

Transportation Advisory Group



Report subject	Our Place and Environment: Traffic Regulation Order (TRO) for 20mph Neighbourhood Winton-Moordown (S112)
Meeting date	25 February 2026
Status	Public Report
Executive summary	<p>This report considers the outcome of the statutory public consultation for the proposed Traffic Regulation Order (TRO) which is required to implement the proposed 20mph Winton / Moordown Neighbourhood as consulted upon in Spring 2025.</p> <p>The aim is to improve safety for all road users by reducing the number of collisions within the proposed area thereby creating a safer environment, the proposal should also encourage more sustainable travel.</p> <p>The report recommends full consideration of the consultation outputs and recommends implementation of the advertised speed limit changes.</p>
Recommendations	<p>It is RECOMMENDED that:</p> <p class="list-item-l1">a. the Transportation Advisory Group (TAG) recommends to Cabinet that the scheme (as per Appendix 1) is implemented as advertised.</p>
Reason for recommendations	<p>Feedback from the public consultation has been fully considered. It is recommended that the scheme is delivered as proposed.</p> <p>The recommended scheme shall:</p> <ul style="list-style-type: none"> • improve safety for all road users, especially children, senior citizens, pedestrians and cyclists. • reduce the number of personal and seriously injured collisions • reduce congestion and emissions • Support improved air quality and the public realm
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

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Wards	Winton East Wallisdown & Winton West Moordown Talbot & Branksome Woods Queens Park Redhill & Northbourne
Classification	For Decision and Information

Background

1. The development of a 20mph Neighbourhoods programme was approved at Full Council on 23 April 2024 (refer to Background Papers). The delivery of this scheme forms part of the approved Local Transport Plan (LTP) Capital Programme.
2. Winton and Moordown was identified as the highest priority 20mph neighbourhood area having assessed the Personal Injury Collisions (2019-2023) pan BCP. Following discussions with the lead cabinet members for transport, road safety and the local ward councillors a public engagement was undertaken in the Winton and Moordown area from 18 March 2025 to 28 April 2025. The formal TRO process has followed this as outlined in section 2 (Public Consultation) of this report.
3. A decision to implement a 20mph Neighbourhood Zone across Winton and the surrounding areas (as shown in **Appendix 2**) and to proceed with the statutory TRO process was taken in full consideration of the public engagement by the Director for Planning and Transport in consultation with the Portfolio Holders for Climate Response, Environment and Energy (includes Transport) and Portfolio Holder for Destination, Leisure & Commercial Operations (includes Road Safety) – link provided in the background papers section of this report.
4. As can be seen, the public engagement demonstrated that the majority of people living in the area support the proposed introduction of the 20mph Neighbourhood.

Traffic Regulation Order (TRO) Consultation

5. A formal 28-day public consultation titled “S112 Winton 20mph Zone” opened on Friday 10 October 2025 where:
 - A Notice was placed in the Bournemouth Echo.
 - Notification emails were sent to all ward 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 highway consultation web page address was included, and in addition a QR code direct to that page.
 - The Deposited Documents (**Appendices 3 and 4**) (consultation documents) were published on the council’s website.

6. 209 responses were received within the formal TRO consultation (referenced in **Appendix 1**). 96 are in support, and 105 objections have been received with 8 general comments. Support included from the bus operator Morebus, who have also suggested additional improvements that will feed into the Bus Service Improvement Plan.
7. The Winton 20mph Zone covers the BH9 and BH3 postcodes. 159 residents from this area responded to the formal TRO consultation. 82 support the proposal, 70 objections have been received and 7 have provided general comments.
8. Respondents were invited via the Traffweb consultation tool to click on and submit a 'general comment', to 'agree' or to 'object', which they could do for the entire scheme. A number of responses were also received by the post. All comments have been accounted for in the detailed consultation outcome table (**Appendix 1**).
9. Prior to the Statutory Consultation the Council carried out a public engagement process for 6 weeks, from 18 March until 28 April 2025. The engagement included:
 - A public facing dedicated web portal and questionnaire
 - Notification emails to councillors and all statutory consultees (including emergency services, disability groups, local public transport providers, national transport associations and various council departments).
 - A direct marketing letter drop (postcards) to residents within the area.
 - Social media messaging to direct respondents to the portal.
 - Sample door to door interviews conducted by an independent research company; Information by Design.
 - Sample face to face on-street interviews conducted by an independent research company; Information by Design
 - Two information sessions hosted at Winton Library.

Summary of Financial Implications

10. The costs associated with both the consultation and implementation of the Traffic Order is estimated to be £130,000 and is funded by the Local Transport Plan Capital Allocation for Road Safety Improvements for 20mph Schemes. Any Officer time spent on the project is re-charged to the Capital Budget.

Summary of Legal Implications

11. In line with the legal requirements the proposed changes to the on-street parking and restrictions have been subject to the Traffic Regulation Order (TRO) statutory consultation process. The Road Traffic Regulation Act 1984 as amended (RTRA) provides local authorities the power to make Traffic Orders.
12. 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.
13. All representations received have been formally considered as outlined in **Appendix 1** and taken into account in making this recommendation.
14. Following advertisement and consideration of consultation representations, the options available are to: make the traffic order and implement the provisions as advertised and as set out in **Appendix 1 (this is the recommended option)**; amend and make the Order and implement only some of the advertised roads as 20mph, to be less restrictive than advertised; not to make the traffic order.

15. 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.
16. 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) and the provision of suitable and adequate parking facilities on the highway.
17. 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.

Summary of Human Resources Implications

18. The Road Safety and Traffic Team shall oversee the implementation of the recommended changes (if approved) is resourced.
19. Any Officer time spent on the project is re-charged to the Capital Budget.

Summary of Sustainability impact

20. A Transport for London (TfL) report⁵ suggests that 20mph zones have no net negative effect on emissions and that the resulting reduced acceleration and braking reduces brake and tyre particulate emissions. If a speed reduction is achieved, the study suggests that a noise reduction would also arise. Other studies suggest that vehicles operate less efficiently below 30mph and with higher resulting tailpipe emissions.
21. If vehicle speeds are reduced, then there is likely to be an increase in more sustainable modes of travel such as walking, wheeling, cycling and scooting this is because the average casualty collision reduction across all types of 20mph schemes across BCP is 40%. Public Health work in partnership with the Police and council to reduce road related casualties as part of the Dorset Road Safety Partnership.

Summary of Public Health Implications

22. The Local Transport Plan (LTP) 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.
23. TfL reported (see reference in section 21 above) that lowering vehicle speeds in urban areas supports a shift to walking and cycling. It refers to an evaluation of 20mph zones in Edinburgh which found the proportion of primary school children walking to school rose from 58% to 74%, cycling to school rose from 3% to 22% and taking the car to school fell from 21% to 13%. There is also some evidence in national studies that 20mph schemes help encourage active travel.
24. Active travel is strongly supported by Public Health organisations due to the positive physical and mental health and wellbeing impacts. People travelling by foot are far more likely to interact with each other.
25. The possible changes in emissions of all types are considered to be marginal as there are both positive and negative impacts that are relatively small and difficult to accurately quantify.
26. The average casualty collision reduction across all types of 20mph scheme is 40%. Public Health work in partnership with the Police and council to reduce road related casualties as part of the Dorset Road Safety Partnership.

27. Public Health Dorset (PHD) have offered their support to the proposal as a means of improving safety and enabling more people to walk, wheel and cycle (active travel). Increasing active travel offers significant opportunity for improving and protecting the health and wellbeing of people in BCP through increasing physical activity, reducing death and injury from crashes, and improving air quality. The proposal aligns with the objective of 'Building movement into daily life' in Dorset's physical activity strategy: A Movement for Movement which has been endorsed by BCP Health and Wellbeing Board. Measures to increase safety and create environments that support active travel and the public health benefits it can bring are most effective when accompanied by multi component or 'mixed' interventions to encourage behaviour change e.g. 20 mph speed limits along with School Streets programmes, travel plans, cycle skills training etc.
28. In July 2025 Transport for Wales (TfW) published a national monitoring report on the impact of Default 20mph speed limit on restricted roads. The key findings included:
 - Vehicle speeds on 20mph main through roads have fallen by an average of 3.8mph.
 - 54.0% of vehicles are now being driven at or below 24mph, compared to 20.8% before implementation. These reductions are expected to lower risk of collisions and the severity of resulting injuries.
 - Within the context of a marked overall reduction, average speeds increased marginally from winter 2023/24 (the period immediately after implementation) to winter 2024/25 (the most recent period for which speed data is available).
 - Average journey times have been assessed for 15 routes, in the morning and evening and in each direction (60 journey times in total). Average journey time increased in 57 out of 60 cases, but in majority of cases (44 out of 57) by no more than two minutes. Journey time variability has reduced in 45 out of 60 cases, providing greater certainty on how long a particular journey will take.
 - Monitoring of vehicle and pedestrian interactions at pedestrian crossings so far is inconclusive in demonstrating an effect from the new speed limit.
 - Air quality monitoring data is only currently available for the phase 1 areas where the 20mph was initially piloted, with data up to April 2024. This did not reveal any material difference in nitrogen dioxide concentrations between areas inside and outside the 20mph limit.
 - Although it is considered too early to meaningfully assess trends in pedestrian and cyclist casualties, there has been a decrease in overall road casualties, which fell by 11.8% in the four quarters after implementation of the policy.

Summary of Equality Implications

29. An equality impact assessment carried out (see September 2025 ODR within Background Papers) which shows the speed limit proposals will ensure that 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 encouraging people to do so.

Summary of Risk Assessment

30. The implementation of the 20mph speed limits has been thoroughly engaged and consulted upon including this statutory traffic regulation order consultation, thereby satisfying the process from a legal perspective. Implementing 20mph based on the evidence reviewed shall reduce the likelihood of the public being involved in a

highway related collision. There are no significant risks associated with the installation of the 20mph speed limits, Neighbourhood Services shall deliver/oversee the work and in that regard are a competent contractor and capable of supervising and instructing capable/competent sub-contractors.

Background Papers

[September 2025 ODR 20MPH Neighbourhood: Winton and surrounding areas | BCP Council](#)

[March 2024 Cabinet Report for program of 20mph Neighbourhoods](#)

[Default 20mph speed limit on restricted roads | National monitoring report \(July 2025\) | Transport for Wales](#)

Appendices

Appendix 1 – Consultation Outcome and Recommendations

Appendix 2 – Plan of proposed 20mph Zone

Appendix 3 – S112 Winton 20mph Zone Deposit Document Part 1

Appendix 4 – S112 Winton 20mph Zone Deposit Document Part 2