

DRAFT – Communications Team are in the process of designing the text into a more readable format

Road Safety Plan 2018

Introduction

We all have a vital role to play in improving road safety, be it as a passenger, driver, on foot, bicycle or horseback. Our choices and behaviour while using the public highway have the greatest influence on the safety of ourselves and that of others.

A wide variety of factors influence the occurrence of road traffic collisions, many of which are outside the direct control of the county council such as human error and behaviour.

This plan focuses on the elements of road safety that Dorset County Council can influence, and describes the business as usual functions that contribute to improving road safety.

The number of people killed or seriously injured on Dorset's roads is a key performance indicator within the [county council's corporate plan 2017/18: Working Together For A Strong and Successful Dorset](#).

The latest performance reports can be found online via dorsetforyou.gov.uk

[Performance at Dorset County Council - Safe](#)

Working together for safer roads

Responsibility for improving road safety is shared by many authorities in Dorset, each having their own unique areas of influence.

Dorset County Council is an active member of the Dorset Road Safety Partnership, which includes:

- Dorset Police
- Dorset & Wiltshire Fire and Rescue
- Bournemouth Borough Council
- The Borough of Poole
- Safewise (charity)

The focus of the partnership is on education, engineering and enforcement. The partnership's strategic document describes the overarching approach and focus of the partnership.

[Dorset Road Safe Partnership Strategy](#)

The partnership regularly produces newsletters providing information and updates on ongoing campaigns and operations.

[Dorset Road Safe Partnership Newsletters](#)

Improving road safety is a shared responsibility by all. The largest influence on improving road safety is our behaviours and choices whilst using the road whether as a passenger, driver, on foot, bicycle or horseback.

DRAFT – Communications Team are in the process of designing the text into a more readable format

Inspections

Roads

All of the council's adopted highways (approximately 4,200km) are routinely inspected on a set time frequency. The busiest are inspected more often than the quietest; heavily used town centre roads, A roads and B roads are inspected monthly, low use estate roads and quiet country lanes annually. Roads that lie between these two extremes are inspected bi-annually or quarterly depending on their level of use.

A variety of different safety defects are investigated during an inspection. These cover the condition of the surface, signs, lines, drainage and any obstructions.

In between these routine inspections, Dorset Highways reacts to public enquiries/reports – investigating and repairing any issues accordingly.

Structures

There are approximately 1,400 structures in the county council area, including bridges, culverts, retaining walls and a tunnel.

All structures are inspected every two years. The bridge inspection team assess the condition of the structure, taking photos and completing reports that are then reviewed by bridge engineers.

Maintenance

Road surface

While the overriding factor in the majority of collisions is human error and behaviour, improving the road surface is an element of road safety that the county council can influence.

Each year, Dorset Highways delivers multiple programmes of surface treatments – using different methods, including resurfacing, patching and surface dressing to repair differing damage and ensure the roads remain in an appropriate condition

Annual skid resistance surveys on the higher use roads helps Dorset Highways to identify where maintenance is needed. Schemes are prioritised by assessing the collision history and where the likelihood of a serious collision is high.

Drainage

Each year, Dorset Highways clears drainage gullies and makes improvements to road drainage systems to prevent surface water on roads.

Standing water on the carriageway is an immediate hazard to drivers and effects the integrity of the road surface which if left untreated could result in safety defects forming.

Winter

Dorset Highways carries out gritting of the county council's road network between November and April each year. This reduces the risk of ice forming on the carriageways, which could become a contributing factor in road collisions if left untreated.

DRAFT – Communications Team are in the process of designing the text into a more readable format

Construction

Dorset County Council has a collision reduction team that identify sites and routes for minor and major improvements, based on evidence of a history of injury collisions.

Although many schemes may not be delivered solely on safety grounds, if safety improvements can be made during the design process, they will be.

Engineers also work with new property developers and ensure that new connections or additions to the highway network are of a suitable design and standard.

Road safety audits are carried out on all alterations to the highway, both during the design phase of a scheme and after its construction. These audits are focused on identifying possible safety issues with new schemes.

Management

Highway restrictions

Parking restrictions are put in place in areas where parking creates a hazard, which increases the risk of a collision. These restrictions are also enforced regularly in order to minimise and deter people from ignoring these restrictions.

There are many restrictions that the county council can use to better manage traffic on its network and improve safety, including speed limits, traffic calming, weight restrictions, turning bans and one-way orders.

Traffic control

The county council manages and maintains all traffic signals, pedestrian crossings and electric signing in its area, ensuring that these facilities remain safe for pedestrians and that junctions work appropriately for the safety of all road users.

There are a total of 92 signalled junctions managed by Dorset Highways across the Dorset County Council area.

Pedestrian crossings play an important role in preventing pedestrian injury. The total number of formal pedestrian crossings managed by Dorset Highways are:

- 112 Pelican/Puffin crossings (pedestrian)
- 23 Toucan crossings (cyclist and pedestrian)
- 49 Zebra crossings

Third parties

Utility companies have a right to access their assets under the highway for repairs and replacement.

Dorset Highways is responsible for ensuring that these temporary works are carried out safely – making sure the correct temporary traffic management is used, suitable diversion routes are appropriately signed, and that the reinstatement of the road/pavement is to the appropriate standard.

DRAFT – Communications Team are in the process of designing the text into a more readable format

Dorset Highways also support events taking place on or impacting on the highway. Safety Awareness Groups meet in the run up to major events and Dorset Highways are an active member alongside event staff. The purpose of these groups is to ensure the correct temporary traffic management is used for the safety of event staff, visitors and other road users.

Safer travel

Speed Indicator Devices

Speed Indicator Devices (SID's) are deployed throughout the County to contribute towards the Council's aim of promoting health & wellbeing and safeguarding. Dorset County Council (DCC) deploys SIDs regularly at 12 high ranking sites. A community SID programme is operated in tandem by local volunteers at approved sites throughout Dorset, that meet with an agreed speed criteria. The community SID programme is managed and overseen by DCC as the highway authority. At present there are 20 community SID programmes in operation.

School Crossing Patrols

Dorset County Council provides a School Crossing Patrol (SCP) service in line with national guidelines. The SCP service helps contribute towards promoting health & wellbeing and safeguarding. Currently there are 41 approved SCP sites, fully funded, with an additional 3 sites sponsored through external funding (sponsored sites)

Bikeability

Dorset County Council is an accredited Bikeability provider (corporate branding for national standard cycle training) accessing significant national grant funding. Training is provided by approved national standard instructors throughout Dorset. Presently training around 2000 children per year. This valuable skill for life helps contribute towards the Council's aim of promoting health & wellbeing and safeguarding.

Walked School Route Assessments

Where a child lives within the "statutory walking distance" of their nearest qualifying school, transport assistance will be provided if the county council considers the route to school is such that a child accompanied by an adult could not walk it in reasonable safety. A detailed assessment is carried out by Road Safety Officers in accordance with national guidance. The measurement of the "statutory walking distance" is not necessarily the shortest distance by road. It is measured by the shortest route along which a child, accompanied as necessary, may walk with reasonable safety. As such, the route measured may include footpaths, bridleways and other pathways, as well as recognised roads.

DRAFT – Communications Team are in the process of designing the text into a more readable format

Challenges

A particular challenge for improving road safety within the Dorset County Council area is the rural nature of much of the highway network.

Road users are more likely to be killed or seriously injured if involved in a crash on a rural road than if on an urban road. One of the reasons for this is speed.

As well as rural roads having higher speed limits than urban areas, enforcement on the rural road network is less straightforward than in urban areas as there is less likely to be sufficient space available from which enforcement can take place.

The Collision Reduction Team will support colleagues at Dorset Police by investigating whether enforcement areas can be constructed on rural routes that have a high level of speed related collisions.

The Collision Reduction Team will also change the way in which rural routes are analysed. Previously, rural safety routes would be ranked according to the number of collisions per miles travelled. This approach used the number of collisions, the traffic flow and the length of the route.

This approach tended to result in the busier routes not ranking highly as the traffic flow was notably higher than other rural routes.

From 2018 – the rural route analysis will be ranked based on the number of collisions per mile. Particular attention will be given to routes with a higher frequency of collisions resulting in someone being killed or seriously injured. Traffic flow data will still be referenced in order to assess the economic impact a collision could have on that route.

The County Council will continue to deliver services that can positively influence road safety.

The functions detailed earlier in this plan show the wide variety of work that is undertaken as business as usual and that efforts are being made to improve road safety.

Monitoring

The number of people killed or seriously injured is a key indicator within the county council's corporate plan.

A series of performance measures are reported on quarterly with reports made available online.

<https://www.dorsetforyou.gov.uk/article/422628/Monitor-and-review---how-are-we-doing>

Dorset Highways also shares information online about the number of road traffic casualties occurring on roads within the Dorset County Council area, including an interactive map which is updated monthly to provide information on reported personal injury collisions for the latest available five-year period.

<https://mapping.dorsetforyou.gov.uk/roadsafety/map>

The county council has also set up a 'Report a Collision' online form to collect information on non-injury collisions.

https://forms.dorsetforyou.com/default.aspx/RenderForm/?F.Name=WMir4vumvGB&HideAll&select_subjectAll=IN03&yesno_Emergency=No