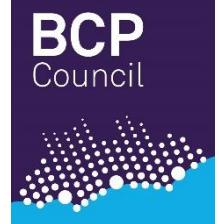


Broadstone 20mph zones consultation Information Document



BCP Council would like to hear your views on a proposal to extend existing 20mph zones in Broadstone to create a safer, quieter neighbourhood for those living in and accessing the area.

We are also asking for opinions on two alternative options for changes to Tudor Road and Ridgeway to make these roads less inviting to through traffic and provide local people with an improved environment and better options for sustainable travel.

The consultation will start on Monday 11 January 2021 and will close on Monday 22 February 2021.

Why are we considering extending the 20mph zone in Broadstone?

The council has received feedback from local ward councillors, residents and schools regarding safety concerns of excessive vehicle speeds, poor parking behaviour and a number of roads within the area being used by motor vehicles taking short cuts. In particular, local residents have raised concerns about the Ridgeway being used as a 'rat run' to bypass the Broadstone Roundabout and have reported excessive traffic speeds.

BCP Council road safety officers have previously assessed this area to determine its suitability for the introduction of a 20mph zone. Broadstone ranked highly in these assessments due to a greater number of accidents in comparison with other areas, having two schools in the immediate area and a further two schools nearby, and being a district shopping centre.

The area includes key walking and cycling routes to Broadstone First School and Broadstone Middle School as well as to Corfe Hills and Poole Grammar Schools. The proposed scheme would support children and parents/guardians travelling to and from schools by making it easier and safer for people to travel to school on foot, scooter and by bike, reducing the need to travel by car. Encouraging more sustainable forms of travel also contributes towards reducing noise, congestion and pollution in the area. The options for a 20mph zone forms an integral part of the wider [improvement scheme](#) delivered in 2019 along Dunyeats Road which sought to address safety issues and concerns.

By reducing speeds and discouraging through traffic we hope to create areas where people can walk, cycle and scoot safely. This reflects the aims of the Local Transport Plan and, by prioritising walking and cycling, helps us to contribute towards tackling BCP Council's declared climate emergency. These proposals also complement our current [Transforming Travel programme](#).

Traffic speed surveys

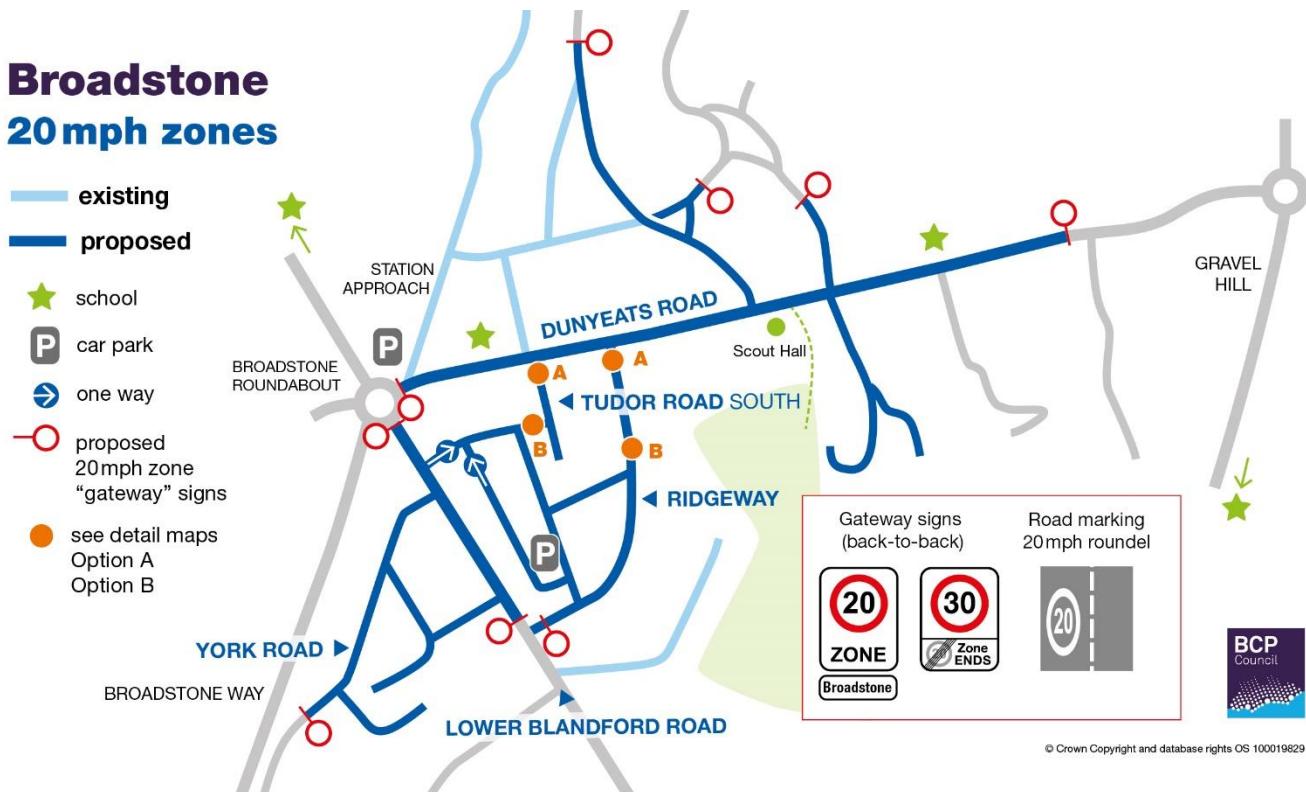
Traffic speed surveys have been carried out on several roads within the proposed 20mph zone in November 2020. These surveys indicated that on most of the roads the average speed of vehicles was 24mph or below; although a number of drivers were exceeding this figure. These results mean that the 20mph zone could be reasonably achieved in these roads with the use of appropriate road signs and road markings alone, without the need to introduce physical traffic-calming features such as speed cushions, raised tables or chicanes. We would encourage all residents to comply with the 20mph limit, if introduced, so that they reduce the risk of serious injury to children and other vulnerable road users.

Average vehicle speeds on Dunyeats Road were 26mph, which means that further physical measures would be required to slow down vehicles. We are therefore considering introducing an additional zebra crossing near to the entrance to the car park next to the bowling club/scout hall/Broadstone Park.

We are also considering further options for Ridgeway and Tudor Road South to make these roads less inviting to through traffic and to create a safer environment for residents and for people to walk, cycle and scoot through the area.

20 mph zone proposals

It is proposed to extend the 20-mph zone to include the following roads, as shown on the map:



Given excess speeds on Dunyeats Road, Lower Blandford Road, Ridgeway and York Road, the following roads are proposed to be included in the 20mph zone (as any secondary roads off primary roads would also be included in the zone).

Gateway road signs would be placed on the approaches to the 20mph zone and 20mph road markings (roundels) would be painted on the road surface at approximately 100 metre intervals on all the following roads within the zone:

Dunyeats Road (part)	Macaulay Road
Grange Road	Moor Rod (part)
Heysham Road	Ridgeway
Kirkway	Selby Close
Laurel Drive	Story Lane
Laurel Gardens	Tudor Road (south)
Lower Blandford Road (part: The Broadway)	Upper Golf Links Road (part)
Lower Golf Links Road (part)	Westheath Road
	York Road (part)

Further options for Ridgeway and Tudor Road (south)

In addition to the proposed 20mph zone we are seeking views on whether to introduce additional measures to help further reduce traffic speeds and discourage people taking short cuts / 'rat running' within the area. These would seek to create safer neighbourhoods and encourage more sustainable forms of transport such as walking, scooting and cycling.

The following two options are being considered:

Option A – entry/exit restrictions

- No Entry for motor vehicles to Tudor Road (south) from Dunyeats Road; and
- No Exit for motor vehicles from Ridgeway to Dunyeats Road.

The system of one-way and two-way traffic on Macaulay Road and Story Lane would remain as it is.

Ridgeway and Tudor Road South

Option A entry/exit restrictions

20mph zone  existing  proposed

 school  car park

 one way

1 No entry from Dunyeats Road into Tudor Road (south)
– except cycles.
Traffic island installed.



2 No exit from Ridgeway into Dunyeats Road
– except cycles.
Traffic island installed.



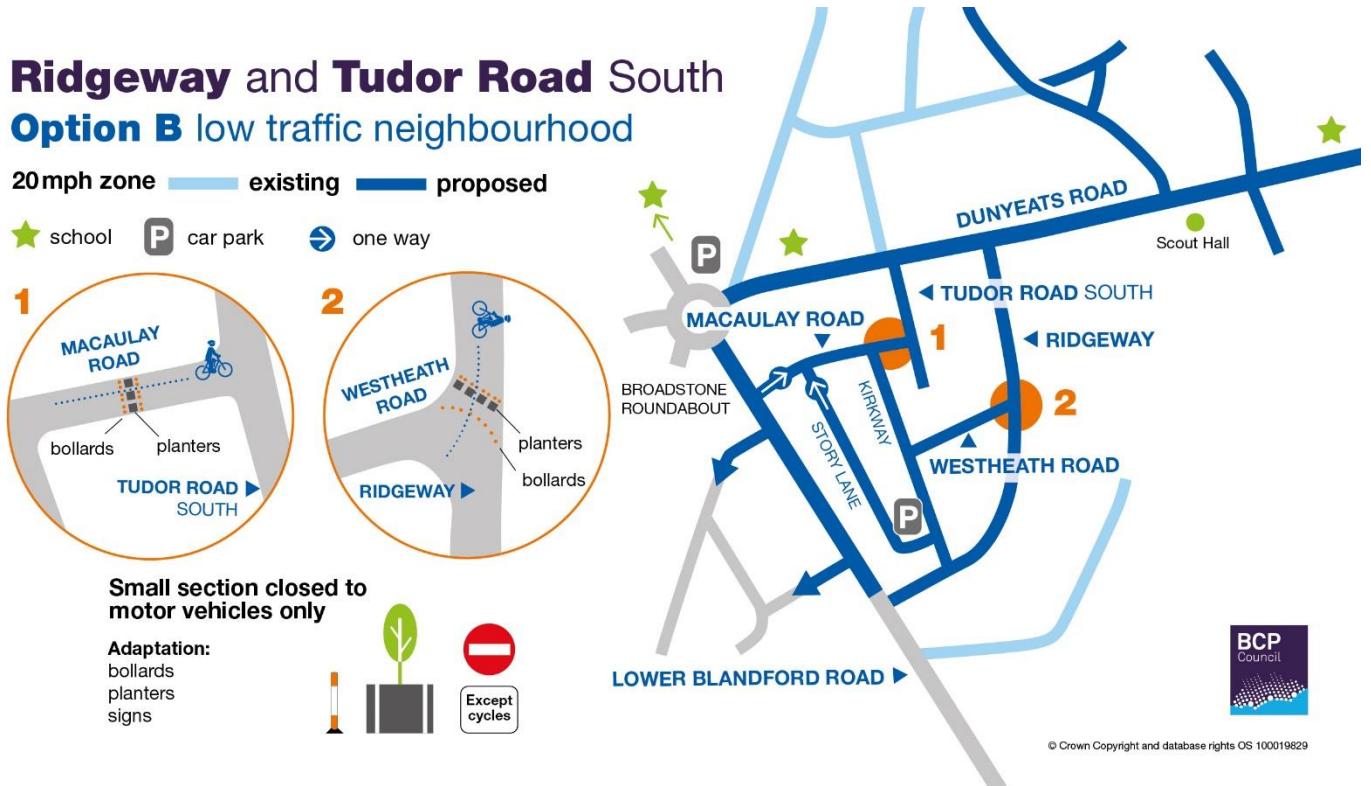
What would this option mean?

- This option is hoped to reduce the number of vehicles using these roads as a shortcut and may ease flows from side roads (Tudor Road and Ridgeway) linking to Dunyeats Road.
- Motor vehicles wishing to travel north/north east from Ridgeway would need to exit the area via Lower Blandford Road and then travel north through Broadstone Roundabout.
- Cycles would be able to enter and exit both roads.
- Motor vehicle access would be maintained to all properties.
- A safer environment for pedestrians, cyclists and the mobility impaired; fewer cars, less noise and pollution; and a safer, more community feel to the area.
- Speeds of motor vehicles on Ridgeway could marginally increase as a result of it becoming a one way road.
- May create minor delays when attempting to exit Ridgeway (south west) onto Lower Blandford Road when turning right towards Broadstone Roundabout.
- It is unlikely that this option would have a significantly negative impact on journey times for motor vehicles. It should, to varying degrees, reduce journey times for walking/cycling/mobility scooters by creating a safer, more attractive environment with improved facilities.

Option B – low traffic neighbourhood

This option would seek to create a low traffic neighbourhood*, reducing traffic in a residential area and creating space where people can live, walk, scoot and cycle safely. The following measures would be implemented (as shown in the map below):

- **On Macauley Road:** through motor traffic would be prevented from travelling beyond a point (as shown on the map below) approximately half-way between the junctions of Kirkway and Tudor Road (south).
- **On Ridgeway:** through motor traffic would be prevented from travelling beyond a point (as shown on the map below) at the northern corner of the junction with Westheath Road.



The changes to create a low traffic neighbourhood could be carried out using bollards and timber planters, with appropriate signage used to show the changes for through motor traffic.

The system of one-way and two-way traffic on Macaulay Road and Story Road would remain as is.

What would this option mean?

- Tudor Road south and the northern section of Ridgeway would become a cul-de-sac. Motor vehicles would enter and exit by the junctions with Dunyeats Road.
- Motor vehicle access from Lower Blandford Road would be limited to the Macaulay Road and Ridgeway junctions.
- Exiting the area by motor vehicle would only possible from the Ridgeway/Lower Blandford Road junction.
- The closure applies to motorised traffic only, so people would still be able to walk, scoot and cycle through.
- Motor vehicle access to properties and businesses would be maintained.
- This option would not include the full pedestrianisation of streets.
- Around five on-street parking spaces would be removed at the Ridgeway/Westheath Road junction.
- A safer environment for pedestrians, cyclists and the mobility impaired; fewer cars, less noise and pollution; and a safer, more community feel to the area. There could be minor delays when attempting to exit Ridgeway onto Lower Blandford Road when turning right towards Broadstone Roundabout.
- It should, to varying degrees, reduce journey times for walking/cycling/mobility scooters by creating a safer, more attractive environment with improved facilities.
- It is unlikely that this option would have a significantly negative impact on journey times for motor vehicles.

*What is a low traffic neighbourhood?

A low traffic neighbourhood is a group of residential streets, bordered by main roads (used by buses, lorries and non-local traffic travel), where through motor vehicle traffic is discouraged or prevented from using the streets through the use of modal filters (measures located at a single point in a road that allow the passage of some forms of transport but not others). This creates a safer space for those who live in and use the area; for people to walk, scoot or cycle through the area and to and from local schools. Roads are not closed to motor vehicles and each resident can still drive onto their street and deliveries made, but it is more difficult, or impossible, to drive straight through from one main road to the next.

How would any changes be funded?

This scheme would use Department for Transport funding allocated as a Local Transport Plan Grant to implement schemes that align with the council's Local Transport Plan and the council's objectives and priorities, including those set out in the Core Strategy and Dorset Local Enterprise Partnership (DLEP).

Have your say

Your views are important to us and we want to hear from those who live in, work in or visit the Broadstone area. You can give your views at <https://haveyoursaybcpcouncil.uk.engagementhq.com/broadstone-20mph-zones-consultation>

What happens next?

A full report on the findings and outcomes of this engagement will be presented to the Portfolio Holder for Transport and Sustainability to make a decision on which, if any, of the options to proceed with and commence the Traffic Regulation Order (TRO) process.

A TRO is a legal order which allows the BCP Council to regulate the speed, movement and parking of vehicles and to regulate pedestrian movement, all of which are enforceable by law. The process involves formal consultation. Site notices would be displayed to show the proposed changes and formal support or objections would be invited from anyone who has a view on the scheme. This would run for three weeks. The formal responses would then be considered by the Portfolio Holder in consultation with Ward Councillors and Transportation Officers.

If any changes are agreed, these are provisionally planned for the beginning of September 2021, so that they are in place for the start of the 2021/22 school year.

All schemes delivered by BCP Council are actively monitored following their installation, with any appropriate additional action taken after a formalised review process.