

Appendix B - Consultation Outcome and Recommendations

Safer Roads Fund 20mph Speed Limit (S107)

Consultation dates: 31 January 2025 – 28 February 2025

Road Name(s)	Location/Description	Advertised Restriction(s)	Existing Restriction(s)	BCP Ward	Summary of responses (Number received & summary of points raised)	Decision
Ashley Road Aylesbury Road Boscombe Grove Road Christchurch Road Christchurch Road Donoughmore Road Drummond Road Gladstone Mews Gladstone Road Gladstone Road East Gladstone Road West Gloucester Road Gordon Road Grantham Road Grosvenor Gardens Hamilton Road Hannington Grove Hannington Place Hannington Road Haviland Mews Haviland Road Haviland Road East Haviland Road West Hawkwood Road Hengist Road Knole Road Langton Road North Road Palmerston Road Portman Road Prior Close Randolph Road Shelley Close Shelley Gardens Shelley Gardens Shelley Road Shelley Road East Somerset Road South Road Tamworth Road The Crescent Victoria Court Walpole Lane Walpole Road Warwick Place Warwick Road Wickham Road Wilton Road Wolverton Road York Place	Whole length of road	20mph speed limit	30mph national speed limit	East Cliff & Springbourne Ward Boscombe East & Pokesdown Ward Littledown & lford Ward	58 responses received, 16 support, 37 objections, 5 general comment <u>Support</u> <ul style="list-style-type: none"> There are too many cars going too quickly, which makes it unsafe for my children to cycle to school. Agree with the speed limit reduction. Down to 20mph in these roads is brilliant as a lot of speeding cars. As a resident (and car driver, cyclist, pedestrian), I welcome 20mph speed limits on this and other roads in the scheme proposal. agree with this speed restriction. This area is dangerous to pedestrians and cyclists and previous interventions such as the Christchurch Road cycle lane are always blocked by parked cars. The area being considered is densely populated with families and older residents. It is also a busy area for traffic, often speeding and ignoring the traffic calming measures already installed. I agree with this speed restriction. This area is dangerous to pedestrians and cyclists and previous interventions such as the Christchurch Road cycle lane are always blocked by parked cars. <u>Object</u> <ul style="list-style-type: none"> Why money would be wasted on such a project that has already failed in the BCP area. Will increase journey times and traffic congestion. Lower speeds can sometimes increase emissions. Object to the 20mph limit on A roads, it is unnecessary and disproportionate. It is a waste of money. It will increase traffic fumes, congestion, and frustration. It will increase journey times and slow down buses. Lack of evidence for effectiveness. Limited evidence that simply lowering the limit without substantial enforcement and infrastructure changes leads to a meaningful reduction in accidents. There's no evidence 20mph limits improve air quality or congestion. Councillor Lawrence Williams has objected: I object to the portion of the A35 being reduced to 20 mph. There has already been speed mitigation put in place on the stretch from Kings Park gates to lford Roundabout millions were spent by Bournemouth Borough Council including the very expensive traffic lights at the junction with Holdenhurst Avenue, this is a waste of tax payers money and will achieve nothing <u>General comments</u> <ul style="list-style-type: none"> Need better signage to help enforce the new speed limits. Extend the 20mph limit to additional roads, such as Seabourne Road and Southbourne Grove. Support the 20mph limit with enforcement measures such as cameras and digital signs. Recommend implement 20mph limits only in specific areas, such as near schools and high-footfall pedestrian zones, rather than a blanket limit. Focus on better enforcement of existing speed limits, improved pedestrian crossings, and road safety education. fix potholes, improve road design, and address parking issues near junctions to enhance safety without reducing speed limits 	Implement as advertised. <ul style="list-style-type: none"> Local bus company support the scheme. The Safer Roads Fund provides capital specifically for improving road safety on priority routes, as identified by national collision data. Nationally, similar schemes funded through this grant have seen up to a 40% reduction in killed or seriously injured (KSI) casualties The proposed limits apply only to specific sections of A roads where there are higher risks due to pedestrian presence, schools, or a history of collisions. These locations are identified through casualty data and site assessments as suitable for reduced speed, in line with DfT Circular 01/2013 on Setting Local Speed Limits (revised March 2024). Studies show that 20mph limits have a minimal impact on journey times and can actually improve traffic flow by reducing stop-go driving pattern. Also that 20mph limits typically result in negligible changes in journey time, especially in residential and mixed-use areas (DfT TRL Report PPR243). The evidence on emissions suggests that smoother driving at 20mph reduces harsh acceleration and braking, which are key contributors to fuel use and emissions. The proposed 20mph limit along the A35 is part of a comprehensive road safety approach, designed to build on previous measures and maximize benefits for the community by reducing accidents in this high-risk area. While enforcement and infrastructure changes enhance the effectiveness of 20mph limits, studies throughout the UK have shown that even without these measures, lower speed limits can lead to reductions in accidents and casualties.