

## **Appendix D**

### **Procedure for assessing road safety and traffic calming requests**

Typically, each year the road safety team carry out a detailed rigorous collision analysis and investigation process which seeks to identify those areas of the highway network where there are groups of collisions occurring. We define these areas as cluster sites. The road safety team has defined a cluster site as one where there have been seven or more personal injury collisions within a 50 metre radius during the latest verified 5 years of collision data.

Once the road safety team have identified the cluster sites, each site is analysed to identify any trends or patterns in the collisions occurring in the cluster site. A potential solution is then identified and a first year rate of return is calculated which identifies the economic benefits of installing the solution in terms of the collisions the solution will save.

The proposed schemes are then ranked according to the highest first year rate of return. The list of schemes based on the top ranked sites is then passed to the design team for implementation. It may be that some schemes are brought forward ahead of others if there are additional benefits such as accessibility improvements or indeed if alternative funding sources can be secured, or if there are two or more cluster sites adjacent to each other along a defined route.

Where a member of the public or Ward Councillor requests road safety measures at a particular location, they should be made aware of the above process. It may be that a particular request has already been analysed via the above process, or if not, it is likely that the location does not meet the cluster criteria. A check on the collision analysis software (AccsMap) or other publicly available websites should reveal how many collisions have occurred in the location and may provide a useful guide to applicants.

If the location has been picked up in the annual collision investigation process, the resident and or Councillor will be informed of this and where the location sits on the first year rate of return ranking list and therefore given an idea of its likely implementation year. Where a location has not met the cluster criteria, the resident / Councillor will be made aware of this, but also informed that we will continue to monitor the location through the above process.

A check should then be made to see if the request for measures could be considered under any of the other Minor Transport Scheme categories – TRO, Pedestrian crossing requests, Accessibility (crossing requests), SRTS, 20mph or other – and this will then be dealt with as appropriate.

Finally, it may be that the request could be dealt with by informing the Police if it is a speeding concern or general traffic violation concern, and this can be done by informing the Police via their online reporting service:

<http://www.dorsetroadsafe.org.uk/enforcement-operations/reporting-traffic-concerns/>