

Appendix D - Safer Roads Fund

Traffic Regulation Order Consultation Summary and
Recommendations for: 20mph Zone extension presentation

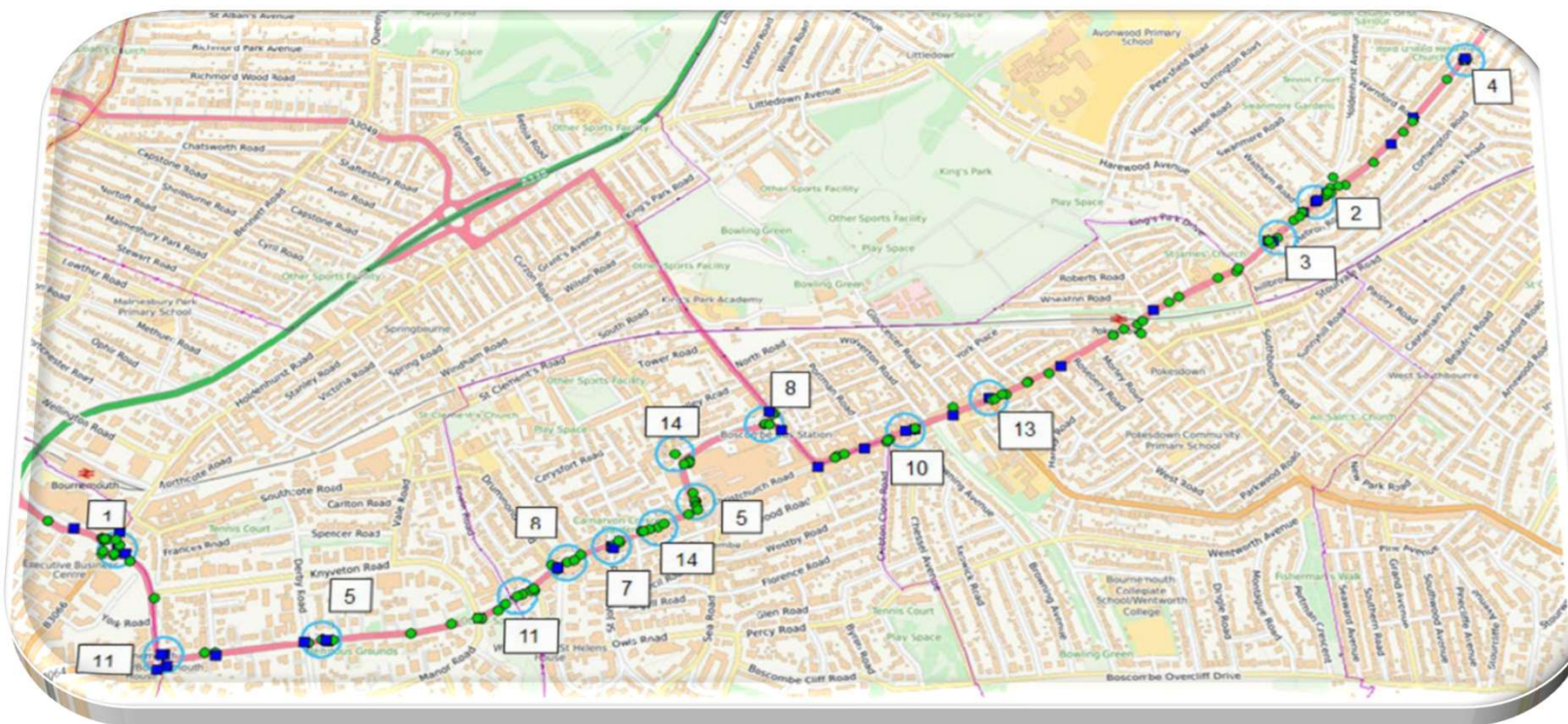
Safer Roads Fund TRO for 20mph Zone Extension

Agenda

- Project Overview
- Previous Project Engagement
- Traffic Regulation Order Consultation
- Summary

Project Overview

In April 2023, the Council was awarded £1.89million of SRF grant by the Department for Transport (DfT) for road safety improvement works along the A35, between Iford roundabout and St Pauls roundabout.



This map indicates the collision analysis used by the DfT to support road safety investment in this section of the A35.

Analysis from 2017 to 2021

165 collisions, resulting in 187 casualties. Of which, 46 Serious and 141 slight

Note: This analysis excludes collisions that occurred on St Pauls and Iford Roundabouts at either end of the route

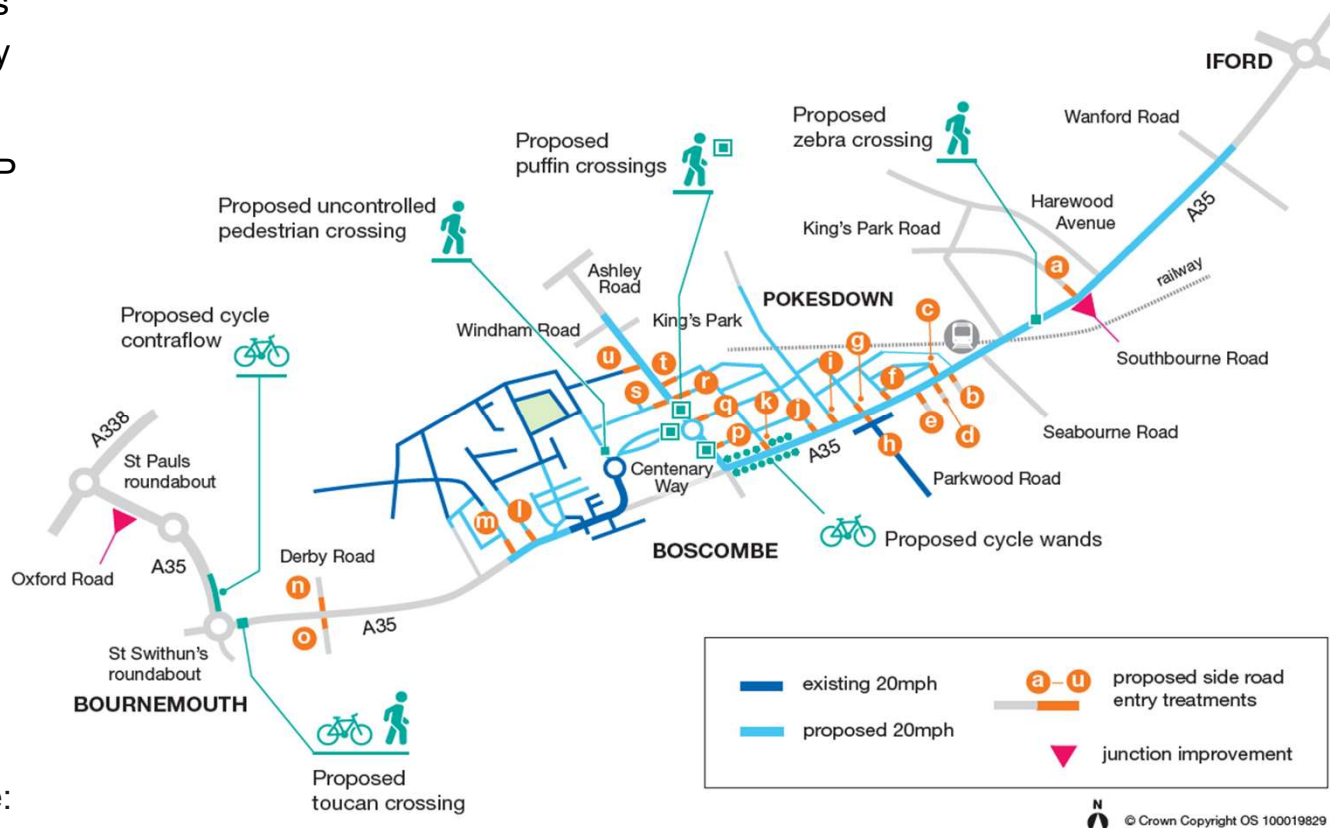
Previous Engagement

Several highway safety proposals were developed as part of the bid process and advanced to the feasibility design stage.

Initial engagement was conducted internally with BCP 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.

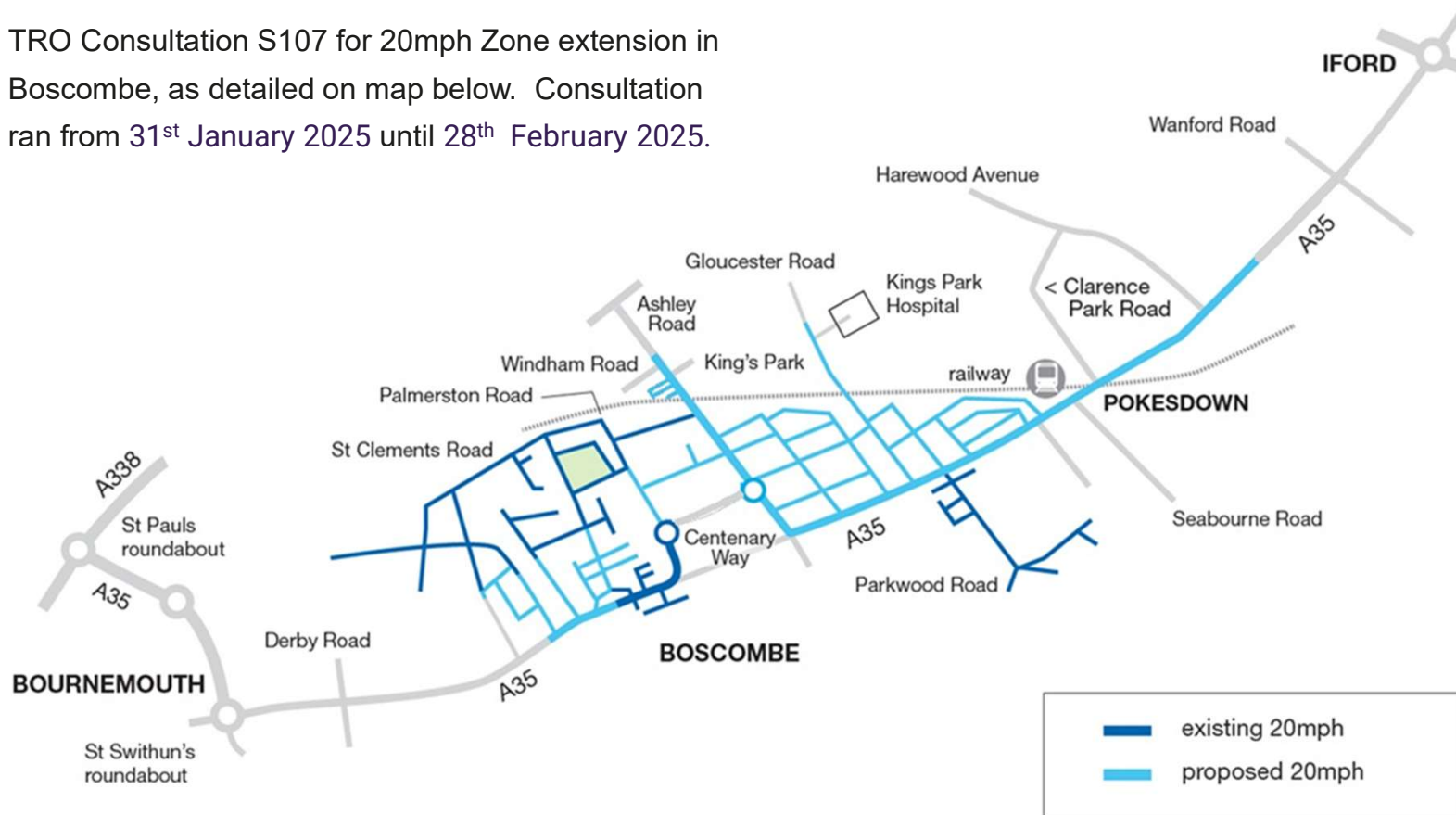
The initial public consultation on the proposals was open from 22 March 2024 until 23 April 2024. The results and recommendations have been presented to PFHs and Ward Councillors for their consideration.

Results and recommendations agreed from this engagement are published on have your say website: haveyoursay.bcpccouncil.gov.uk/saferroads



Traffic Regulation Order Consultation

TRO Consultation S107 for 20mph Zone extension in Boscombe, as detailed on map below. Consultation ran from 31st January 2025 until 28th February 2025.



TRO proposal to reduce the existing speed limit from 30mph to 20mph on the following roads:

A35 Christchurch Road from 444 Christchurch Road to existing 20mph Zone. And from 661 to 1162 Christchurch Road.

A3049 Ashley Road from north of the junction with Heathcote Road to north of the junction with Windam Road.

Traffic Regulation Order Consultation

Side roads included within the proposed 20mph zone are:

| | | | | |
|----------------------------|---------------------------|---------------------------|--------------------------|-----------------------|
| Aylesbury Road | Gordon Road | Haviland Road Mews | Shelley Close | Walpole Lane |
| Boscombe Grove Road | Grosvenor Gardens | Haviland Road | Shelley Gardens | Warwick Place |
| Donoughmore Road | Gladstone Mews | Hawkwood Road | Shelley Road East | Warwick Road |
| Gladstone Road | Hannington Road | Langton Road | Shelley Road | Wickham Road |
| Gladstone Road East | Hannington Grove | North Road | Somerset Road | Wilton Road |
| Grantham Road | Hannington Place | Portman Road | South Road | Wolverton Road |
| Gladstone Road West | Haviland Road East | Prior Close | Tamworth Road | York Place |
| Gloucester Road | Haviland Road West | Randolph Road | Victoria Court | |

Side roads with existing 20mph sections to be extended within the proposed 20mph zone are:

| | | | | |
|------------------------|---------------------|---------------------|---------------------|----------------------|
| Drummond Road | Knole Road | The Crescent | Hengist Road | Hamilton Road |
| Palmerston Road | Walpole Road | | | |

Traffic Regulation Order Consultation

BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
 Bournemouth, Christchurch and Poole Council
 (Traffic Movement and Speed Limit Regulations) Consolidation Order 2023
 (Amendment No. xx)
 Order 202x

PROPOSALS
 Bournemouth, Christchurch and Poole Council proposes to make traffic regulations to control speed with the effects detailed in the Schedule to this Notice

SUPPORTING INFORMATION
 From 07 February 2025 a copy of this Notice, copies of plans illustrating the proposals, copies of the Draft Orders, the Statutory Reasons for the proposals and copies of the Orders being amended may be inspected online at: haveyoursay.bcpccouncil.gov.uk/hub-page/highway-consultations and at the Customer Services Centre, St Stephen's Road, Bournemouth, BH2 6EB (by appointment only Monday to Friday 10am to 4pm).

REPRESENTATIONS
 If you wish to make representations in support of, or in objection to, the proposals please do so online at haveyoursay.bcpccouncil.gov.uk/hub-page/highway-consultations. Alternatively, you may send them in writing, quoting reference **S107** specifying the grounds of any objection to: Traffic Team, BCP Civic Centre, Bourne Avenue, Bournemouth, BH2 6DY to arrive by 28 February 2025. Please take note that all representations received will be available for public inspection.

W Lane, Director: Planning and Transport

SCHEDULES
 Bournemouth, Christchurch and Poole Council
 (Traffic Movement and Speed Limit Regulations) Consolidation Order 2023
 (Amendment No. xx) Order 202x

| | Road Name(s) | Proposed Restriction | Location/Description |
|-----|----------------------------|----------------------|-------------------------------------------------------------------------------------------|
| 48. | Christchurch Road, BH1 4AY | 20mph speed limit | From outside No. 444 Christchurch Road to existing 20mph Zone |
| 49. | Ashley Road, BH1 4LL | 20mph speed limit | From north of the junction with Heathcote Road to north of the junction with Windham Road |
| 50. | Christchurch Road, BH7 6DY | 20mph speed limit | From outside No. 1162 heading west to its junction with Heathcote Road |

Engagement Methodology

- Notices were mounted on existing lighting columns within the proposal area highlighting the consultation.
- An advert was placed in the Bournemouth Echo.
- The proposal was detailed on the BCP Have your say website for Highway consultations. [Safer Roads Fund 20mph S107 P114 | Have Your Say Bournemouth, Christchurch and Poole](https://haveyoursay.bcpccouncil.gov.uk/hub-page/highway-consultations)

TRO Consultation Responses



Response

A total of 56 responses were received to the TRO consultation for extending the 20mph speed limit, of these 16 support the proposal, 37 object to the proposal and general comments.

Public comments of support include:

- “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.”

TRO Consultation Responses



Comments received and Officer responses

“Why money would be wasted on such a project that has already failed in the BCP area.”

Response:

The Safer Roads Fund provides capital specifically for improving road safety on priority routes, as identified by national collision data. While earlier schemes in BCP have had varying outcomes, they have contributed valuable lessons and infrastructure. Nationally, similar schemes funded through this grant have seen **up to a 40% reduction in killed or seriously injured (KSI) casualties** ([DfT Evaluation of Safer Roads Fund, 2022](#)).

“Will increase journey times and traffic congestion.”

Response:

Evidence suggests that 20mph limits have a minimal impact on journey times and can actually improve traffic flow by reducing stop-go driving pattern. In urban areas, typical average speeds are often already below 25mph due to traffic signals, pedestrian crossings, and junctions. Studies show that 20mph limits typically result in **negligible changes in journey time**, especially in residential and mixed-use areas ([DfT TRL Report PPR243](#)).

“Lower speeds can sometimes increase emissions.”

Response:

The evidence on emissions is mixed but suggests that **smoother driving at 20mph reduces harsh acceleration and braking**, which are key contributors to fuel use and emissions. A 2023 review by Imperial College London found **no significant increase in emissions** from vehicles complying with 20mph in steady-flow conditions ([Imperial College – 20mph Review, 2023](#)).

TRO Consultation Responses



“Object to 20mph on A roads – unnecessary and disproportionate.”

Response:

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).

“It’s a waste of money.”

Response:

This scheme is funded through a national capital grant (Safer Roads Fund) and is not drawn from local council revenue. The aim is to reduce risk on roads with the highest harm rates. The cost of road traffic casualties to the economy is estimated at £36 billion annually ([DfT, Reported Road Casualties Great Britain, 2022](#)) — Investing in road safety through the Safer Roads Fund has proven benefits, including reducing accidents and fatalities, which ultimately saves costs related to emergency services, healthcare, and societal impacts.

“ It will increase traffic fumes, congestion, and frustration.”

Response:

Research shows that 20mph limits can reduce emissions by promoting smoother driving and reducing the need for frequent acceleration and braking. Evidence also suggests that it can improve driver behaviour and encourage walking and cycling — all of which contribute to reducing overall emissions and improving the urban environment .

TRO Consultation Responses

“It will increase journey times and slow down buses.”

Response:

Bus services often operate at **average speeds of 10–15mph in urban areas**. A uniform 20mph limit can smooth traffic flow and **reduce variability**, improving reliability and helping passengers feel safer when accessing and using public transport ([Transport for London, 2021](#)).

“Lack of evidence for effectiveness.”

Response:

Multiple studies, including the DfT’s 2018 evaluation of 20mph limits, found that while speed reductions may be modest, there is **a consistent reduction in casualties** and an **increase in public perception of safety**, especially for children and vulnerable road users ([DfT 20mph Research Study, 2018](#)).

“ Limited evidence that limits alone reduce accidents without enforcement or infrastructure.”

Response:

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, such as:

- [Scottish Trial](#): A trial in Scotland at 78 sites found that 20mph speed limits led to reductions in speed and casualties, with killed and serious injuries declining from 20% to 14%.
- Research by University of Westminster on injury risk on London’s found that the introduction of 20mph limits (alone) is linked to 21% lower injury odds for people who are cycling compared to 30mph roads.

TRO Consultation Responses



“There’s no evidence that 20mph improves air quality or congestion.”

Response:

While air quality improvements depend on multiple factors, 20mph zones can encourage walking, cycling, and safer driving — which in turn reduce car dependency and support **local air quality strategies**. The **Welsh Government and Bristol City Council** both found localised air quality improvements linked to reduced vehicle activity and speed ([Welsh 20mph Evaluation, 2023](#), [Bristol 20mph Impact Report](#)).

Objection by Councillor Lawrence Williams: *“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 Iford 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 taxpayer's money and will achieve nothing.”*

Response:

The A35 has previously benefited from cycle and pedestrian interventions along some segments of the route. The proposed 20mph limit 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. Furthermore, the proposed limit was included in the Department for Transport (DfT) bid process for the Safer Roads Fund, ensuring a thorough cost-benefit analysis and maximizing the impact of investments for the community.

TRO Consultation Responses



General Comments Include:

- “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.”

Summary



Funded by a National Grant (Safer Roads Fund)

- The scheme is funded by the Department for Transport's Safer Roads Fund, a ring-fenced capital grant awarded to address the high casualty rates.

Evidence-Based Safety Need

- The A35 corridor recorded 165 collisions and 187 casualties (2017–2021), with 46 serious injuries.

Consultation Insights

- 28% of consultation responses supported the proposal, with strong public support in areas with schools, shops, and residential housing.
- Objections noted are opposed by evidence showing that 20mph limits improve safety, reduce collisions, and don't reduce traffic flow.
- Supportive comments highlighted key safety concerns from residents; some comments included calls for stronger enforcement.
- Some objections reflect concerns about change or perceived inconvenience, road safety schemes should be guided by evidence, not vote count

Proven Effectiveness of 20mph Limits

- National and international studies show that 20mph limits reduce the number and severity of road traffic casualties.
- The DfT's own evaluation of Safer Roads Fund schemes found up to a 40% reduction in killed or seriously injured (KSI) casualties.

Supports Active and Sustainable Travel

- Lower speeds create a safer, more attractive environment for walking and cycling, particularly for children, older adults, and less confident road users.
- Encourages healthier, low-carbon modes of transport in line with BCP's Climate Action and Local Transport Plans.