



Collision Reduction Team

A35 Barrack Road, Christchurch

Response report

**Road Safety Assessment conducted by TMS
Consultancy on behalf of Dorset County
Council – March 2018**

**Dorset
County Council**

Environment and Economy Directorate
Dorset County Council
County Hall
Colliton Park
Dorchester
DT1 1XJ

March 2018



1. INTRODUCTION

- 1.1 This is a report in response to a road safety assessment conducted by TMS Consultancy on behalf of Dorset County Council for the A35 Barrack Road Christchurch between Bailey Roundabout and the junction with Stour Road. The purpose of the assessment was to consider concerns raised by H M Senior Coroner for Dorset Racheal Clare Griffin regarding the inquest into the death of Aaron George Nordass-Lacey.
- 1.2 The assessment was conducted by Mark Steventon, LLM, Eng Tech, MIHE, MCIHT, MSoRSA; Senior Road Safety Consultant, TMS Consultancy on Monday 5 March 2018 and the report was completed on 22 March 2018.
- 1.3 For completeness, the assessment considered concerns raised by HM Senior Coroner for Dorset and also other potential safety issues on the section of Barrack Road, Christchurch between Bailey Roundabout the junction with Stour Road.
- 1.4 Personal injury collision data and traffic speed/flow data was supplied by Dorset County Council's Collision Reduction Team and was examined as part of the assessment.

2. Safety Issues, Recommendations and Response.

- 2.1 Paragraph 7.1 in report by TMS – Risk of accidents involving cyclists travelling too from school – minority of school pupils choosing to cross away from toucan crossing on Barrack Road.

Recommendation - Cycle safety training should be delivered at local schools.

Response - Cycle safety training 'Bikeability' is delivered regularly to school in Christchurch and across the Dorset County Council area. During 2017, six training courses were delivered at Twynham School and two at Christchurch Junior School. Training is planned for 2018 but no dates have been confirmed yet.

- 2.2 Paragraph 7.2 - Risk of collisions involving cyclists – shell fuel station access.

Recommendation - Signs warning of cyclists at the fuel station forecourt have become damaged or misaligned.

Response - These signs are not on highway – we will liaise with the filling station to request and arrange that signs are relocated.

Recommendation – If practical, the perimeter fence of the electricity sub-station should be realigned and or adjusted to improve inter-visibility between exiting drivers and approaching cyclists.

Response - This has been deemed to be impractical. Moving the fence would compromise the safety for engineers when accessing the sub-station.

2.3 Paragraph 7.3 – Risk of pull-out collisions at side road junction (Arthur Road)

Recommendation – Overhanging hedge should be cut back clear of the junction visibility splay.

Response - This hedge is believed to be privately owned. Work is underway to identify and contact the relevant landowner whose responsibility it is to cut back to the hedge as recommended.

Landowners have 28 days from receipt of our request to cut back vegetation.

2.4 Paragraph 7.4 – Risk of head-on collisions between cyclists due to dense hedge affect visibility – footway/cycleway at Bailey Roundabout

Recommendation – Hedge should be cut back and height reduced.

Response - This hedge is believed to be privately owned. Work is underway to identify and contact the relevant landowner whose responsibility it is to cut back to the hedge as recommended.

Landowners have 28 days from receipt of our request to cut back vegetation.

2.5 Paragraph 7.5 – Risk of collision involving cyclists – warning sign obscured by overhanging vegetation.

Recommendation – Overhanging vegetation should be cut back clear of the warning sign.

Response - The overhanging vegetation is believed to be privately owned. Work is underway to identify and contact the relevant landowner whose responsibility it is to cut back to the vegetation as recommended.

Landowners have 28 days from receipt of our request to cut back vegetation.

2.6 Paragraph 7.6 – Risk of pedestrian trips and slips (Barrack Road/Stour Road junction)

Recommendation – Pavement levels should be adjusted to improve drainage at the crossing points.

Response - Nearby drainage gullies will be inspected during week commencing 26 March with any required work ordered accordingly. The pavement level will also be considered during this inspection with work ordered accordingly.

- 2.7 Paragraph 7.7 – Risk of injury to pedestrian – post of local direction sign in footway.

Recommendation – Conspicuity of the post should be improved e.g. by attaching a conspicuous coloured band at eye height.

Response - Hi-viz coloured band to be added to post on Tuesday 27 March 2018.

- 2.8 Paragraph 7.8 – Risk of side swipe collisions – Barrack Road north-westbound approach to Bailey Bridge – anomalous deflection arrow in offside lane.

Recommendation – The redundant deflection arrow should be removed

Response - Works order to remove deflection arrow raised on 22 March 2018 and will be completed as soon as is possible and before the end of April 2018.

- 2.9 Paragraph 7.9 – Risk of collision between cyclist and pedestrians – Barrack Road toucan crossing

Recommendation – The segregated footway/cycleway sign should be removed. The intended safe route for cyclists should be clarified by relocating the remaining 'end of cycle route' sign closer to the toucan crossing.

Response - The removal of the segregated footway/cycleway sign and relocation of the 'end of cycle route' was ordered on 22 March 2018 and will be completed as soon as is possible and before the end of April 2018.

I certify that I have reviewed the items raised in the Road Safety Assessment Report and I have given due consideration to each issue raised. I have stated my proposed course of action for each item in this report.

Name: [REDACTED]

Position: Collision Reduction Team Manager

Organisation: Dorset Highways, Dorset County Council

Signed: 

Date: 22 March 2018

