

# **New powers to improve road safety**

## **Consultation Response Report**

Produced by Consultation and Engagement Team  
**for Dorset Council**

**June 2025**

<b>What was the consultation about?</b>	<p>There has been a School Street traffic restriction at St Martins Road near the junior school since June 2022. This has reduced traffic during the restricted hours, creating a safer environment for children walking, wheeling and cycling to school.</p> <p>The closure is currently managed by school staff using physical barriers. However, this is difficult to maintain.</p> <p>Dorset Council would, therefore, like to trial the use of cameras to make sure that drivers comply with this restriction. This will remove the need for barriers. The cameras will not be used for any other purpose.</p>
<b>Over what period did the consultation run?</b>	The consultation ran for 6 weeks, closing on 26 <sup>th</sup> May 2025.
<b>What consultation methods were used?</b>	The consultation was available both electronically online and in paper form via post upon request.
<b>How many responses were received overall?</b>	74 overall responses were received.
<b>How representative is the response to the wider population?</b>	<p>From those that answered the demographic questions, 47.3% of responses were from residents of Upton who has children that attend the school. 25.7% were residents of Upton that had no children attending the school, 13.5% were not residents of the area but their children attend the school, and 6.8% use the road regularly. Another 6.8% responded 'other'.</p> <p>63.4% of respondents were female, with 31.0% male. 60.6% of respondents were aged between 25 to 49.</p> <p>Responses from disabled people were at 8.6%.</p>
<b>Where will the results be published?</b>	Results will be published on the council's website <a href="http://www.dorsetcouncil.gov.uk">www.dorsetcouncil.gov.uk</a>
<b>How will the results be used?</b>	Results from this survey will be used to inform the proposals and their next steps.
<b>Who has produced this report?</b>	Consultation Team, Dorset Council, June 2025.

## Background

### The Consultation

There has been a School Street traffic restriction at St Martins Road near the junior school since June 2022. This has reduced traffic during the restricted hours, creating a safer environment for children walking, wheeling and cycling to school.

The closure is currently managed by school staff using physical barriers. However, this is difficult to maintain.

Dorset Council would, therefore, like to trial the use of cameras to make sure that drivers comply with this restriction. This will remove the need for barriers. The cameras will not be used for any other purpose.

Before this can be introduced, Dorset Council need to apply to the Government for new responsibilities. These are needed so we can enforce what are known as moving traffic offences\*. As these powers will be a new policy for the council, we must seek public views through consultation before they are introduced.

Before making any decision on the suitability of this location, we need to fully understand the impact on all people affected including residents, the school, the wider school community.

\*Moving traffic offences include:

- entering yellow box junctions when the exit is not clear
- driving through a 'No Entry' sign
- turning left or right when instructed not to do so
- driving where and when motor vehicles are prohibited
- driving on routes that are for buses and taxis only
- going the wrong way in a one-way street
- ignoring a Traffic Regulation Order (TRO)

### Analysis Method

All questions within the consultation and the responses will be shown throughout the report. In most sections, due to the low number of responses, open text-box responses are shown verbatim. Where there are enough responses, these have been coded and themed.

Note: some figures may not sum due to rounding.

## Executive Summary

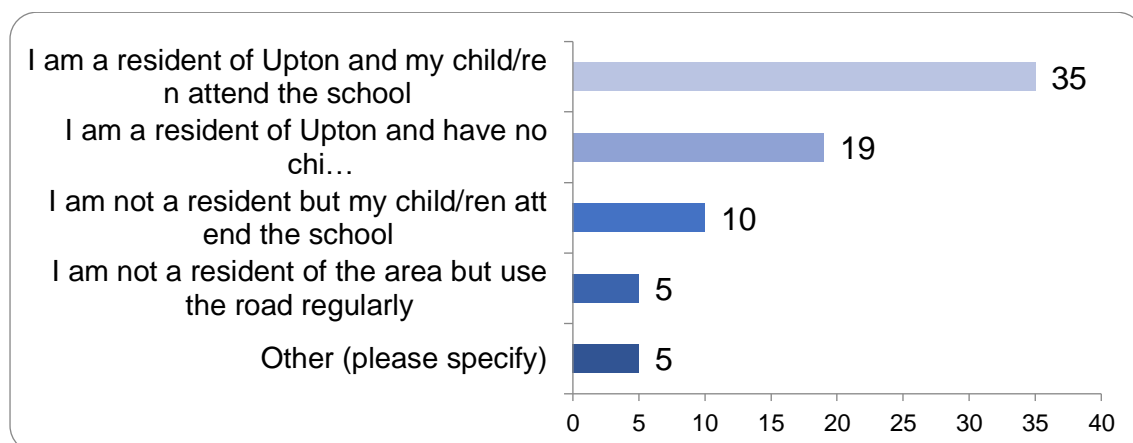
It is worth noting the low number of responses to this consultation. This makes it difficult to draw firm conclusions.

However, from the responses received, there was a strong sense of support for the proposal overall, though there were some differences between different age groups and those that had children attending the school versus those that do not.

- 67.6% (50) of the total response either strongly agreed or agreed with the proposal. Of that figure, 51.4% strongly agreed
- just over a quarter (27%) of respondents (20) either disagreed or strongly disagreed. Again, of that figure 21.6% strongly disagreed, so those that did disagree, vehemently did so
- 4.1% (3) remained neutral and 1.4% (1) did not know
- respondents with children attending the school (both residents and non-residents of the area) had a higher level of agreement than those with no children attending the school
  - residents with children attending the school agreed at a rate of 74.3% (26 respondents); non-residents with children attending the school were similar at 70% (7) – though this is a smaller sample size
  - however, residents of the area with no children that attend the school had a slightly different result. This group had a lower level of agreement at 52.6% (10 respondents), and a higher level of disagreement at 42.1% (8 respondents)
- there were also some differences within different age groups of respondents, too. Those aged between 25 to 39 and 40 to 59 had similar levels of overall agreement (77.8% and 71.8% respectively), but respondents aged 60 and over (55.7%) had a lower level of agreement for the proposals compared to the previous age ranges, and the overall response

### Q. Please pick the option that best describes you.

(n-74)



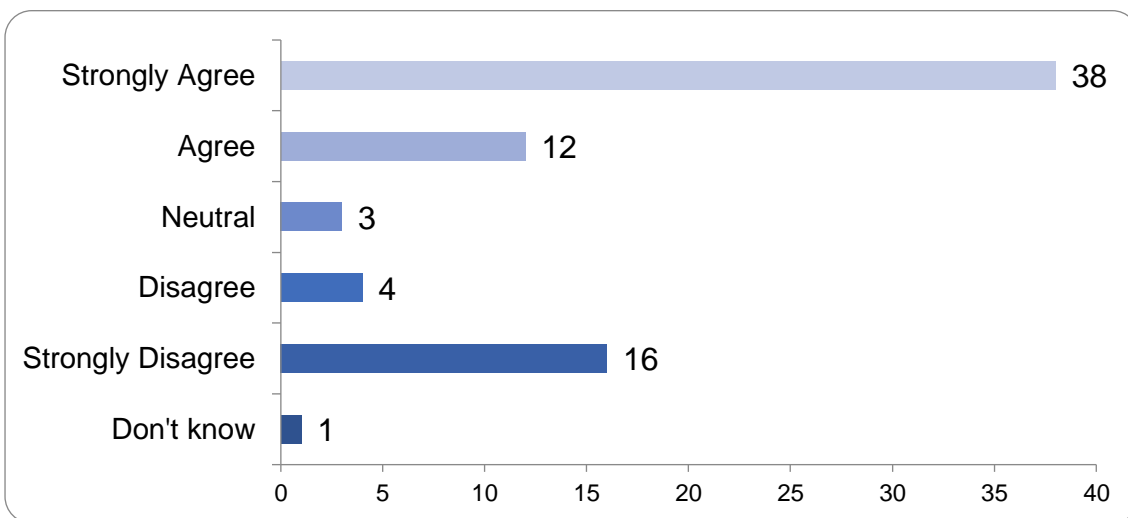
Option	Total	Percent
I am a resident of Upton and my child/ren attend the school	35	47.3%
I am a resident of Upton and have no child/ren that attend the school	19	25.7%
I am not a resident but my child/ren attend the school	10	13.5%
I am not a resident of the area but use the road regularly	5	6.8%
An organisation/group	0	0%
Elected member	0	0%
Other (please specify)	5	6.8%

7 respondents specified in the 'Other' box, and their responses were as follows:

Resident of Poole generally interested in safe school streets and road safety.
Postman sometimes delivering to the area. Resident of neighbouring area
My daughter used to attend the school
I live in St Martins Road
A resident of Poole
Grandparent of children attending the school.
Grandparent of child at school

**Q. Do you agree with the approach set out above?**

(n-74)



Option	Total	Percent
Strongly Agree	38	51.4%
Agree	12	16.2%

<b>Neutral</b>	3	4.1%
<b>Disagree</b>	4	5.4%
<b>Strongly Disagree</b>	16	21.6%
<b>Don't know</b>	1	1.4%

Looking at the responses overall, 67.6% (50) of respondents were in agreement with the proposals. Of that figure, 51.4% also strongly agreed, showing the sentiment of agreement.

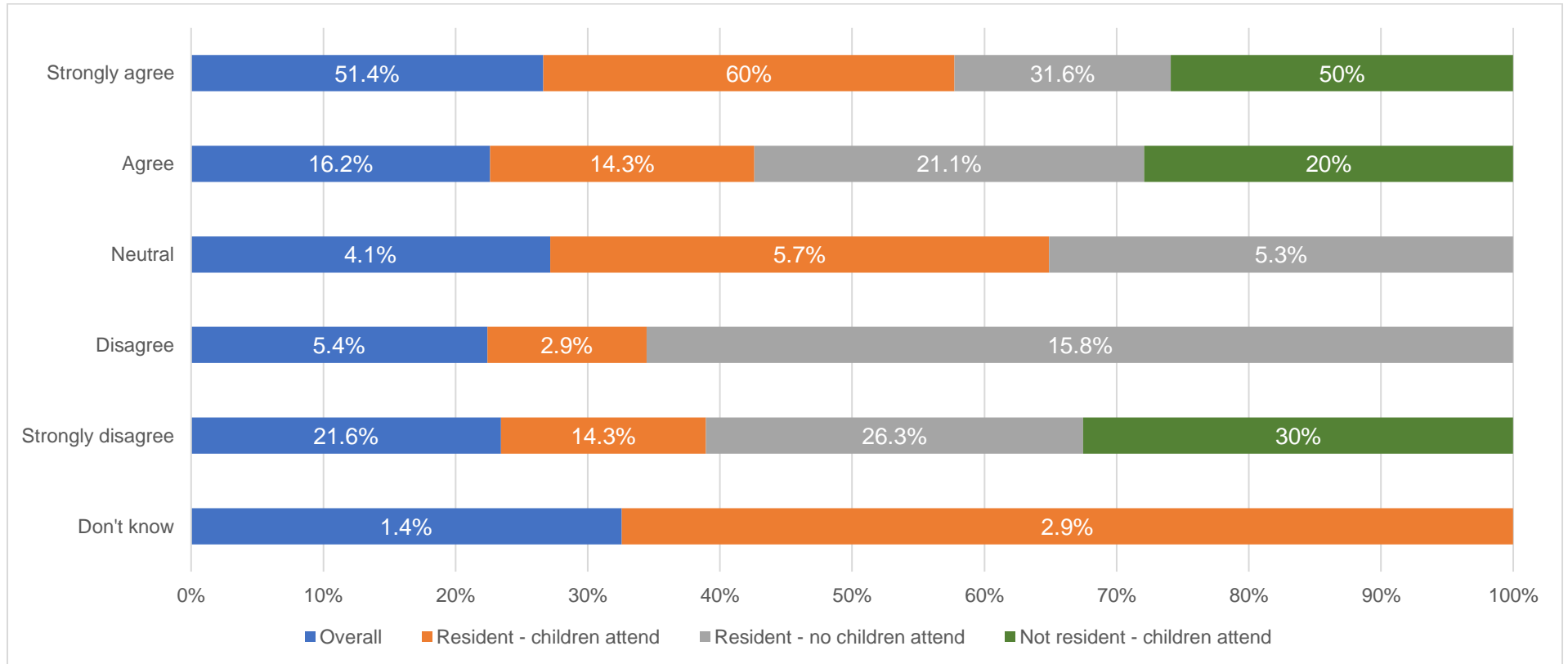
27.0% (20) disagreed or strongly disagreed, 4.1% (3) were neutral, and 1.4% (1) did not know.

Comparing across the different ages of respondents, there were some differences. Those aged between 25 and 39 were above the overall level of agreement, with 77.8% (14) either agreeing or strongly agreeing with the proposal. From this figure, 55.6% (10) also strongly agreed. 16.7% (3) of this age group disagreed or strongly disagreed, with a further 5.6% (1) remaining neutral.

Respondents aged between 40 to 59 also had a similar outlook: 71.8% (28) either strongly agreed or agreed, with 56.4% of that total again strongly agreeing. However, the overall level of disagreement was slightly higher than the previous age group, as 23.1% (9) disagreed, with 20.5% (8) strongly disagreeing. So, those that did disagree, vehemently did so.

Respondents aged 60 plus had a lower level of agreement for the proposals compared to the previous age ranges, and the overall response. 55.6% (5) agreed or strongly agreed, 33.3% (3) disagreed or strongly disagreed and a further 11.1% (1) remained neutral.

## Breaking down the responses



	Overall agreement	Overall disagreement
<b>Overall</b>	67.6%	27.0%
<b>Resident - children attend</b>	74.3%	17.2%
<b>Resident - no children attend</b>	52.7%	42.1%
<b>Not resident - children attend</b>	70.0%	30.0%

It is worth noting that across these themes the low number of responses. This makes it difficult to draw firm conclusions.

Comparing the responses across the different groups has introduced some interesting results, showing a different pattern of agreement across those that have children attending the school, versus those that do not.

Residents of the area that have a child or children attending the school agreed with the proposals at 74.3% (26 respondents). 17.2% (6) disagreed, which is lower than the overall data.

Non-residents of the area that had children attending the school (although a smaller sample size) followed this trend, too. 70% (7 respondents) agreed, compared to 30% (3) that disagreed.

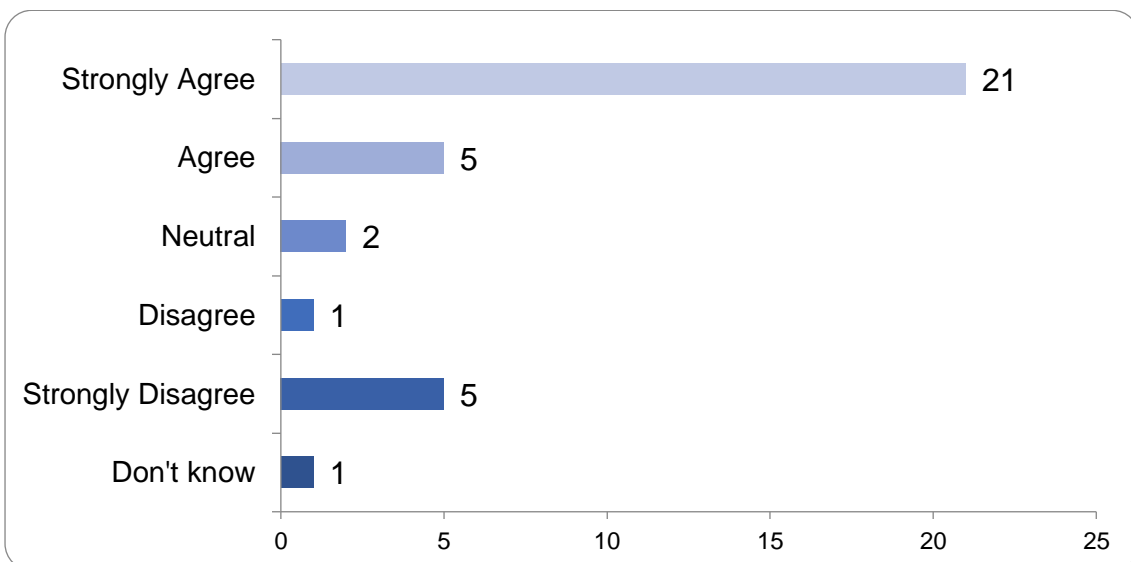
However, residents of the area with no children that attend the school had a slightly different result. This group had a lower level of agreement at 52.7% (10 respondents), and a higher level of disagreement at 42.1% (8 respondents).

“I am not a resident of the area but use the road regularly” has not been included in this chart due to their only being 5 responses.

The full breakdown of the figures can be seen below.

**“I am a resident of Upton and my child/ren attend the school”**

(n-35)

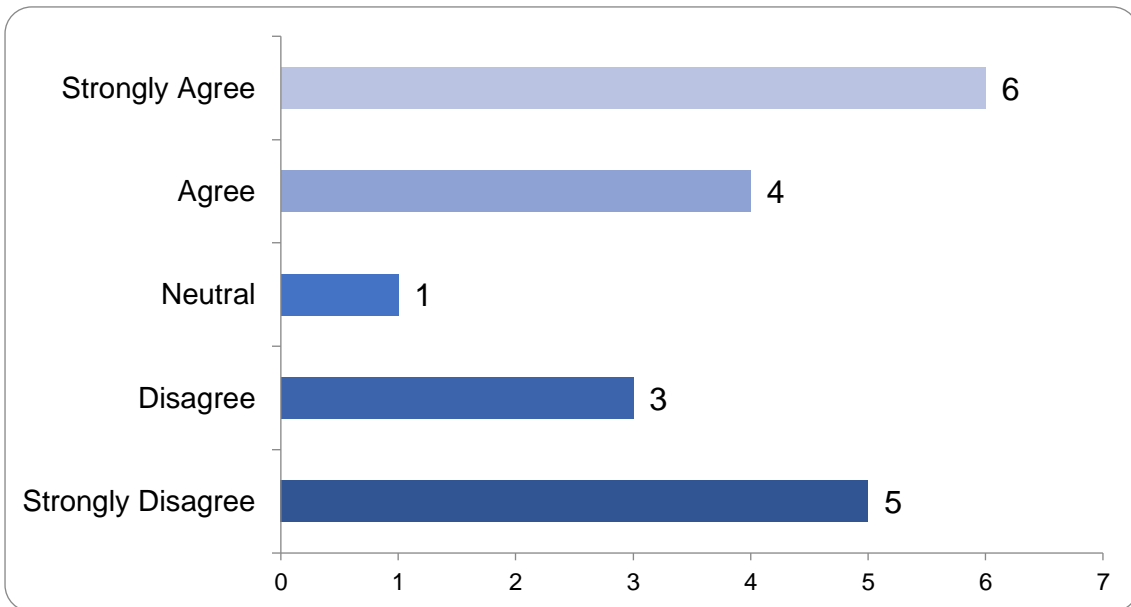




Option	Total	Percent
Strongly Agree	21	60%
Agree	5	14.3%
Neutral	2	5.7%
Disagree	1	2.9%
Strongly Disagree	5	14.3%
Don't know	1	2.9%

**“I am a resident of Upton and have no child/ren that attend the school”**

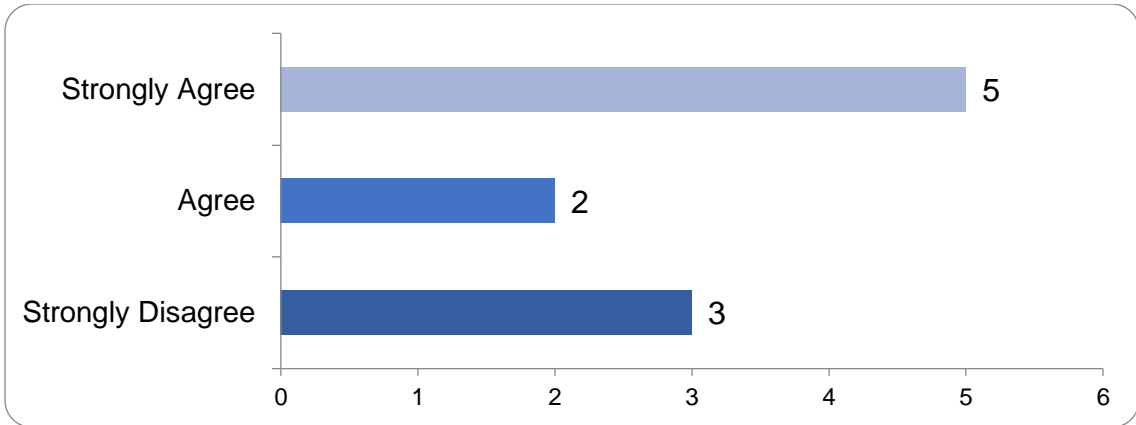
(n-19)



Option	Total	Percent
Strongly Agree	6	31.6%
Agree	4	21.1%
Neutral	1	5.3%
Disagree	3	15.8%
Strongly Disagree	5	26.3%
Don't know	0	0%

**“I am not a resident but my child/ren attend the school”**

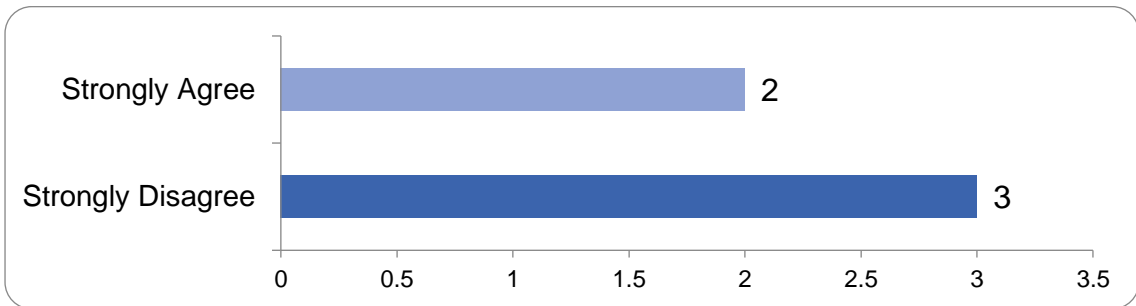
(n-10)



Option	Total	Percent
Strongly Agree	5	50%
Agree	2	20%
Neutral	0	0%
Disagree	0	0%
Strongly Disagree	3	30%
Don't know	0	0%

**“I am not a resident but use the road regularly”**

(n-5)



Option	Total	Percent
Strongly Agree	2	40%
Agree	0	0.00%
Neutral	0	0.00%
Disagree	0	0.00%
Strongly Disagree	3	60%
Don't know	0	0.00%

**Q. Do you agree with the approach set out above – comments**

These answers have been coded and themed to draw out patterns across the responses.

Theme	Number of times mentioned
Support the proposal	11
Concern around exemptions. How will you know if someone is visiting a friend? Or a carer? Deliveries? Emergency pick-up	10
Other	9
Cameras can't replace people	8
Do not think cameras will work	5
Congestion creates unsafe environment for children	4
Introduce 20mph zone/speed more of an issue	4
Road closure has made the road safer for children/current barrier situation was working	4
Concern camera will be abused/just to make money	4
Alternative solution	4
Fines for those that block driveways/proper deterrent	3
Parents with permits who live close by could drive	3
Children have no sense of road safety	3
Why not the infant school too?	3
Longer restriction times/afterschool club an issue too	3
Driveway regularly blocked by parents	2
When staff unable to monitor, amount of congestion is ridiculous	2
It is now worse than ever	2
Since there hasn't been anyone on the road, the area has appeared calmer	2
Cars parked idly with engines on also an issue	2
Improve safety	2

**Q. Are there any other locations in the Dorset Council area which you feel would benefit from camera enforcement?**

Location	Number of times mentioned
Upton Infants/Guest Road	18
Countywide/most schools	3
Sea View Road	3
Sandy Lane	3
Lytchett Minster school	2
Car park at Costa in Upton	2
Other	2
Upper Blandford Road (and B0367)	1

No right turn from Jubilee Road into Ashley Road in Upper Parkstone	1
Peter Grant Way, Ferndown	1
Mountbatten Drive, Ferndown	1
Dorchester Road	1
Poole Road	1
Factory Road	1
Upton crossroads	1
Blandford Road	1

**Q. Do you have any other comments?**

Due to the low number of comments, these have been left verbatim.

<b>Agree/Disagree</b>	<b>Comment</b>
Strongly Agree	Thank you for taking safe school streets and road safety seriously.
Strongly Agree	Think it is a great idea, should be brought in nationally. Alongside a pavement parking ban.
Strongly Agree	Just what I have already stated about the Infant School as well as the Junior School. Very lazy parents put children at risk of harm.
Strongly Agree	No
Strongly Agree	Make sure they stick to it
Strongly Agree	If it can be strongly enforced then OK.
Strongly Agree	I think it will be a positive move to ensure the safety of children
Strongly Agree	The speed some people drive down St. Martins Road is unacceptable during schooling hours
Strongly Agree	I strongly support this action to keep students of the Primary School safe whilst walking to school.
Strongly Agree	As long as residents can approve visitors eg, family collecting children at the school as we live next to the school.
Agree	I just don't think it will work as well as the physical presents.
Agree	Again about find a way to tackle idling engines. - And find a way to apply it to electric scooter use and bikes with too much battery power. It's the same few people everyday. Coming out of Sunseekers and up Blandford Road. People are in routines. If they do it once and get away with it they do it all the time. - And 'enforcement' needs to be that. It's getting the justice system to match not just give out warnings. If someone has had just a warning then it's meaningless.
Agree	As above. Also, at Upton Cross, please paint arrows on the all 4 roads approaching the roundabout on their two lanes. (left and straight) / (right) is not the most effective arrangement travelling west on Poole Road, or North on Blandford Road.

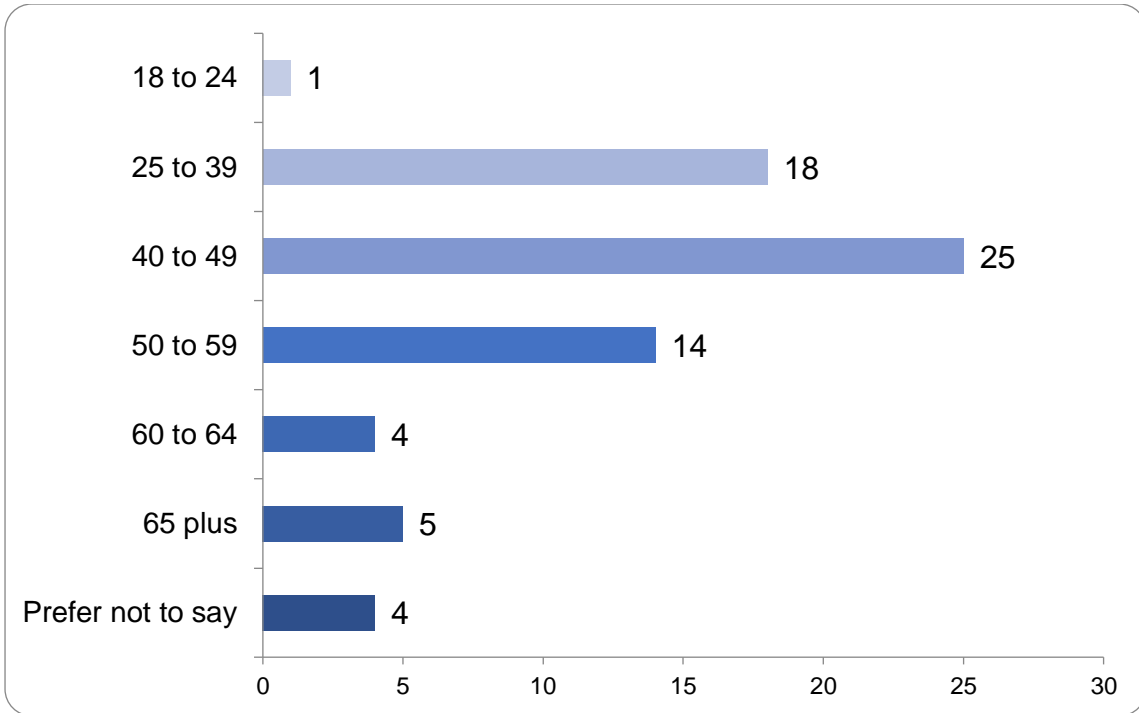
	<p>It's also probably not right travelling south on Blandford Road North either.</p> <p>This would clear up confusion, and allow traffic to flow more effectively over the junction.</p> <p>If Upton Cross flowed more effectively, less cars would use Sandy Lane (and the obvious connections roads) as a rat run. Now paint isn't magically going to solve that, but it can help a little, and that may result in slightly few rat runs.</p> <p>A sign warning people, particularly coming from Poole Road west toward the junction that cars may be using the roundabout for U-turns would be useful, Yarrells require people to turn left and then do a U-turn, and nobody expects it.</p> <p>A sign when exiting the A350 junction toward Upton warning of Supermarket junction ahead would be useful, cars come flying off the roundabout toward the Aldi junction and sight lines are short when the approaching cars are 40+MPH, "Slow Junction Ahead" would suffice.</p> <p>And a solid white line to the left edge on the two on slips of the Upton Country Park junction would significantly help make them look like slip roads (so accelerate) and not country lanes. It is very common on the Upton Bypass to see a car join the dual carriageway at closer to 30MPH than 70MPH. Or perhaps a "Dual Carriageway Ahead" sign or slip road merge sign.</p> <p>Sorry, lots of very cost effective suggestions for improvements and appreciate outside of scope, so please forward to the relevant departments.</p>
Agree	<p>If the cameras resolve the situation then i'm sure they will make life more tolerable for the residents.</p> <p>This being the case i would agree for the council to apply for these powers. There are a number of ageing personnel living in the road so there maybe times when emergency services are required, currently it would be very difficult for these services to gain access during the drop off and pick up times. The safety of the children is paramount and the proposed measures would be beneficial to everyone so long as they are enforced.</p>
Neutral	<p>I worry that the turning circle for the cars at the top of the close will result in fines galore but we do need to drop off. Ie if you have a child with disabilities.</p>
Neutral	<p>No</p>
Disagree	<p>I am very happy in principle that the council wishes to restrict access to this residential area but as I said above I do not believe that camera technology will work.</p> <p>As this proposal is a trial will enforcement notices and penalty charges be issued from day 1? In another similar technology trial that I have professional knowledge of this was not the case, in fact the deterrent did not get put in place for a period of years.</p>

	It is likely that any penalty charges issued will not be paid by the offenders.
Disagree	The areas around lytchett minster school need monitoring and a crossing installed near the flyover. T7he road by South lytchett manor campsite reduced to 30 MPH.
Disagree	If Dorset council do go ahead with enforcement, despite my objection overall, the funds should be allocated to fixing the atrocious state of the roads.
Disagree	"The double yellow lines at the bottom of St Martins Rd should be extended further back up St Martins Rd as cars entering St Martins Rd (i.e.) blind entrance when cars parked at bottom & nowhere to manoeuvre."
Strongly Disagree	Stop controlling everyone and trying to make money !
Strongly Disagree	Don't do it
Strongly Disagree	No
Strongly Disagree	As a resident I would not be happy for our Road to be fitted with camera controlled enforcement. I do not believe that this would be of benefit to anyone and would not be a deterrent to this wanting to park a close as possible as they will still arrive outside the restricted times. I believe that this becomes more of an income stream rather than a protection scheme and will just cause additional issues for residents and their visitors.
Strongly Disagree	Bring back people in jobs policing the areas and making people feel safe.
Strongly Disagree	Carry on employing a staff member or lollipop type person to supervise school collection and drop off.
Strongly Disagree	Pay someone.
Don't know	The last time I spoke to the police after witnessing a traffic offence they told me the licence plate did not match the car description. We have witnessed people swapping vehicle number plates in the local area. How can DCC enforce traffic violations under these circumstances?

## Demographic information

### Q. Age

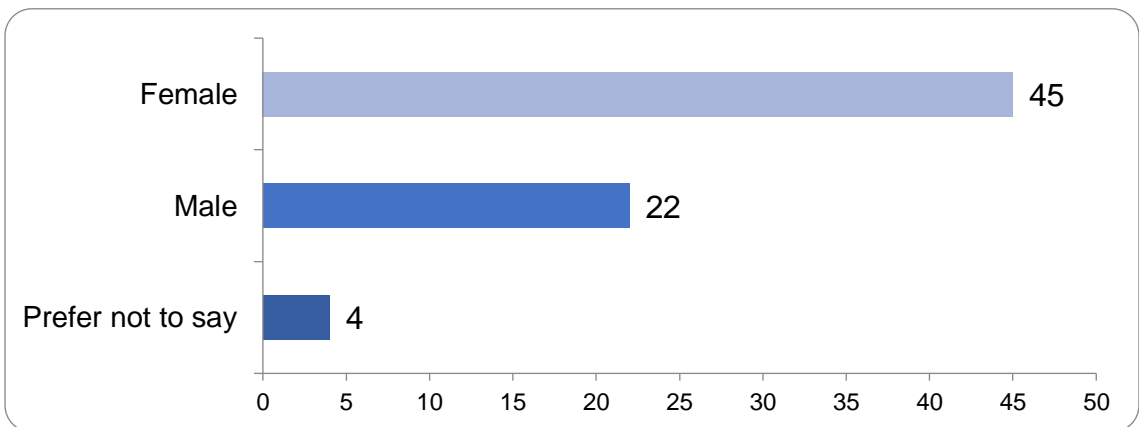
(n-71)



Option	Total	Percent
Under 18	0	0%
18 to 24	1	1.4%
25 to 39	18	25.4%
40 to 49	25	35.2%
50 to 59	14	19.7%
60 to 64	4	5.6%
65 plus	5	7.0%
Prefer not to say	4	5.6%

**Q. What is your sex?**

(n-71)

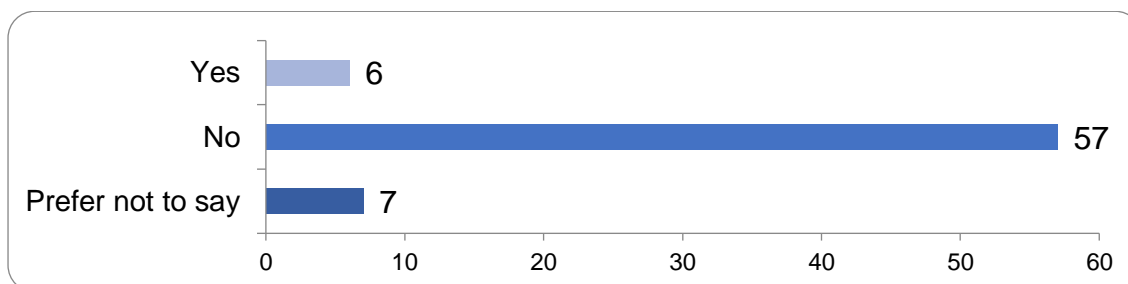


Option	Total	Percent
Female	45	63.4%
Male	22	31.0%

Prefer not to say	4	5.6%
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**Q. The Equality Act 2010 describes a person as disabled if they have a longstanding physical or mental condition that has lasted or is likely to last 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day-to-day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS for example) are considered to be disabled from the point that they are diagnosed. Do you consider yourself to be disabled as set out in the Equality Act 2010?**

(n-70)

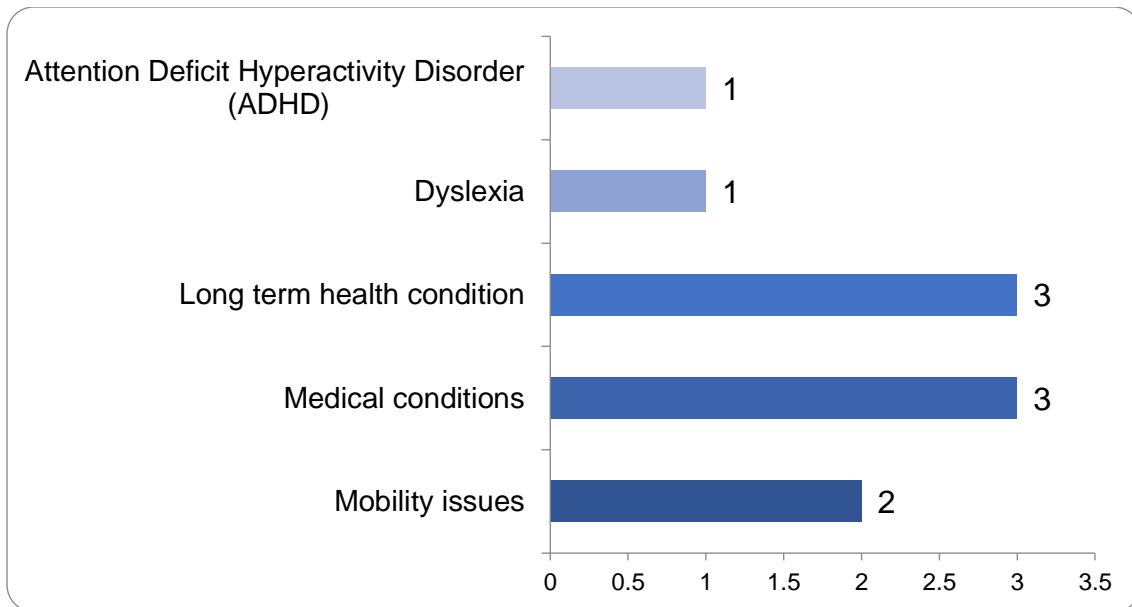


Option	Total	Percent
Yes	6	8.6%
No	57	81.4%
Prefer not to say	7	10.0%

**Q. If at the previous question you stated you consider yourself to have a disability, please state the type of disability which applies to you.**

(n-6)

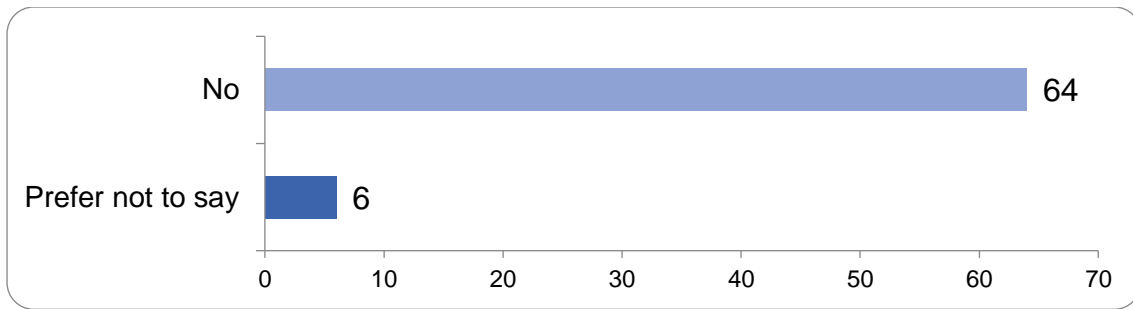




Option	Total	Percent
Attention Deficit Disorder (ADD)	0	0%
Attention Deficit Hyperactivity Disorder (ADHD)	1	16.7%
Autistic Spectrum Conditions	0	0%
Blind	0	0%
Dyscalculia	0	0%
Dyslexia	1	16.7%
Dyspraxia	0	0%
Deaf	0	0%
Hearing loss	0	0%
Long term health condition	3	50%
Mental health issues	0	0%
Physical impairment	0	0%
Sign Language User	0	0%
Visually impaired	0	0%
Medical conditions	3	50%
Mobility issues	2	33.3%
Learning disability	0	0%
Specific learning differences	0	0%
Wheelchair user	0	0%
If you prefer to use another term, please write in the box below	0	0%

**Q. Are you currently pregnant or have you been pregnant in the last year?**

(n-70)



Option	Total	Percent
Yes	0	0%
No	64	91.4%
Prefer not to say	6	8.6%