

## TRANSPORTATION ADVISORY GROUP



Report subject	<b>Branksome Park/Canford Cliffs Residents Association Road Safety Petition</b>
Meeting date	26 February 2020
Status	Public Report
Executive summary	To consider an e-Petition from local residents to address safety concerns in their area
Recommendations	<p><b>The Transportation Advisory Group is asked to consider recommending to the Cabinet that it approves:</b></p> <ul style="list-style-type: none"> <li><b>(a) Acknowledgement of the petitioners concerns and they be advised that in the absence of any significant accident record in this area we could not justify any road safety engineering interventions at present.</b></li> <li><b>(b) Forwarding of the petitioners concerns to Dorset Roads Traffic Policing Unit for their consideration relating to speed enforcement.</b></li> <li><b>(c) Informing the petitioners that the Council will investigate and assess options to enhance pedestrian and cycle facilities in the area but that no funding has been identified for implementing this work.</b></li> <li><b>(d) Advising the local resident group which submitted the petition that its bid for Community Infrastructure Levy (CIL) Neighbourhood Portion funding is to be considered alongside all other similar bids received and a decision on potential funding will be made in due course.</b></li> </ul>
Reason for recommendations	BCP Council receives large numbers of requests for road safety measures. Current levels of funding only allow us to treat a small number of these locations each year. We prioritise requests on the basis of casualty evidence and there are more than 90 hotspot locations where there is an identified casualty accident record. None are in this area.

Portfolio Holder(s):	Councillor Andy Hadley Portfolio Holder for Transport and Infrastructure
Corporate Director	Bill Cotton Executive Director Regeneration and Economy Julian McLaughlin Service Director Growth & Infrastructure
Contributors	Martin Baker Senior Engineer Road Safety & Network Management
Wards	Canford Cliffs
Classification	For Update and Information

## Background

1. The Branksome Park and Canford Cliffs Residents Association have recently submitted a paper and an online e-Petition regarding various road safety issues in their area.

The petition, which was also posted on the 'Pines and Chines' website, is worded as follows:

"A Petition to Improve Pedestrian and Cyclist Safety and Inhibit Excessive Vehicle Speeds in the Branksome Park and Canford Cliffs Area.

We the undersigned petition the BCP Council to fulfil their statutory duty, in accordance with The Highways Act 1980 section 130 and in fulfilling that duty to:

1. Install Pedestrian Crossing Points where footpaths transverse the roads and at the community hubs identified on the Highway Hazards Map
2. Improve and expand Cycle Routes with better road markings/different coloured tarmac/Signage
3. Improve Footpath Signage (including where cycling is not permitted).
4. Improve the layout of hazardous junctions identified on the Highway Hazards Map
5. Implement a programme of measures to Inhibit Excessive Vehicle Speeds

Refer to the 'Highway Hazard Areas Map of BPCC' for locations of particular concern where lives have been endangered and/or people say they frequently feel unsafe".

(The Branksome Park and Canford Cliffs Petition "Highway Hazards Map" can be found at Appendix 1).

The e-Petition ran from 30/09/2019 to 05/01/2020 and by the closing date a total of 78 people had signed via the online BCP Petition portal page. The online e-Petition was a list of names in support of the proposal but included no individual comments.

In addition to online version, a paper petition was submitted with identical wording. The paper version of the petition contained a total of 184 signatures from local residents, of just under a half (83) gave accompanying comments. These comments can be summarised into the following main groups:

- 63 were concerned about vehicle speeds (36% of residents)
- 10 were concerned about difficulties in crossing the road (5%)

- 10 had concerns about various issues including lack of drop kerbs, requesting traffic calming, poor visibility at junctions, poor parking, lack of warning signage, safety of children and safety of cyclists (5% in total)
- 91 made either no comments or non specific comments, such as “safety first” or “really necessary” (53% of total).

The “Highway Hazard Areas Map of BPCC” included with the petition identified 42 separate locations on the map which were seen by the residents as having road safety or other related issues:

- 12 sites where excessive speeds were of concern;
- 19 sites where pedestrian safety were considered to be an issue;
- 11 sites where junction visibility, bends, or reduced visibility were a concern.

The hazards map has also been highlighted to indicate certain places of local interest such as the Branksome Park Tennis Courts, All Saints Nursery and Canford Cliffs Library. In addition further annotation has been added to emphasize specific areas of concern such as “Public Footpaths – no crossing points”, or “Accidents/Damage to Property and Trees”

The hazards map shows a rectangular area approximately 2.4km (1.5 miles) by 1.5 km (0.9 miles). The hazardous locations identified by the petitioners are contained within an area bounded by The Avenue in the east, Pinecliff Road/Haven Road in the south, Canford Cliffs Road in the west and Lindsay Road in the north.

Current cycling and walking/public footpath provision across this area is shown at Appendix 2 and 3 for information.

2. Allied to the petition, the local residents group submitted a bid for CIL funding through the Neighbourhood Portion round 4 which closed on 24 January 2020.

The bid was for a total of £1.7M, which was based on a range of budget costs from £600k to £2M indicated by officers. The bid included a sum for a ‘high level’ audit of the sites by an external highways consulting engineer. It did not include for any subsequent public consultation or detailed design and supervision costs for each individual site identified on the ‘Hazard Map’.

The local residents group indicated that they did not want the local highway authority to carry out the initial high level assessment because they felt that there would be a ‘conflict of interests’ and also that the concerns of residents would only be fully addressed by employing an independent consultant. This consultant would be responsible for identifying and estimating the costs for ‘remedying the deficiencies in infrastructure’. The residents also wanted the most cost and time efficient solution to deliver the infrastructure recommended by the audit, whether that be the local authority or an third party engineering contractor.

At this stage it is not possible to give an indication of how successful the CIL bid is likely to be as at this stage no decision has been made on the allocation of funds. Larger awards (i.e. over £100,000, which are deemed to be allocated only in ‘exceptional circumstances’) are decided by BCP Council’s Cabinet.

3. The road traffic accident data held by BCP Council is supplied by Dorset Police from detailed, validated information held about reported injury crashes.

Over the most recent ten year period for which validated road traffic injury accident data is available (1 July 2009 to 30 June 2019), there have been 95 recorded accidents resulting in 124 separate casualties across the area identified on the hazard map. Of these, a total of 18 were serious in nature and none were fatal. No records are kept of non-injury accidents, i.e. where there was only damage to other vehicles and/or other property.

The majority (two-thirds) of those injured in this area were motor vehicle occupants – either as drivers or passengers. Of the more vulnerable road user groups reported:

- 8 pedestrians were injured (2 seriously);
  - 22 cyclists were injured (4 seriously);
  - 13 motorcyclists were injured (2 seriously);
  - 21 accidents were suspected as having speed as one or more of the contributory factors.
4. Examining the locations identified on the Hazard Map in more detail and, in particular, where these locations were within 50 metres of a recorded injury accident in the last ten years (as shown at Appendix 4 and summarised at Appendix 5):
    - Only one speed-related accident occurred near a location identified as having excessive speeds (Lindsay Road, slight injury only due to aquaplaning);
    - Six pedestrian accidents were identified as being within 50 metres of a Pedestrian safety concern site. At two of these sites, a pedestrian was seriously injured (one was a pedestrian who jumped in front of an approaching HGV and the other was a child pedestrian struck on the Branksome Chine Puffin Crossing by a cyclist who ignored the red light);
    - Seven accidents were identified as being within 50 metres of a location with a concern about junction visibility, bends, or reduced visibility. There was only one serious injury (an elderly bus passenger who stood up while the bus was moving, fell and was injured).

In summary therefore, at the 42 locations identified on the hazard map only 14 could reasonably be associated with having any sort of accident record and only three of these accidents resulted in serious injuries. A record of those injured in the area of the hazard map over the last 10 years by class of road user has been reproduced at Appendix 5.

5. There are concerns about vehicle speeds (and volumes) in so many of the Borough's roads that BCP Council can only justify introducing traffic calming measures at those locations where we could demonstrate that we would be addressing a significant history of accidents.

Therefore BCP Council prioritises road safety requests on the basis of actual casualty evidence. There are currently 92 locations around BCP Council where

there is a significant casualty accident record over the most recent 5 year period for which data is available. The intervention level is where there are seven or more casualty accidents within a 50m radius (a hotspot or cluster site) and current levels of funding will only allow us to treat a small number of these cluster sites each year.

There are several reasons for this:

- Traffic calming is expensive and we're only given very limited funds for schemes that will actually show a casualty reduction;
- To be fair to everyone, we have to be able to demonstrate why we've introduced calming in one road but not in another and we use accident records as the indicator for this;
- Traffic calming is not always welcomed by all of the residents and we can only defend a scheme against those residents that oppose it by showing its safety benefits. That's often debatable unless you can show an objective measure like accident reduction;
- The calming features could present a potential hazard in themselves; if we introduce them in a road where there have been no accidents; it is quite possible that the accident record could go up.

A plan showing current cluster sites/hotspots across the BCP conurbation can be found at Appendix 6.

### **Summary of financial implications**

6. The total cost of implementing engineering measures at all of the locations identified on the Highway Hazards Map has not been calculated in detail but a preliminary assessment indicates that to satisfy every request would require capital expenditure in the region of up to £1.6M excluding fees.

For information the current annual budget for road safety across the whole of the BCP Council area is £295k. The Branksome Park and Canford Cliffs Residents Association has submitted a bid for funding from the CIL Neighbourhood Portion for the sum of £1.7 Million.

Included within the bid application is a quotation from a private consulting engineers to carry out a 'high level traffic survey/audit' but this quote does not include for any public consultation, detailed scheme design or site supervision which would be required for a scheme of this impact. It is likely that if BCP Council were to carry out the design and supervision then this would cost in the region of £250,000 based on the size of the CIL bid.

### **Summary of legal implications**

7. The petition references Section 130 of the Highways Act 1980 but it is not pertinent to this situation.

As the local highway authority, a council's delivery of its service to the public is subject to basic statutory duties contained within the Highways Act. Under Section 130, the Council has a statutory duty, in respect of all highways, to assert and protect the rights of the public to the use of all highways for which they are the highway authority (that is all except trunk roads), to prevent, as far as possible, the

stopping up or obstruction of those highways; and to prevent any unlawful encroachment on any roadside waste composed in a highway.

Local authorities do have various statutory duties in relation to road safety under a number of other Acts of Parliament.

The Road Traffic Act 1988 (Section 39) requires local authorities in Great Britain to:

- take steps both to reduce and prevent accidents
- prepare and carry out a programme of measures designed to promote road safety
- carry out studies into accidents arising out of the use of vehicles on roads or part of roads, other than trunk roads, within their area
- take such measures as appear to the authority to be appropriate to prevent such accidents

The Road Traffic Regulation Act 1984 (Section 122) requires local authorities in Great Britain to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)

The Traffic Management Act 2004 (Section 16) requires local authorities in England and Wales to manage and maintain their road networks to:

- secure the expeditious movement of traffic on, and the efficient use of, their road networks
- avoid, eliminate or reduce road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority.

### **Summary of human resources implications**

8. Resources required in order to carry out the necessary detailed investigations, to develop briefs, carry out public consultations and deliver/supervise the construction works on site for any of the locations have yet to be identified. Currently the existing teams are fully committed on delivering the current LTP capital programme and, potentially, the Transforming Cities Fund.

### **Summary of environmental impact**

9. There would inevitably be some negative short term impact on the local environment from the installation of so many separate engineering features in one go. There may also be a negative impact on air quality and CO2 emissions by vehicles failing to drive economically through any traffic calming. This could potentially be offset in the longer term, however, by carbon reduction if those who currently drive to local amenities, shops and businesses are motivated and encouraged to walk and cycle as a result of their provision.

### **Summary of public health implications**

10. If more people take up cycling and walking it will bring significant public health benefits to the local community. For example active travel research indicates that

just three hours of cycling per week may reduce the risk of heart disease and stroke by half.

### **Summary of equality implications**

11. There are currently no equality implications.

### **Summary of risk assessment**

12. A full and detailed risk assessment will be carried out in the event any funding is identified for any of these schemes.

### **Background papers**

None

### **Appendices**

Appendix 1 – Highway Hazards Map Branksome Park and Canford Cliff for Petition

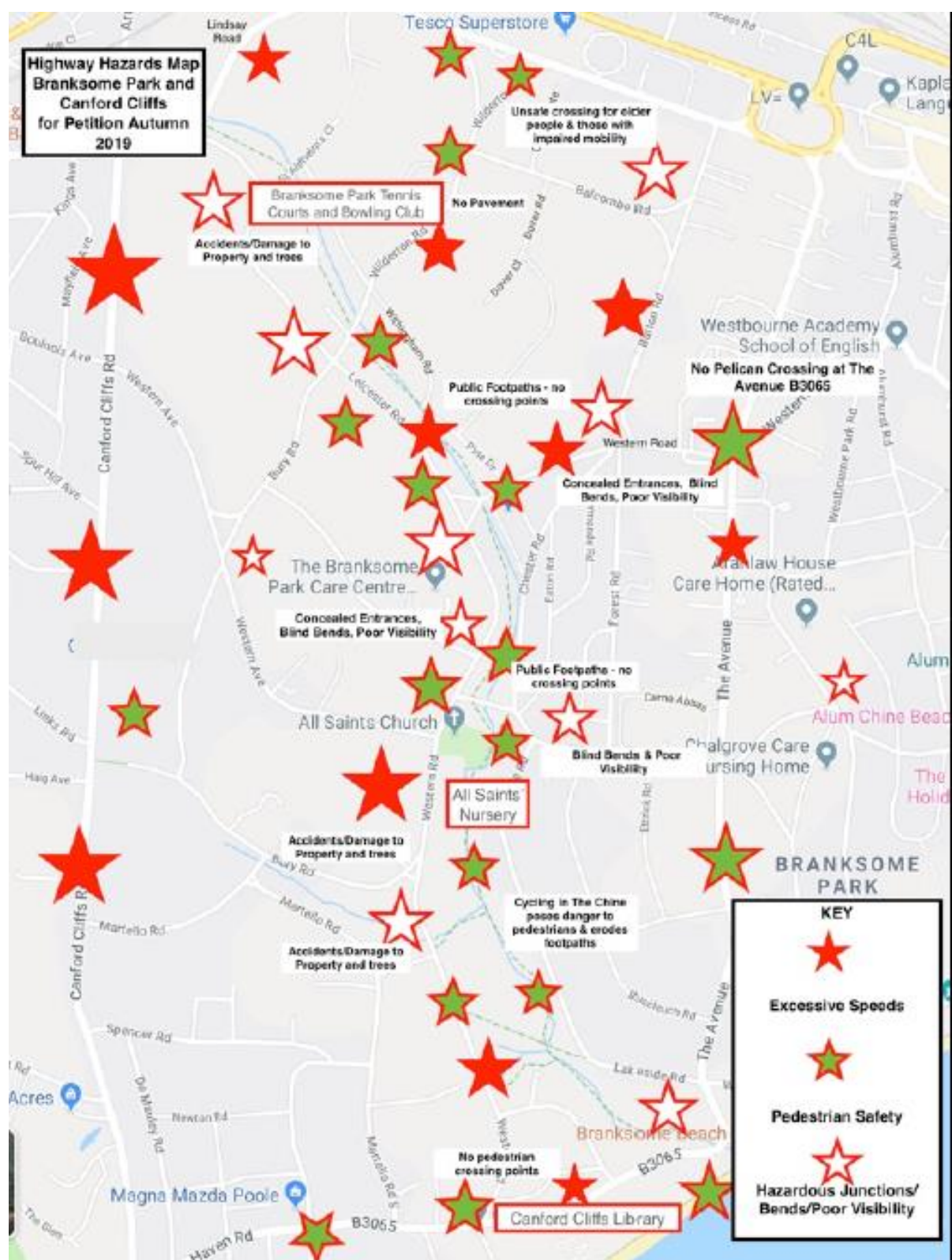
Appendix 2 – Map of cycleway provision across Branksome Park and Canford Cliffs

Appendix 3 – Map of Footpaths and Rights of Way across BPCC

Appendix 4 – Map of Hazards against existing recorded 10-year road casualty data

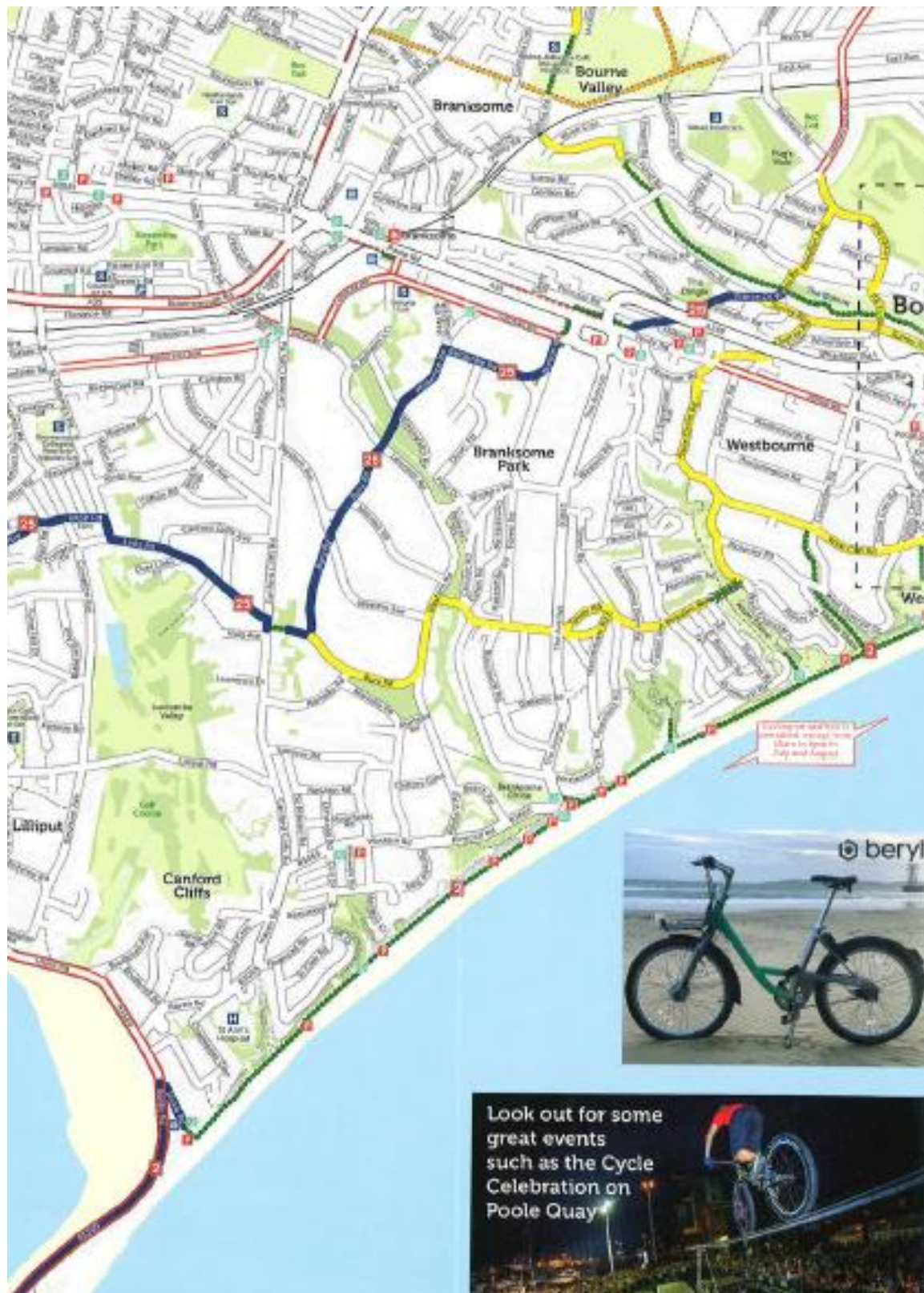
Appendix 5 – Summary of Casualty Data for BPCC area over the last 10 Years by class of road user

Appendix 6 – Map of current 5-year BCP Council Casualty Hotspots

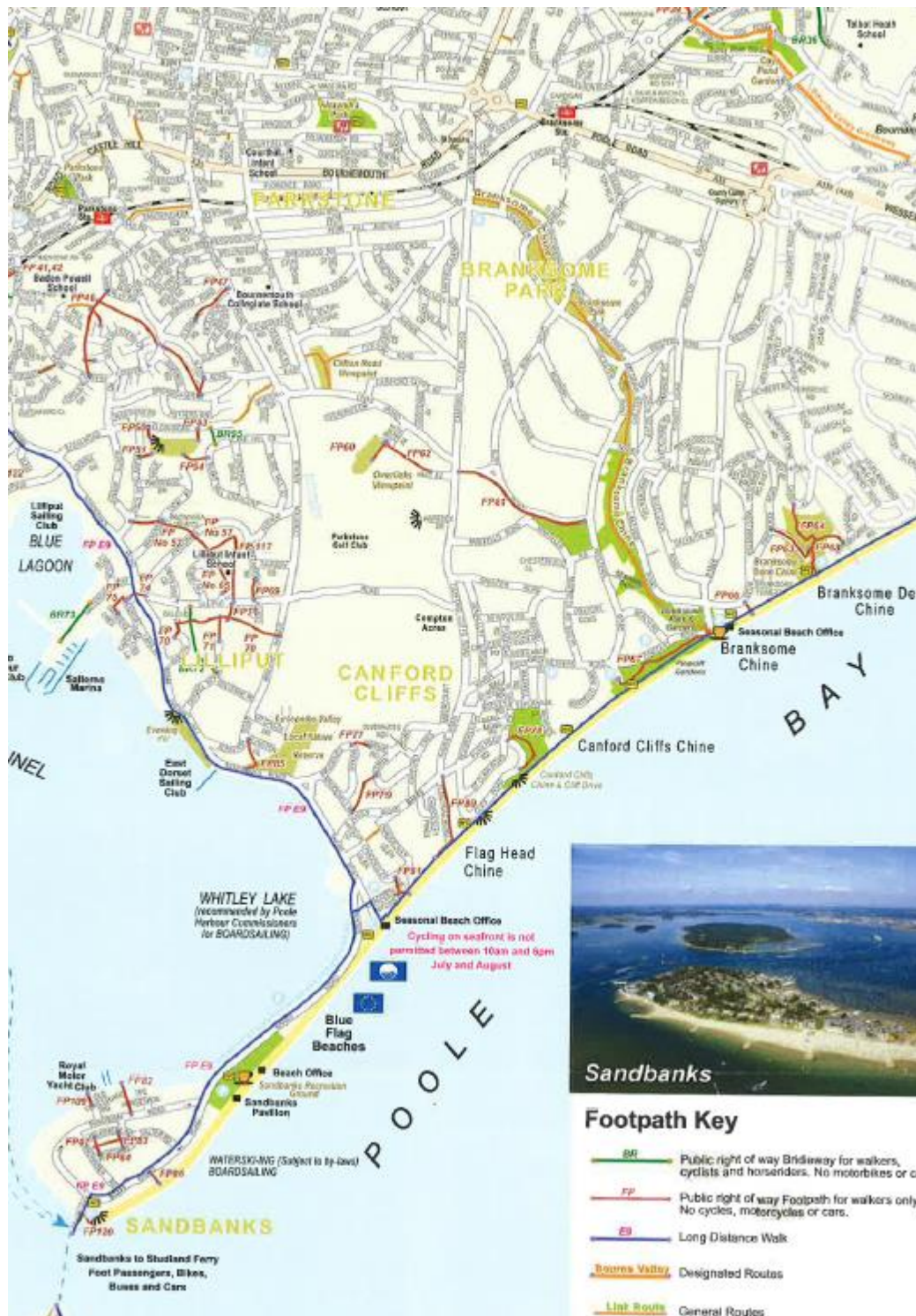


## Appendix 1 – Highway Hazards Map Branksome Park and Canford Cliff for Petition





Appendix 2 – Map of cycleway provision across Branksome Park and Canford Cliffs



Appendix 3 – Map of Footpaths and Rights of Way across BPCC





Appendix 4 – Map of Hazards against existing recorded 10-year road casualty data

Accidents between dates 01/07/2009 and 30/06/2019 (120) months

Selection:

Selected using Manual Selection

Notes:

CCP

#### DEFAULT VEHICLE GROUPS

Accidents involving:	Fatal	Serious	Slight	Total	Casualties:	Fatal	Serious	Slight	Total
Motor Vehicles Only	0	8	53	61	Vehicle Driver	0	7	54	61
2-wheeled motor vehicles	0	2	10	12	Vehicle Passenger	0	3	19	22
Pedal Cycles	0	5	16	21	Motorcycle rider	0	2	10	12
Hornet & Other	0	1	0	1	Cyclist	0	4	17	21
					Pedestrians	0	2	6	8
Total Accidents	0	16	79	95	Other	0	0	0	0
					Total	0	18	106	124

#### BVPI CATEGORIES

\* Figures include Passengers/Passengers where applicable

Casualties:	Fatal	Serious	Slight	Total
Pedestrians	0	2	6	8
Pedal cyclists	0	4	18	22
Motorcyclists	0	2	11	13
Car users	0	7	68	75
Other vehicle use	0	3	3	6
Total	0	18	106	124

#### YOUNG DRIVERS (17-24)

Accidents involving:	Fatal	Serious	Slight	Total	Casualties:	Fatal	Serious	Slight	Total
Car drivers	0	2	18	20	Car drivers	0	1	10	11
Cycle riders	0	1	0	1	Cycle riders	0	1	0	1
Motorcycle riders	0	1	2	3	Motorcycle riders	0	1	2	3
Other motor vehs	0	0	0	0	Other motor vehs	0	0	0	0
					Passengers of YD	0	1	6	7
					Pedestrians by YD	0	0	1	1
					Total	0	4	19	23

#### URBAN/RURAL

Accidents:	Fatal	Serious	Slight	Total	Casualties:	Fatal	Serious	Slight	Total
Urban (Spd lim <41)	0	16	79	95	Urban (Spd lim <4	0	18	106	124
Rural (Spd lim >40)	0	0	0	0	Rural (Spd lim >4	0	0	0	0
					Total	0	18	106	124

Appendix 5 – Summary of Casualty Data for BPCC area over the last 10 Years by class of road user





Appendix 6 – Map of current BCP Council Casualty Hotspots\*  
(\*seven or more casualty accidents within a 50m radius in a 5-year period)