

Appendix 1 - Consultation Outcome and Recommendations

Winton 20mph Zone (S112)

Consultation dates: 10 October 2025 – 7 November 2025

Item No.	Road Name(s) Location/ Description	Advertised Restriction	Existing Restriction	BCP Wards	Summary of responses (Number received & summary of points raised)	Decision
1.	<p>The proposal is to implement a 20mph Zone for the total length of the following roads unless stated otherwise:</p> <p>Abbott Road, Abbott Close, Acland Road, Albermarle Road, Alington Road, Alma Road, Alexander Gardens, Balfour Road, Belvedere Road, Bengal Road, Benmore Road, Berkeley Road, Bingham Road, Bishop Road, Bloomfield Avenue, Bonham Road, Brassey Close, Brassey Road, Brownen Road, Bryanstone Road, Calvin Road, Cardigan Road, Castle Road, Charminster Avenue (from No.71 to its junction with Charminster Road), Charminster Road (from its junction with Charminster Avenue to its junction with Iddesleigh Road), Clifford Road, Clive Road, Comley Road, Coronation Avenue, Crammer Road, Crichel Road, Crimea Road, Denmark Road, Derwent Close, Delhi Road, De Lisle Road, Easter Road, Edgehill Road, Eldon Road, Elmes Road, Endfield Road, Ensbury Park Road, Evelyn Road, Frampton Road, Fernside Road, Firbank Road, Firs Glen Road, Fitzharris Avenue, Fortescue Road, Frederica Road, Garth Road, Glenmoor Road, Grafton Close, Grafton Road, Green Road, Greenwood Road, Gresham Road (from its junction with Charminster Avenue to its junction with Castle Road), Hankinson Road, Hawthorn Road, Heathwood Road, Heron Court Road, Highfield Road, Iddesleigh Road, Iris Road, Jameson Road, Junction Road, Kemp Road, Kilmarnock Road, King Edward Avenue, King George Avenue, King's Road, Lampton Gardens, Latimer Road, Leamington Road, Leslie Road, Library Road, Limited Road, Linwood Road, Lonsdale Road, Luther Road, Malvern Close, Malvern Road (from its junction with Wimborne Road to its junction with Naseby Road), Mansfield Road, Maple Road, Markham Road, Maxwell Road, Mayfield Avenue, McWilliam Road, Melville Road, Middleton Road, Midland Road, Moorfield Grove, Morden Road, Muscliffe Road, Namu Road, Naseby Road, Norton Road, Oates Road, Oban Road, Osborne Road, Parker Road, Parley Road, Pickford Road, Pine Road, Portland Road, Privet Road, Queen Mary Avenue, Richmond Park Road (from its junction with Charminster Road for a distance of 35m in an easterly direction) Ridley Road, Ripon Road, Rosebud Avenue, Rose Gardens, Roslin Road, Rutland Road, Sedgley Road, Shirley Road, Smithfield Place, Somerley Road, Southill Gardens, Southill Road, Stanfield Road, Stirling Road, Stoke Wood Road, Strouden Road (from its junction with Charminster Avenue to its junction with Strouden Road), St Lukes Road, Sutton Road (from its junction with Charminster Avenue to its western extremity), Talbot Road, Talbot Hill Road, Trafalgar Road, Truscott Avenue, Victoria Avenue, Victoria Park Road, Waterloo Road, Wimborne Road (from its junction with Malvern Road to East Avenue Roundabout), Windermere Road, Withermoor Road, Woodend Road, Woods View Road, Wycliffe Road.</p>	20mph Zone	30mph speed limit	Wallisdown & Winton Talbot & Branksome Winton East Moordown Queens Park Redhill & Northbourne	<p>209 responses received, 96 in support, 105 objections, 8 general comments.</p> <p>159 of the respondents have a BH9 or BH3 for which the 20mph Zone covers: 82 support, 70 object, 7 general comments.</p> <p><u>Support</u></p> <ul style="list-style-type: none"> • Vehicles are regularly speeding within the Winton area. • Slower speeds will make it much safer for all road users. The traffic will flow much more freely, and it'll be safer for all, especially for pedestrians crossing the road. • 20mph is very much needed in an area used by families walking on the school run, walking to shops and parks. • Children cycle to school in this area. Most of the roads are busy with double parked cars so can be a dangerous for all road users. • Winton area is not a nice place to walk or cycle. • A 20mph speed limit would encourage more active travel walking and travel and cycling to make use of the cycling lanes that are in place across the area. This would in turn reduce congestion and improve public health overall. The environmental benefits of a 20mph limit would also reduce noise pollution and reduce vehicle emissions leading to smoother driving efficiencies as well as improving the local environment and public health overall. • Slower speeds help contribute to a safer and quieter streets leading to safer and stronger communities as people would be enjoying where they live. • The economic benefits of 20 mph limits help to reduce costs associated with the emergency services and hospitals by making it more attractive for walking and cycling. • Given the density of housing and street design there are excellent grounds for 20mph in Winton. Winton has a busy shopping area. Narrow residential roads and many parked vehicles plus increase the risk of collisions with other vehicles or pedestrians. • Limiting speeds improves the chance of avoiding incidents and collisions and reduces the amount of impact to the road network. 20mph would increase survival rates as well as reducing fatalities. • Earlier this year a boy was hit by a car after exiting the play park. • Experience cars driving too fast when walking to and from school. • Signage needs to be clear. • Morebus: In general, we don't object to the roads included in the scheme as we recognise that there should be reduce collisions which in turn should improve journey time reliability for our customers and make the route to and from bus stops safer for pedestrians. <p>The Buses Bill requires bus operators and local authorities to come together and as such, in 2021, Morebus and BCP Council formed an Enhanced Bus Partnership, which has been joined by other bus operators no longer in the area. A clear objective of this is to reduce bus journey times and make them more attractive to would be users, hence, although we do not object to the 20mph speed limit we would very much like to see a step change to restrictions and enforcement of said restrictions along the main routes through the area to achieve this objective. Specifically, in partnership with the council we'd like to review the following routes:</p> <p>Charminster Road – Lowther Road to Strouden Avenue. We especially struggle to get buses along here because of illegally parked on the eastern side of the road.</p> <p>Wimborne Road – north of Leslie Road we struggle to get buses along here because of illegally parked cars opposite long sections of parked cars.</p> <p>Alma Road - we struggle to get buses along here because of long sections of parked cars. It is very hard to accelerate a large heavy bus into a gap between cars. We recommend car parking between Heron Court Road and Wimborne Road be removed.</p>	<p>Implement as advertised.</p> <ul style="list-style-type: none"> • The reduction in speed limit aims to avoid danger to persons or other traffic using the road by preventing the likelihood of any such danger arising, including making it safer for pedestrians and cyclists. • There have been 181 personal injury collisions and 36 serious collisions along within the proposed 20mph Neighbourhood Area during the collision data analysis period 2019-2023 (verified data from the Department for Transport). • Local bus company support the scheme. • 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 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.

		<p>And recommend that they are prioritised in future year Bus Service Improvement Plan (BSIP) programmes for assessment, consultation and delivery. Morebus support a 20mph speed limit in the marked area, however the arterial routes should be excluded from the scheme.</p> <p><u>Object</u></p> <ul style="list-style-type: none"> • Impractical and will slow down traffic particularly on main roads. 20mph is only justifiable outside of Schools. • Will create more congestion, chaos and traffic jams, meaning more pollution and dangerous driving by irritated people queuing. • Can understand 20mph on the side roads, but the main roads need to remain 30mph. • The size of the zone is too big. • Small 20mph zones don't work. • Businesses and the general public will suffer. • Money should be spent on road marking maintenance, better road layouts, one-way streets and traffic calming instead, especially given the financial constraints. • With the exception of Wimborne Road, the accident data shows very few incidents within the proposed zone. • The severity of accidents has not been disclosed. • The scheme is going against the local community who voted against it. • BCP Council are trying to make it difficult to drive anywhere and forcing people to use bikes. • It hasn't worked in other areas of the UK. • Waste of taxpayers money. • Money should be spent fixing roads, enough money has already been wasted on cycle lanes. • Introduce a mini roundabout on the Iddesleigh Road/ Charminster Road junction. • Money should be spent on more parking restrictions, such as yellow lines or resident permit parking. More traffic wardens to enforce parking on junctions and pavements etc. • Details of the prior engagement need to be provided. • Stop electric bikes illegal e-scooters. Also stop cyclists especially the kids cycling in the middle of road causing traffic accidents. • Various other comments made unrelated to the proposal. <p><u>General Comments</u></p> <ul style="list-style-type: none"> • Speed bumps everywhere would be counterproductive. • Recommendation to include traffic calming features and speed cameras throughout the zone. • Would like the zone to be extended further and additional 20mph zones across the conurbation. • Consideration needs to be given to impact on roads that will be used more as an alternative route. • Great decision, but the repair the roads first. • Consideration should be given to more on-way streets and pedestrian crossings. • The Council should speak to the Welsh Government who have delivered a similar scheme. 	
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