widening at St. Swithun's roundabout and a new contraflow along St Swithun's Road South
 - new pedestrian signalised crossing on Ashley Road, north of Christchurch Road roundabout
 - reconfiguration of the northern arm traffic islands and new hatch and lane markings on Christchurch Road and Palmerston Road roundabouts
 - several junction enhancements to further reduce the risk and severity of collisions and improve pedestrian accessibility
 - extension of existing 20mph zones in Boscombe to include additional residential roads and sections of the A35 and Ashley Road
 - a new zebra crossing on Christchurch Road for pedestrians and school children
 - cycle wands to be added to the existing cycle lanes along Christchurch Road between Heathcote Road and Portman Road
- 1.3 Initial engagement was conducted internally with officers and councillors to agree on the scheme objectives and processes. Further engagement was held with Portfolio Holders (PFHs) and Ward Councillors regarding the feasibility proposals for consultation.
- 1.4 The initial public engagement on the proposals was open from 22 March 2024 until 23 April 2024. The results and recommendations were presented to PFHs and Ward Councillors for their consideration and subsequently shaped the final scheme proposals. This report refers to the 20mph proposals consulted on as shown below and outlined in Appendix A.



2. Safer Roads Fund, 20mph Traffic Regulation Order Consultation

2.1 The statutory consultation process set out in The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996 has been carried out as set out below. A 21-day public consultation was opened on 31 January 2025 and closed 28 February 2025 where:

- A Notice was placed in the Bournemouth Echo.
- Notification emails were sent to 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 as well as information card distribution to all directly impacted residents and businesses
- The Deposited Documents (consultation documents) were published on the council's website

2.2 A total of 58 responses were received as follows:

- Support: 16
- Object: 37
- General Comments: 5

2.3 Consultation feedback is outlined in Appendix B - Consultation Outcome and Recommendations.

3. Summary of Financial Implications

3.1 The scheme is fully funded by the Safer Roads Fund grant of £1.89m as outlined in para 1.1.

4. Summary of Legal Implications

4.1 In line with the legal requirements the proposed changes to the speed limits as outlined in Appendix A have been subject to the Traffic Regulation Order (TRO) statutory consultation process.

4.2 The Road Traffic Regulation Act 1984, as amended (RTRA) provides local authorities the power to make Traffic Orders.

- 4.3 Consultation and notice provisions as identified in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 have been met and carried out as detailed above in accordance with these regulations.
- 4.4 All representations received have been formally considered as outlined in **Appendix B** and considered in making this recommendation.
- 4.5 Following advertisement and consideration of consultation representations, the options available are to: make the traffic order and implement the provisions as advertised; amend and make the traffic order and implement only some of the advertised provisions/vary some of the advertised areas to be less than advertised; not to make the traffic order.
- 4.6 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 road by public service vehicles.
- 4.7 It is considered that the Traffic Order will help secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians and cyclists).
- 4.8 In reaching this recommendation, regard has been had to all relevant statutory provisions. They include, as appropriate, relevant requirements and duties as set out in s1, s32 and s122 of the RTRA 1984 and s16 of the Traffic Management Act 2004.

5. Summary of Human Resources Implications

- 5.1 The Design Team, Road Safety and Traffic Team shall oversee the implementation of the recommended changes (if subsequently approved) is resourced.

6. Summary of Sustainability impact

- 6.1 Decision Impact Assessment 696 completed for BSIP project overall- ranked Green.

7. Summary of Public Health Implications

- 7.1 The Local Transport Plan and associated LTP schemes aim to promote sustainable/active travel and/or minimise congestion and as such aim to deliver improvements to air quality and increase levels of activity.

9. Summary of Equality Implications

- 9.1 An EIA has been produced and attached as Appendix C.

10. Summary of Risk Assessment

- 10.1 There are no significant risks associated with these changes.

11. Background Papers

BCP Council Safer Roads Fund webpages - [Safer roads | BCP](#)

12. Appendices

- 12.1 Appendix A – Consultation Deposit Document.
- 12.2 Appendix B – Consultation Outcome and Recommendations
- 12.3 Appendix C – EIA Screening Tool