

Southend-on-Sea Borough Council

Agenda
Item No.

Report of Director of Enterprise, Tourism & The
Environment
To
Traffic and Parking Working Committee & Cabinet
Committee
On
17th December 2008

Report prepared by: John Muir - Engineer

**Proposed Bournemouth Park Road Route Accident Reduction Scheme
Economic & Environmental Scrutiny Committee – Executive Councillor:
Councillor Anna Waite
*A Part 1 Public Agenda Item***

1. Purpose of Report

- 1.1 To seek approval to a route accident prevention scheme, to install road humps and speed cushions and to improve safety in the immediate vicinity of a primary school and along a recommended cycle route.

2. Recommendation

2.1 That approval is given to:-

- **The amended scheme as set out in this report and shown on Drg.No. CA99/07 Revision A in Appendix 3D, subject to changes recommended by the road safety auditor.**
- **Carry out Statutory consultation on the Traffic Regulation Order and Notices required to implement the scheme, and provided that there are no objections to the statutory consultation, to proceed to implementation.**

3. Background

- 3.1 Over the past five years there have been 58 injury accidents along Bournemouth Park Road of which 1 was classified as Fatal, 5 were classified as Serious and 52 were classified as Slight.
- 3.2 Of the same accidents 48 occurred in dry weather conditions, 7 occurred in wet weather conditions and 3 occurred in “other” weather conditions. Similarly, 47 accidents did not involve skidding and 9 accidents did involve skidding.
- 3.3 In addition, 9 accidents resulted in pedestrians being injured (including a fatality), 11 accidents resulted in cyclists being injured and 5 accidents resulted in motorcyclists being injured.

- 3.4 The majority (47 accidents) occurred at crossroads which were subject to give way (33 accidents), traffic signal (11 accidents) and stop (3 accidents) forms of control. Of this majority of accidents 21 were attributable to failing to look properly, 15 were attributable to failing to judge the other persons path or speed, or poor judgement of the other vehicle(s)' distance, speed and/or position and/or 10 were attributable to being in a hurry, careless or reckless.
- 3.5 For the whole route, a preliminary design of a scheme to reduce the number of accidents was drawn up and consulted upon in November and December, 2008. The proposals consulted upon are set out on Drg.No.CA/99/07 in **Appendix 3A**.
- 3.6 The aims of the scheme were to highlight all non-signalised cross roads along the route and to reduce speeds at four of these crossroads where most accidents occurred, whilst not impeding vulnerable road users. The main features of the scheme were as follows:-
- 1) signs on Bournemouth Park Road warning of nine crossroad junctions;
 - 2) give way ahead warning sign with a "Give way 100 yds" plate and an associated "SLOW" road marking facing eastbound drivers on Royston Avenue (who were involved in the highest number of accidents);
 - 3) signs on Byron Road and St Luke's Road to highlight the Give Way controls;
 - 4) sets of four speed cushions on Bournemouth Park Road at its junctions with Royston Avenue, Byron Avenue / St. Luke's Road, South Avenue and Boscombe Road, (i.e. one in each lane both sides of the crossroads);
 - 5) road humps on side roads as follows:-
 - a) two on Royston Road west of Bournemouth Park Road;
 - b) one on Royston Road east of Bournemouth Park Road;
 - c) one on Byron Avenue west of Bournemouth Park Road;
 - d) one on St.Lukes Road east of Bournemouth Park Road; and
 - e) one on South Avenue east of Bournemouth Park Road;
 - 6) signs together with associated "SLOW" road markings warning of the speed cushions ahead on all approaches to the crossroads; and
 - 7) a "SLOW" road marking on South Avenue adjacent to the existing stop ahead warning sign and "Stop 100 yards" supplementary plate.
- 3.7 Other associated measures include providing road hump warning signs remote from the crossroads on Bournemouth Park Road, i.e. on Eastern Avenue, Southchurch Road, Royston Avenue, North Avenue, Central Avenue and South Avenue. A typical arrangement of the proposed crossroads treatment is included as a sketch in **Appendix 3B**.
- 3.8 Proposals have also been included for the two traffic signal controlled crossroads on Bournemouth Park Road at North Avenue and Central Avenue, including the provision of raised tables to reduce vehicle speeds through these two junctions which were the subject of a previous consultation associated with

proposals for North Avenue and Central Avenue. These were agreed at the Cabinet Committee meeting on 06th November, 2008 and has proceeded to statutory consultation in the form of Notices.

3.9 The opportunity was also taken to consult on proposals to improve safety along Bournemouth Park primary school's frontage with Bournemouth Park Road, which would include the installation of:-

- a) guardrail between North Avenue and the main pedestrian access to the school, to prevent children entering the carriageway when walking to and from school;
- b) bollards on the verge between the school's main pedestrian access and the junction with Byron Avenue, to prevent parking on the verge and associated vehicle manoeuvres; and
- c) a zebra crossing immediately to the north of the main school entrance, to improve the safety of pedestrian links to St. Luke's Road.

3.10 The proposals have now been amended in the light of consultation to address the main issues raised during the consultation. The amended scheme is shown in **Appendix 3D** and the main changes proposed to the scheme which was consulted upon are to:-

- a) replace the road humps on Royston Avenue adjacent to Bournemouth Park Road with pairs of speed cushions set two abreast across the road;
- b) replace the road hump on Royston Avenue remote from Bournemouth Park Road with a speed reducing measure;
- c) relocate the speed cushions on Bournemouth Park Road at the junction with Royston Avenue further in advance of the existing pedestrian refuge islands;
- d) add a further width restriction measure on South Avenue to the east of the currently proposed width restriction measure, and introduce a speed cushion in the middle of the carriageway within the currently proposed width restriction measure; and
- e) extend the existing double yellow lines on Royston Avenue further back from Bournemouth Park Road.

Items a) and b) above follow from representations made by the operator of the local bus service along Royston Avenue. Item c) was made by a cyclist, and items d) and e) follow from comments made by residents.

If the scheme is supported for implementation, the work can be carried out in the spring of 2009.

4. Corporate Implications

4.1 Contribution to Council's Vision and Critical Priorities.

Increased safety for all road users and accident reduction.

4.2 Financial Implications

The total cost of the scheme is £288,000.

The cost of the route accident reduction scheme including the additional measures to improve safety around Bournemouth Park Primary School is £166,000 (including construction, design and supervision fees), which would be funded from Local Transport Plan.

The additional £122,000 (including construction, design and supervision fees) to improve cyclist safety along this recommended cycle route, will be funded by Cycle England.

The revenue implications of this report are limited to the ongoing revenue costs for maintenance.

4.3 Legal Implications.

There are no legal implications.

4.4 People Implications.

A reduction in the number of road accidents and improved safety around a primary school and along a recommended cycle route.

4.5 Property Implications.

There are no property implications.

4.6 Consultation.

4.6.1. A public consultation exercise was carried out between the 14th November, 2008 and the 05th December, 2008. This comprised the following:-

- 1040 consultation leaflets and questionnaires were delivered to all residents within the defined consultation area shown in **Appendix 2**. **Appendix 1A** and **Appendix 1B** include the leaflet and questionnaire respectively. 161 questionnaires were returned within the consultation period which represents a response rate of 15.8 % of the circulation.
- A permanent display of the proposals was exhibited in the window of the Peaceful Place Charity Shop on North Road between the 14th November, 2008 and the 05th December, 2008.
- 200 street notices outlining the proposals and drop in session details were erected on lamp columns along the full length of all those streets located within the consultation area for the duration of the consultation. A copy of the notice is also included in **Appendix 1C**.

- Drop in sessions were held at the Ferndale Baptist Church hall on a Thursday evening 27th November, 2008 between 17:30 hrs and 20:30 hrs and on a Saturday afternoon 29th November, 2008 between 12:00 hrs (noon) and 14:00hrs.

4.6.2. A detailed analysis of the responses to the consultation appears in **Appendix 1D**.

The two most frequently made on the questionnaire comments included:-

- a) “Road humps will cause problems for emergency vehicles along the Bournemouth Park Road”; and
- b) “Parking along Bournemouth Park road obscures vision pulling out offside roads; there should be no parking or reduced parking or parking inlets”.

Other less frequently made comments also appear in **Appendix 1D**.

4.6.3. 29 people registered attendance at the two drop in sessions including three local ward Councillors. While a few comments reflected the cycling issues, most comments made at the sessions reflected the road safety issues raised in the questionnaire responses. There were a number of constructive comments made at the sessions to improve aspects of the preliminary design, and these have been taken on board. The majority of the attendees were generally in support of the scheme, but wished the proposals to be developed further. Some attendees expressed concerns on how the traffic calming proposals would affect the emergency services and residential parking. A full list of changes to the proposals is given in Appendix 3C.

4.6.4. Six separate letters were received which are summarised in **Appendix 1E**. These again generally reflect the issues raised in the questionnaire responses and at the drop in sessions.

4.6.5. Overall the consultation showed that approximately 76% of the respondents were generally in favour of the proposals, with most support shown for changes to the traffic signals (90%) and least support shown for the introduction of the recommended cycle route measures (59%).

4.6.6. It is therefore proposed that the scheme proceed to implementation, subject to accommodating the recommendations made by those respondents in favour of the scheme. These recommendations, together with other minor changes to the design, are reflected in the revised proposals given on Drg.No. CA/99/07 Revision A in **Appendix 3D**.

4.7 Equalities Impact Implications.

No equality impact applicable.

4.8 Risk Assessment.

There is a significant injury accident risk along this route which is likely to continue should no remedial action be taken.

There is a risk of a negative impact on Customer Satisfaction from either failure to implement the project in the face of apparent public support or from local opposition to aspects of the proposals. These risks have been mitigated by being able to respond to customer concerns in the first instance and subsequently consulting on the proposals.

4.9 Value for Money.

4.9.1. The economic cost of a severe injury accident and a slight injury accident is £215,170.00 and £22,230.00 respectively. If the proposals are successful, the scheme has the potential to pay for itself over a period of 3 to 4 years, which provides excellent value for money.

4.9.2. In terms of road safety, these proposals will have a reduction potential of at least three Serious and eighteen Slight classified accidents in a five year period. This excludes the additional safety improvements which would be achieved at the traffic signals, where the proposed raised tables will reduce the speed of vehicles through the junctions with North Avenue and Central Avenue.

4.10 Community Safety Implications.

With the introduction of new warning signs along the route, driver awareness of non-signalised crossroads will increase. The introduction of road humps and speed cushions will reduce vehicle speeds at four crossroads where most needed.

4.11 Environmental Impact.

Any noise resulting from vehicles negotiating the road humps and speed cushions will be offset by lower vehicle speeds and associated pollution.

5 **Background Papers.**

There are no background papers to this report.

6 **Appendices.**

Appendix 1A: Copy of Consultation Leaflet;

Appendix 1B: Copy of Questionnaire;

Appendix 1C: Public Consultation Notice;

Appendix 1D: Consultation Results Analysis;

Appendix 1E: Separate Letters and Responses;

Appendix 1F: Location Plan and Consultation Boundary;

Appendix 2: Data on Road Accidents, Vehicle Speeds, And
Vehicle and Pedestrian Flows;

Appendix 3A: Proposals Consulted Upon;

Appendix 3B: Typical Arrangement of Crossroads Treatment;

Appendix 3C: List of Changes Made To Original Scheme; and

Appendix 3D: Revised Proposals Following Consultation.

Appendix 1A: Copy of Consultation Leaflet

Do you have problems with Road Safety conditions along Bournemouth Park Road?

Take part in the Consultation about Accident Reduction Proposals - Bournemouth Park Road

Come along to the Drop-in Sessions being held at Ferndale Baptist Church North Avenue, Southend on Sea

Have Your Say



Closing date for questionnaire is 5th December



Bournemouth Park Road Proposals

We would like to know your views on proposals to reduce road accidents along Bournemouth Park Road.

During the five years up to the end of April 2008, there have been 58 accidents which resulted in injuries along Bournemouth Park Road including a fatality.

The majority of the accidents were speed related and occurred at the crossroads. We propose to treat four of these crossroads where the highest numbers of accidents were recorded, i.e. at Royston Avenue, St Lukes Road / Byron Avenue, South Avenue and Boscombe Road.

The measures currently being proposed include traffic warning signs, 'SLOW' road markings and road humps; including speed cushions.

What is a Road Hump?

A road hump is part of a highway which extends across the carriageway resulting in a slight vertical deflection of passing vehicles.

What is a Speed Cushion?

Speed Cushions are a form of road hump which occupy parts of the road in which they are installed, and where they resemble cushions which are square shaped in appearance. These are generally located in pairs, double pairs or arranged 'three abreast' across the road.

In conjunction with the proposed traffic scheme, the traffic signals at North Avenue and Central Avenue will be changed to reduce drivers chance of seeing the wrong signals and raised tables will be installed to reduce vehicle speeds.

What is a Raised Table?

A raised table is part of a highway which extends across the carriageway resulting in slight vertical deflection of vehicles negotiating a junction.



Bournemouth Park Road also forms part of the Fossetts Farm to Central Seafront Cycle Route, and we have included cycle route signs and road markings within the proposals.

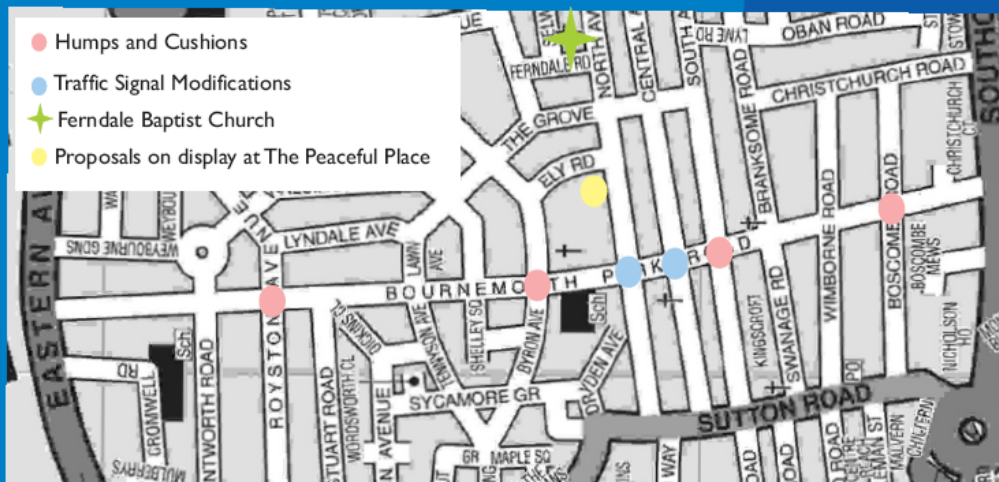
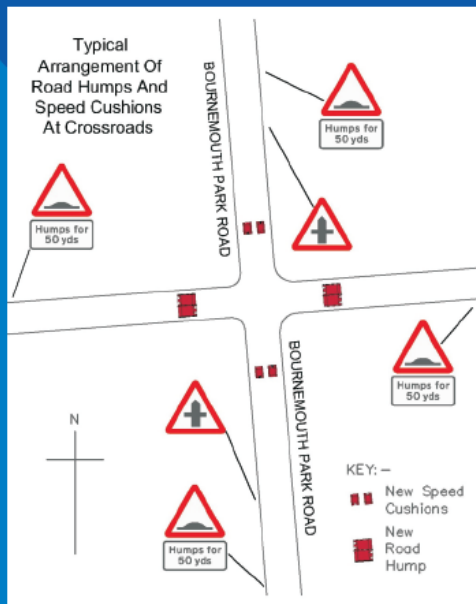
Other prospective measures accommodated within the design of this scheme include safety improvements in the vicinity of Bournemouth Park primary school. These include the provision of railings outside the school and a crossing at the main school entrance.

What Happens Next?

Details on reverse of drop-in sessions at Ferndale Baptist Church where you can meet us and discuss the proposals?

A questionnaire has been included for you to complete and return by **Friday 5th December 2008**.

If you have any further questions please call us on 01702 215319



Your views are important to us

The Council would like to hear your views on these proposals

Two 'drop in sessions' are being held to give you the opportunity to meet and speak with Council representatives before completing the questionnaire.

The sessions will be held at **Ferndale Baptist Church, North Avenue, Southend-on-Sea** at the dates and times below:-

Thursday - 27th November 2008 - 5.30pm till 8.30pm

Saturday - 29th November 2008 - 12pm (noon) till 2pm

Larger plans of the proposals will also be on permanent display during the consultation period from 14th November 2008 to 5th December 2008 in the window of

Peaceful Place Charity Shop
127/129 North Avenue
Southend on Sea

Calendar of Events

27th November 2008 - drop in session at Ferndale Baptist Church between 5.30pm - 8.30pm

29th November 2008 - drop in session at Ferndale Baptist Church between 12pm - 2pm

5th December 2008 - end of consultation and return of questionnaires

17th December 2008 - Traffic and Parking Working Group and Cabinet Committee consider report on feedback from consultation and decide whether scheme should proceed

2009 - if supported possible scheme implementation



This leaflet can be translated into alternative languages and can be provided in alternative formats. Please contact 01702 215408



Appendix 1B: Copy of Questionnaire

Consultation Questionnaire

Closing date
5th December 2008

Name

Address

Are you a resident local business other (please state)

Q1. Do you consider that there are road safety problems along Bournemouth Park Road which are related to speeding? Yes No Unsure

Q2. Do you support the introduction of traffic calming such as road humps and speed cushions to reduce vehicle speeds through cross roads along Bournemouth Park Road? Yes No Unsure

Q3. Do you support the introduction of changes to traffic signals on Bournemouth Park Road to reduce driver problems seeing the right signals? Yes No Unsure

Q4. Do you support the introduction of raised tables at traffic signals to reduce speeds? Yes No Unsure

Q5. Do you support the introduction of cycle route measures along Bournemouth Park Road? Yes No Unsure

Do you have any other comments?

Thank you for taking the time to complete this questionnaire

Data Protection Act 1998

Under the Data Protection Act 1998, we have a legal duty to protect any personal information we collect from you.

We will only use personal information you supply to us for the reason that you provided it for.

We will only hold your information for as long as necessary to fulfil that purpose.

We will not pass your information to any other parties (including other Council departments) unless this is made clear to you at the time you supplied it.

All employees and contractors who have access to your personal data or are associated with the handling of that data are obliged to respect your confidentiality.

Fair Processing Notification

This authority is under a duty to protect the public funds it administers, and to this end may use the information you have provided on this form for the prevention and detection of fraud. It may also share this information with other bodies responsible for auditing or administering public funds for these purposes



BUSINESS REPLY SERVICE
Licence No SMU 272

2 | |

DIRECTOR OF ENTERPRISE, TOURISM & THE ENVIRONMENT
PO BOX 6
CIVIC CENTRE
VICTORIA AVENUE
SOUTHEND-ON-SEA
SS2 6BR

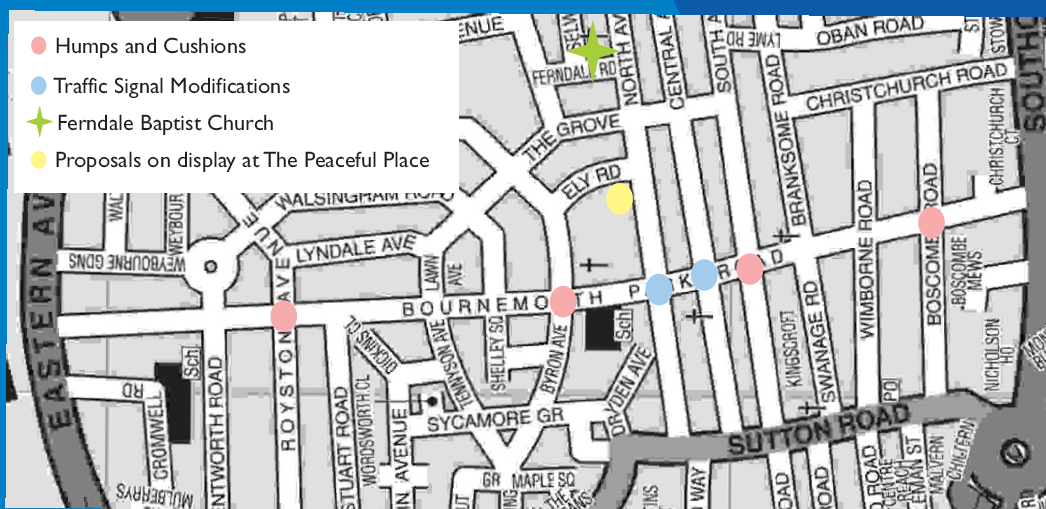
Public Consultation
Accident Reduction Proposals

Along Bournemouth Park Road



Bournemouth Park Road Accident Reduction Proposals

Proposed Accident Reduction Scheme, combined with a cycle route and safety improvements around a local primary school.



Drop in Sessions

Thursday 27th November 2008 - 5.30pm - 8.30pm

Saturday 29th November 2008 - 12pm (noon) - 2pm

Location

Ferndale Baptist Church, North Avenue, Southend-on-Sea

For an information leaflet & questionnaire

Telephone 01702 215319 (between 9am-5pm)

Closing date - 5th December 2008



Appendix 1D: – CONSULTATION ANALYSIS

Questionnaire results

Q1. Do you consider that there are road safety problems along Bournemouth Park Road which are related to speeding ?

| Road Name | Yes | No | Unsure | Total Responses | % Yes | % No | % Unsure |
|--------------------------------------|------------|-----------|----------|-----------------|-----------|----------|----------|
| Bournemouth Park Rd. - North Section | 26 | 3 | 1 | 30 | 87 | 10 | 3 |
| Bournemouth Park Rd. - Mid Section | 24 | 2 | 0 | 26 | 92 | 8 | 0 |
| Bournemouth Park Rd. - South Section | 18 | 0 | 1 | 19 | 95 | 0 | 5 |
| Wentworth Rd. | 2 | 0 | 0 | 2 | 100 | 0 | 0 |
| Royston Ave. | 18 | 0 | 3 | 21 | 86 | 0 | 14 |
| Stuart Road | 4 | 0 | 1 | 5 | 80 | 0 | 20 |
| Tennyson Av. And Lawn Av. | 1 | 1 | 0 | 2 | 50 | 50 | 0 |
| Shelley Sq. And Walsingham Rd. | 4 | 1 | 0 | 5 | 80 | 20 | 0 |
| St.Lukes Rd. And Byron Av. | 5 | 1 | 2 | 8 | 63 | 12 | 25 |
| North Av. | 5 | 0 | 0 | 5 | 100 | 0 | 0 |
| Central Av. | 5 | 0 | 0 | 5 | 100 | 0 | 0 |
| South Av. | 9 | 1 | 0 | 10 | 90 | 10 | 0 |
| Swanage Rd & Branksome Rd. | 7 | 0 | 0 | 7 | 100 | 0 | 0 |
| Wimborne Rd. | 5 | 4 | 0 | 9 | 56 | 44 | 0 |
| Boscombe Rd. | 7 | 2 | 0 | 9 | 78 | 22 | 0 |
| Other Address | 8 | 1 | 1 | 10 | 80 | 10 | 10 |
| TOTAL | 148 | 16 | 9 | 173 | 86 | 9 | 5 |

Q2. Do you support the introduction of traffic calming such as road humps and speed cushions to reduce vehicle speeds through crossroads along Bournemouth Park Road?

| Road Name | Yes | No | Unsure | Total Responses | % Yes | % No | % Unsure |
|--------------------------------------|-----|----|--------|-----------------|-------|------|----------|
| Bournemouth Park Road- North Section | 18 | 11 | 1 | 30 | 60 | 37 | 3 |
| Bournemouth Park Road- Mid Section | 17 | 6 | 2 | 25 | 68 | 24 | 8 |
| Bournemouth Park Road- South Section | 15 | 1 | 3 | 19 | 79 | 5 | 16 |
| Wentworth Rd. | 2 | 0 | 0 | 2 | 100 | 0 | 0 |
| Royston Ave. | 17 | 4 | 0 | 21 | 81 | 19 | 0 |
| Stuart Road | 4 | 0 | 1 | 5 | 80 | 0 | 20 |
| Tennyson Av. And Lawn Av. | 1 | 1 | 0 | 2 | 50 | 50 | 0 |
| Shelley Sq. And Walsingham Rd. | 4 | 1 | 0 | 5 | 80 | 20 | 0 |
| St.Lukes Rd. And Byron Av. | 5 | 2 | 0 | 7 | 71 | 29 | 0 |
| North Av. | 5 | 0 | 0 | 5 | 100 | 0 | 0 |
| Central Av. | 4 | 1 | 0 | 5 | 80 | 20 | 0 |
| South Av. | 7 | 2 | 1 | 10 | 70 | 20 | 10 |
| Swanage Rd & Branksome Rd. | 5 | 2 | 0 | 7 | 71 | 29 | 0 |
| Wimborne Rd. | 7 | 2 | 0 | 9 | 78 | 22 | 0 |
| Boscombe Rd. | 6 | 3 | 0 | 9 | 67 | 33 | 0 |
| Other Address | 8 | 3 | 0 | 11 | 73 | 27 | 0 |
| TOTAL | 125 | 39 | 8 | 172 | 73 | 23 | 4 |

Q3. Do you support the introduction of changes to traffic signals on Bournemouth Park Road to reduce driver problems seeing the right signals ?

| Road Name | Yes | No | Unsure | Total Responses | % Yes | % No | % Unsure |
|--------------------------------------|-----|----|--------|-----------------|-------|------|----------|
| Bournemouth Park Road- North Section | 26 | 2 | 2 | 30 | 86 | 7 | 7 |
| Bournemouth Park Road- Mid Section | 24 | 2 | 0 | 26 | 92 | 8 | 0 |
| Bournemouth Park Road- South Section | 18 | 0 | 1 | 19 | 95 | 0 | 5 |
| Wentworth Rd. | 2 | 0 | 0 | 2 | 100 | 0 | 0 |
| Royston Ave. | 17 | 1 | 3 | 21 | 81 | 5 | 14 |
| Stuart Road | 4 | 0 | 1 | 5 | 80 | 0 | 20 |
| Tennyson Av. And Lawn Av. | 2 | 0 | 0 | 2 | 100 | 0 | 0 |
| Shelley Sq. And Walsingham Rd. | 5 | 0 | 0 | 5 | 100 | 0 | 0 |
| St.Lukes Rd. And Byron Av. | 7 | 0 | 0 | 7 | 100 | 0 | 0 |
| North Av. | 5 | 0 | 0 | 5 | 100 | 0 | 0 |
| Central Av. | 4 | 1 | 0 | 5 | 80 | 20 | 0 |
| South Av. | 10 | 0 | 0 | 10 | 100 | 0 | 0 |
| Swanage Rd & Branksome Rd. | 5 | 1 | 1 | 7 | 71 | 14 | 15 |
| Wimborne Rd. | 8 | 0 | 1 | 9 | 89 | 0 | 11 |
| Boscombe Rd. | 7 | 0 | 1 | 8 | 88 | 0 | 12 |
| Other Address | 9 | 0 | 0 | 9 | 100 | 0 | 0 |
| TOTAL | 148 | 7 | 10 | 165 | 90% | 4% | 6% |

Q4. Do you support the introduction of raised tables at traffic signals to reduce speeds ?

| Road Name | Yes | No | Unsure | Total Votes | %Yes | % No | %Unsure |
|--------------------------------------|-----|----|--------|-------------|------|------|---------|
| Bournemouth Park Road- North Section | 21 | 5 | 4 | 30 | 70 | 17 | 13 |
| Bournemouth Park Road- Mid Section | 16 | 6 | 2 | 24 | 67 | 25 | 8 |
| Bournemouth Park Road- South Section | 16 | 1 | 1 | 18 | 89 | 5 | 6 |
| Wentworth Rd. | 2 | 0 | 0 | 2 | 100 | 0 | 0 |
| Royston Ave. | 15 | 6 | 0 | 21 | 71 | 29 | 0 |
| Stuart Road | 4 | 0 | 1 | 5 | 80 | 0 | 20 |
| Tennyson Av. And Lawn Av. | 1 | 1 | 0 | 2 | 50 | 50 | 0 |
| Shelley Sq. And Walsingham Rd. | 5 | 0 | 0 | 5 | 100 | 0 | 0 |
| St.Lukes Rd. And Byron Av. | 5 | 2 | 0 | 7 | 71 | 29 | 0 |
| North Av. | 5 | 0 | 0 | 5 | 100 | 0 | 0 |
| Central Av. | 4 | 1 | 0 | 5 | 80 | 0 | 0 |
| South Av. | 8 | 2 | 0 | 10 | 80 | 20 | 0 |
| Swanage Rd & Branksome Rd. | 5 | 1 | 1 | 7 | 71 | 14 | 15 |
| Wimborne Rd. | 8 | 1 | 0 | 9 | 89 | 11 | 0 |
| Boscombe Rd. | 6 | 1 | 1 | 8 | 75 | 12 | 13 |
| Other Address | 5 | 5 | 1 | 11 | 44 | 44 | 12 |
| TOTAL | 126 | 32 | 11 | 169 | 75 | 19 | 6 |

Q5. Do you support the introduction of cycle route measures along Bournemouth Park Road ?

| Road Name | Yes | No | Unsure | Total Responses | % Yes | % No | % Unsure |
|--------------------------------------|-----|----|--------|-----------------|-------|------|----------|
| Bournemouth Park Road- North Section | 17 | 8 | 6 | 31 | 55 | 26 | 19 |
| Bournemouth Park Road- Mid Section | 11 | 6 | 9 | 26 | 42 | 23 | 35 |
| Bournemouth Park Road- South Section | 11 | 4 | 2 | 17 | 64 | 24 | 12 |
| Wentworth Rd. | 3 | 0 | 0 | 3 | 100 | 0 | 0 |
| Royston Ave. | 15 | 3 | 3 | 21 | 71 | 14 | 15 |
| Stuart Road | 4 | 1 | 0 | 5 | 80 | 20 | 0 |
| Tennyson Av. And Lawn Av. | 0 | 1 | 1 | 2 | 0 | 50 | 50 |
| Shelley Sq. And Walsingham Rd. | 4 | 0 | 0 | 4 | 100 | 0 | 0 |
| St.Lukes Rd. And Byron Av. | 6 | 0 | 1 | 7 | 86 | 0 | 14 |
| North Av. | 4 | 0 | 1 | 5 | 80 | 0 | 20 |
| Central Av. | 1 | 2 | 2 | 5 | 20 | 40 | 40 |
| South Av. | 7 | 1 | 2 | 10 | 70 | 10 | 20 |
| Swanage Rd & Branksome Rd. | 3 | 1 | 3 | 7 | 43 | 14 | 43 |
| Wimborne Rd. | 3 | 5 | 1 | 9 | 33 | 56 | 11 |
| Boscombe Rd. | 7 | 1 | 1 | 9 | 78 | 11 | 11 |
| Other Address | 6 | 4 | 1 | 11 | 55 | 36 | 9 |
| TOTAL | 102 | 37 | 33 | 172 | 59 | 22 | 19 |

Frequency Of Questionnaire Comments

| No. | No. of | Comments | Response |
|-----|--------|----------|----------|
|-----|--------|----------|----------|

| | times raised | | |
|----|--------------|--|---|
| 1 | 8 | Road humps will cause problems for emergency vehicles. | Speed cushions will be employed, which larger vehicles such as fire engines & ambulances can straddle. |
| 2 | 8 | Parking obscures visibility at side roads. No parking, reduced parking or parking inlets required. | Proposed parking partly on verge or footway & partly on carriageway will improve side road visibility slightly. |
| 3 | 4 | Will support anything to stop speeding. | The measures currently proposed will reduce speeds through crossroads. |
| 4 | 4 | Cycling dangerous on this road. At rush hours, traffic speeds along Boscombe Rd (a rat run) to avoid signals at Southchurch Road. | Proposals include cyclist safety measures. No accidents caused by drivers approaching Bournemouth Park Rd from Boscombe Rd. |
| 5 | 4 | Traffic calming wanted on Wimborne Rd. Neighbours often comment on fast speed of drivers. | Tree branches which contributed to 3 slight accidents at junction with Bournemouth Park Rd now reported. |
| 6 | 4 | Will support anything to stop speeding. | The measures currently proposed will reduce speeds through crossroads. |
| 7 | 3 | The Council should widen Bournemouth Park Road. | The road can't be widened. Proposed parking partly on the footway or verge and partly on the carriageway will provide two 3.0 metre wide lanes. |
| 8 | 3 | Stricter enforcement of parking restrictions is required. | Contract has been re-tendered and is subject to strict performance measures. |
| 9 | 3 | The volume of traffic as well as speed causes problems for children and the elderly. | A zebra crossing with speed reducing features to be provided north of the main entrance to primary school. |
| 10 | 3 | Cars speed from Sutton Rd to signals at Bournemouth Park Rd which they cross too fast. Others race away from signals. | A raised table will reduce speeds through the signals. |
| 11 | 3 | Once scheme complete, I hope Royston Avenue will be treated. | Royston Ave will be treated within 100m of Bournemouth Park Rd |
| 12 | 3 | More accidents at Stuart Road junction than at Royston Rd. | In five years, no accidents were recorded at the Stuart Rd junction. |
| 13 | 3 | Raised tables can damage low floor buses. Must consider this, if Road is to remain a bus route. | The height and gradients of the raised tables only 75mm and 1:15, and streets have flat gradients. |
| 14 | 2 | Get cars parked on purpose built spaces on verge and provide humps on side roads. | No change to parking provision proposed, and humps or cushions will be provided on side roads at three junctions. |
| 15 | 2 | Parking on Bournemouth Park Road opposite primary school obscures signals at North Ave. | Proposed parking partly on the footway and partly on the carriageway will improve forward visibility to the signals. |
| 16 | 2 | Drivers approach the junctions with Wentworth Rd and Royston Av too quickly; traffic signals needed. Raised tables would be useful, but cycle tracks not suitable. | Full treatment proposed for Royston Av, with crossroad warning signs only proposed for Wentworth Rd, where only two slight speed related injury accidents were recorded in 5 years. Cycle safety measures along carriageway only. |
| 17 | 2 | Road humps needed on of St. Luke's Rd, due to speeds round the bend parking on both sides. | 85%ile and average speeds of only 27mph and 22.8 mph respectively were recorded approaching the bend. |
| 18 | 2 | Twice hit by near misses with bicycles on the footway. | Proposed scheme will encourage cyclists to use the road. |
| 19 | 2 | Use humps instead of cushions, | Bournemouth Park Road requires |

| | | | |
|----|---|---|---|
| | | and do something about parking at Bournemouth Park school. | speed cushions, and parents will be prevented from parking on verge. |
| 20 | 1 | Scheme starts at Royston Av and not Eastern Av. Residents will suffer due to the limited parking. Evenings and Saturdays seem to be the worst times for boy racers. | Accident reduction & cyclist safety measures start at Royston Av & Eastern Av respectively. Parking provision not reduced. Proposals will be effective at all times. |
| 21 | 2 | The traffic signals need longer phasing. | Accidents due to drivers jumping red lights. Raised tables will help. Not enough room for cameras. |
| 22 | 2 | Replace give ways with stop markings. Place cameras on signals. Humps & cushions will be unpopular with residents due to noise, and are ill conceived on this main route into Southend. | Approval for stop markings only obtainable where drivers have to stop due to restricted visibility. There's no room for cameras at the signals. Speed cushions achieve lower speeds with less noise than humps. |
| 23 | 2 | Extend double yellow lines from Bournemouth Park Rd along Royston Av to improve traffic flow. | The extension of the double yellow lines on Royston Av has been added to the proposals. |
| 24 | 2 | Right turn off at Central Ave can cause congestion and frustration. Turning right from Swanage Rd and then into Branksome Rd is dangerous for pedestrians. | Only one right turn off accident and no accidents recorded at the Central Avenue and Swanage Road / Branksome Road junctions respectively in 5 yrs. |
| 25 | 1 | Speeding on Eastern Ave and Wentworth Rd are still problems. | Will be considered & prioritised as part of accident reduction programme |
| 26 | 1 | Three feet of grass verges should be made available for parking, to reduce hazard exiting driveways. | Two feet will be converted to a hard standing which will improve visibility slightly and retain green space. |
| 27 | 1 | A damaged bus shelter is an eyesore and should be repaired. | The damaged shelter has been reported. |
| 28 | 1 | Buses should be confined to Sutton Road, Bournemouth Park Road and Hamstel Road. | The routing of buses is a matter separate from decision to improve safety along Bournemouth Park Rd. |
| 29 | 1 | Action along Bournemouth Park Rd has been due for 30 years. | If supported, the safety improvement proposals will be implemented 2009. |
| 30 | 1 | Heavy rain results in footway flooding. Street lights don't work. | Reported to cleansing. Gulleys and street lighting checked. |
| 31 | 1 | The accidents are related to speeding and the traffic signals. | Raised tables will reduce speeds at the traffic signal controlled junctions. |
| 32 | 1 | Reduce speeds between South Ave & Royston Ave with cameras. | Speed cushions and raised tables will be provided to reduce speeds. |
| 33 | 1 | Prevent parking on verges and rutting in footways. | Areas of proposed hard standing will prevent verge and footway damage. |
| 34 | 1 | Cameras needed at week end nights. Cyclists use the footways. | Proposals will reduce speeds and encourage cycling along the road. |
| 35 | 1 | Tax payers' money wasted on this questionnaire. Only white needed. | Informal consultation is necessary to gauge public opinion, and colours employed to make leaflet distinctive. |
| 36 | 1 | Need 20mph limit with panels (cf Southchurch Blvd). Agree with cycle path where road is wider. | With speed reduction and cyclist safety measures proposed, the existing 30mph limit will be adequate. |
| 37 | 1 | North Av & Central Av signals out of "sync" and not on same phase. | Signals are correctly set. Raised tables will reduce speed at junctions. |
| 38 | 1 | "Cut through" traffic on side roads will increase. The problem is cars parked on Bournemouth Park Rd. | Near Bournemouth Park Rd, 4 side roads will be traffic calmed. Proposed partial parking will be help slightly. |
| 39 | 1 | Something needs to be done about accidents outside my home. | Proposed raised tables will reduce speed through traffic signals. |
| 40 | 1 | Most drivers speed over humps. Speed cameras are the answer. | Criteria (as recommended in national guidance) for deploying speed cameras is not met. |

| | | | |
|----|---|--|---|
| 41 | 1 | Get cars off the grass verge as the mud is very slippery. | Measures include two feet of hard standing in verge adjacent to road. |
| 42 | 1 | Make a one way system within busier part of Sutton Rd and Bournemouth Park Rd. | One way operation encourages higher speeds, which could lead to increases in accident levels. |
| 43 | 1 | Cycle route would greatly help with children going to school. | Cycle route measures designed with school safety improvements in mind. |
| 44 | 1 | Need 20mph speed cameras, double yellow lines, CCTV&ANPR, noise monitoring& fixed penalties. | Proposals are aimed at lowering speeds through junctions where most speed related accidents occurred. |
| 45 | 1 | Due to parking on one side of the road only, it's impossible not to drive over centre road markings. | After proposed removal of existing centre hatching, 3m wide lanes will be available past parked vehicles. |
| 46 | 1 | More double yellow lines with no parking on grass verge required. | The proposals are not intended to have an effect on parking provision. |
| 47 | 1 | A cycle track along the ample grass verges would help. | The proposals include measures to improve safety for cyclists along a recommended cycle route. |
| 48 | 1 | Too narrow for a cycle track from Byron Ave to Southchurch Rd. | Traffic lanes will be widened & road markings provided to assist cyclists. |
| 49 | 1 | Branksome Rd is used as a short cut. Make one way with humps or introduce double yellow lines on even numbered side of the road. | No accidents at Branksome Road's junction with Bournemouth Park Rd. One way operation or double yellow lines may increase speed. |
| 50 | 1 | Many accidents seen on corner of Bournemouth Park Rd and Byron Ave. | Safety improvements at this junction include speed cushions, with a hump and give way sign on each side road. |
| 51 | 1 | Glad to see that railings are to be erected outside Bournemouth Park school. | The scheme is being designed to include safety improvements at the school. |
| 52 | 1 | Red light cameras and fining drivers is the answer at the Central Ave / Bournemouth Park Rd junction. I've lived here 22 yrs. | After consultation with the Police, there isn't room for red light cameras. A raised table will be installed to reduce speeds through this junction. |
| 53 | 1 | More time needed for right turning traffic into Sutton Rd. Traffic from Greyhound Way has more time. | Not factors relevant to Bournemouth Park Rd. |
| 54 | 1 | Pedestrians with wheelchairs can't get by footway parking. | Parking proposed partly on the footway will be marked with broken white lines on four sides of bays. 1.75m will remain for wheelchairs. |
| 55 | 1 | Introducing traffic light changes in 2004 at Central Av and North Av caused the majority of accidents. | Signal changes reduced previous accident levels. Raised tables will treat latest speed related accidents. |
| 56 | 1 | My Dad was killed at the Boscombe Rd junction. Anything to improve safety is welcomed. | Speed cushions on both sides of this junction will reduce vehicle speeds on Bournemouth Park Road. |
| 57 | 1 | Noise will be caused when trucks go over the tables. Cycle route supported, if grass not dug up. | Table ramps with a gradient of 1:15 will reduce speed and cause less noise. Only require excavation to create hard standings for partly parking on verge. |
| 58 | 1 | Remove verges and provide bays to prevent parked cars being involved in accidents. | Proposed parking partly on the verge and partly on the carriageway will create wider traffic lanes and preserve verges. |
| 59 | 1 | The road isn't wide enough to have a cycle lane. | No cycle lane is proposed. Road markings provided to guide cyclists. |
| 60 | 1 | Change the speed limit to 20mph and enforce, and install a Pelican at the school. No room for cycle | 20mph limits can't be introduced on a distributor road. Zebra chosen due to low expected speeds. Introducing |

| | | | |
|----|---|--|--|
| | | route south of school. | parking partly on the footway will increase available width. |
| 61 | 1 | Speed humps cause damage to vehicles and injury to passengers. | Humps are the most effective physical measures for reducing accidents. Where they have been removed, accident levels increase. |
| 62 | 1 | Make Wimborne Rd & Swanage Rd one way to avoid dashing across Bournemouth Park Rd. Are police concerned about illegal cycling ? | One way operation may result in higher vehicle speed. Illegal cycling reported to Police. |
| 63 | 1 | Pedestrian lights and signals needed at Wentworth Rd & Royston Av respectively. Speed cameras and humps needed. | Only two slight pedestrian injury accidents at Wentworth Rd and none at Royston Av respectively in 5years. Criteria for speed cameras not met. |
| 64 | 1 | Cameras would be a good idea to stop cars trying to catch the lights. | Criteria for speed cameras not met along Bournemouth Park Road. |
| 65 | 1 | I was lollipop lady at Royston Av. Speed camera never installed and speeding drivers ignored me. | No pedestrian accidents recorded at the Royston Av and criteria for speed cameras not met along Bournemouth Park Rd . |
| 66 | 1 | Make Byron Avenue one way, because it's used as a race track; or put in speed bumps. | 85%ile & average speeds of 24 mph & 17.2 mph recorded. Speed may increase if one way operation introduced. Hump already proposed. |
| 67 | 1 | Slow down boy racers on Friday & Saturday night. Humps will help. | Speed cushions and raised tables will reduce speeds at junctions. |
| 68 | 1 | Between school & Eastern Av and at shop near South Av parking causes problems, but slows down vehicles. Bad road for cyclists. | Proposed parking partly on verge or footway and partly on carriageway will create wider traffic lanes along which cyclists will be accommodated. |
| 69 | 1 | Improve side road parking, & stop parking on Bournemouth Park Rd approaching signals near school. | Proposed parking partly on footway and partly on carriageway will slightly improve visibility to signals. |
| 70 | 1 | Preventing side road access will reduce tailbacks and accidents. | There would be objections to loss of accessibility closing side roads. Traffic would divert through residential areas. |
| 71 | 1 | Speed cushions damage cars. Humps & sleeping policemen OK. No room or need for a cycle route. Road and paths are too narrow. | Proposed cushions & humps only 65mm high with ramp gradients not steeper than 1:8. Hheight and gradients of raised tables only 75mm and 1:15. Road now recommended as cycle route. |
| 72 | 1 | Why no speed cameras when signs provided ? Cameras would deter & identify speeding drivers. Royston Av is a "rat run"; more so now Wentworth Rd has humps. | The signs have been reported and will be removed. Criteria for speed cameras not met along Bournemouth Park Rd. Current proposals include measures on Royston Av. |
| 73 | 1 | Conflict likely between cyclists & motorists at Royston Av junction. Cushions are too near islands. | Cushions on junction approaches will be relocated to slow drivers down in advance of existing refuge islands. |
| 74 | 1 | Wentworth Rd and Branksome Rd would be safer if made one way. It would solve junction problems at Branksome Rd/Trinity & Oban Rd. | One way operation encourage higher speeds, which can lead to increases in accidents. No accidents recorded at junction of Branksome Rd and Bournemouth Park Rd. |
| 75 | 1 | Flashing lights telling drivers to "slow down" more appropriate than vertical deflection measures. Heavily loaded vehicles need to | Speed indicator devices appropriate on 30mph roads if other traffic calming measures are unsuccessful. Large vehicles will straddle speed |

| | | | |
|----|---|---|--|
| | | run smoothly, but traffic calming causes irritation and road rage. Unlike drivers, pedestrians can change signals by pressing pushbuttons - remove the latter. Road not wide enough for cycle route. Pavement cycling outlawed but impossible to enforce. | cushions comfortably. Drivers can also change signals, as microwave vehicle detectors extend & terminate vehicle greens on demand. Proposed parking partly on the verge or footway & partly on the carriageway will encourage cyclists to remain on the road as lanes will be wider. |
| 76 | 1 | Not before time as junctions with North Av & Central Av are lethal. | Accident record checked over 5 years only for accident reduction purposes. |
| 77 | 1 | Cycle route poses added hazards to cars negotiating driveways. | Potential for this conflict will remain, but accidents occurred at crossroads. |
| 78 | 1 | Humps & cushions will cause traffic to back up and pollution, similar to levels in summer when can't open windows due to fumes. | Traffic levels will not increase as a result of cushions. The slower vehicle speeds will result in less pollution. |
| 79 | 1 | Traffic divert would be better, and would relieve peak congestion. | Traffic not being diverted onto other quieter roads in residential areas. |
| 80 | 1 | Remove motor cars to remove accidents. Pedestrianise as many areas as possible or introduce congestion charging. Don't just consider motorists & cyclists. | Pedestrianisation & congestion charging are not appropriate along this distributor road. A zebra crossing is proposed which would bring total number of crossings to four. |
| 81 | 1 | Better spending money on re-instating seafront cliff slip than on lumps in the road. | The funds have been ring fenced for reducing accidents and not cliff slippage work. |
| 82 | 1 | Many accidents witnessed at cross roads with Royston Av. Speed restrictions will assist. | This junction has the worst cluster of treatable accidents. Cushions will achieve reductions in speed. |
| 83 | 1 | Don't support all cycle route measures proposed. | A response can't be made on the unspecified measures not supported. |
| 84 | 1 | Reckless speeding occurs up to 3am on Friday & Saturday nights. | Measures proposed will reduce speeds at all times. The Police have the necessary enforcement powers. |
| 85 | 1 | Speed cameras would be a better way to stop speeding. | Criteria for speed cameras not met along Bournemouth Park Road. |
| 86 | 1 | The road repair at Shelley Square junction has sunk. | Sunken road repairs now reported. |
| 87 | 1 | Signals especially need sorting out. Problems caused by cars parked on verge crossovers. Why is there so much verge parking ? | Raised tables will lower speeds through signals. Parking takes place on verges due to lack of driveway space and verge crossovers. |
| 88 | 1 | Cars can pass their wheels round the side of speed cushions. | Only wide cars will be able to straddle 1.7m wide cushions. |
| 89 | 1 | Why haven't traffic signals, a mini roundabout or width constrictions been considered? Cycle route is a good idea due to footway cycling. Tables will not stop jumping of lights or being distracted. | Speed cushions considered to be a more cost effective solution. Illegal cycling will be reported to police. The raised tables will result in lower speeds approaching the signals and improve driver concentration. |
| 90 | 1 | Asphalting 2 feet wide hard strips will be detrimental to trees – use grass crete instead. Speed cushions will be preferred by bus operators at the signal controlled junctions. Pleased to see bollards are proposed for the junction of Byron Av&Bournemouth Park Rd. | Advice & recommendations made by arboricultural officers will be followed. Raised tables with ramp gradients of 1:15 will be employed. Bollards requested by school and will prevent verge parking. |

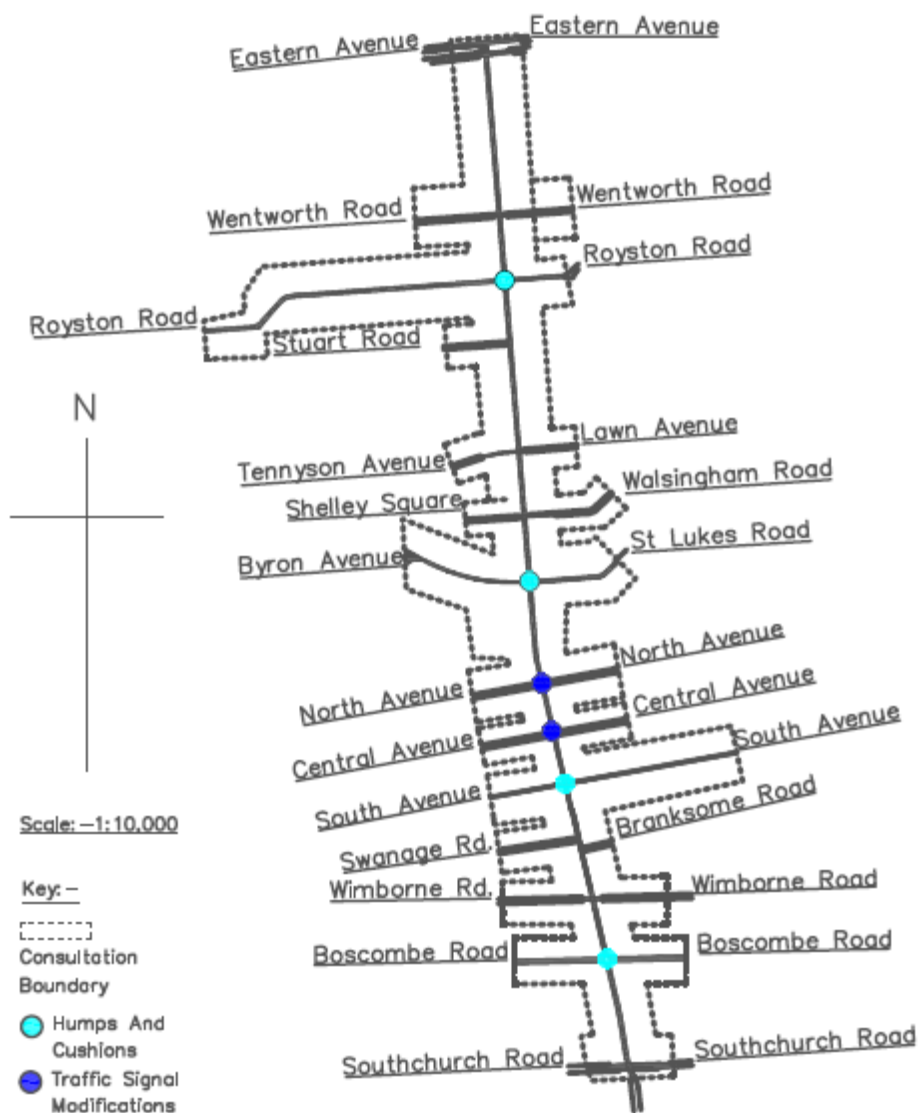
Appendix 1E: Separate Letters and Responses

Summary of Letters

| No. | Letter Summary | Response |
|-----|--|--|
| 1 | Flashing lights telling drivers to “slow down” more appropriate than vertical deflection measures. Heavily loaded vehicles need to run smoothly, but traffic calming causes irritation and road rage. Unlike drivers, pedestrians can change signals by pressing pushbuttons - remove the latter. Road not wide enough for cycle route. Pavement cycling outlawed but impossible to enforce. | Criteria for speed cameras not met. Speed indicator devices appropriate on 30mph roads if other traffic calming measures are unsuccessful. Large vehicles will straddle speed cushions comfortably. Drivers can also change signals, as microwave vehicle detectors extend & terminate vehicle greens on demand. Proposed parking partly on the verge or footway & partly on the carriageway will encourage cyclists to remain on the road as lanes will be wider. |
| 2 | My Dad was killed at the Boscombe Rd junction. My views on road safety have become almost militant since. For Bournemouth Park Rd, I believe significant road safety measures are urgently needed specifically at junctions. I think the ideal solution would be road humps and/or speed cushions, and adjusting the pavement on one side only to allow parking should also be considered. | Speed cushions on both sides of this junction will reduce vehicle speeds on Bournemouth Park Road. The proposals are aimed at lowering speeds through six junctions where most speed related accidents occurred. Parking partly on the verge or footway and partly on carriageway is also proposed, and this will create wider traffic lanes along which cyclists will be given guidance in the form of traffic sign and road markings to improve their safety. |
| 3 | Humps proposed for Boscombe Rd, South Av and Byron Av junctions assume accidents occur because drivers fail to stop or slow down, which is not the case. Drivers who accelerate from stand still unable to see because of:- a) asymmetric junctions; b) parked cars obscuring oncoming vehicles; and c) numerous obstacles. Install humps between the junctions and not cushions which drivers either weave through or go over. “Slow Down” signs needed. Use proper humps with channels formed to accommodate wide vehicles wheels, but not those of cars. Address wicked asymmetry and outrageous visibility at Wimborne Rd junction. One way around Boscombe, Wimborne (with humps) and Branksome would help. | Speed cushions will reduce vehicle speeds on Bournemouth Park Rd only at Boscombe Rd (but also on side roads at other junctions) <u>before</u> negotiating the crossroads. The latter will encourage side road drivers to take more time negotiating the junction, to look properly and to judge other vehicles’ paths & speeds better. Most treatable accidents occurred at crossroads, and the main aim of this scheme is to reduce through speeds. Design advice currently available on cushion schemes followed, and account taken of the recommended widths. Emergency services likely to object to vertical deflections other than speed cushions which their vehicles can straddle. Three slight injury accidents occurred the Wimborne Rd junction, which could be attributed to tree branches obscuring signs. One way systems may result in increases in vehicle speeds and more accidents. |
| 4 | Arriva operate low floored buses along Royston Av which customers appreciate. Replace humps with cushions, and if parking can be deterred provide a horizontal speed reduction measure. | Humps adjacent to the junction will be replaced with speed cushions located closer to Bournemouth Park Rd, which will be aligned to help buses comfortably negotiate their vertical deflections and then pass vehicles parked in the vicinity. |
| 5 | Road humps will affect Fire Brigade’s response times. Speed cushions should be used instead along main artery to town centre and seafront. | Along Bournemouth Park Rd humps will not be employed on. Speed cushions (with raised tables at the junctions with North Av and Central Av) are proposed instead. |
| 6 | The Police support the proposals. | Police should not be adversely affected. |
| 7 | First Essex Buses Ltd seriously concerned about proposed speed tables which can cause damage, and | Height & gradients of raised tables are only 75mm and 1:15. Height and gradients of cushions are only 65mm and 1:8 (max). |

| | | |
|---|---|---|
| | would advocate cushions which cause minimum vertical deflection. | Street gradients are all relatively flat, and grounding should not be a problem. |
| 8 | Deputy Head objects to railings blocking Bournemouth Park school's main entrance, which would be no longer available for emergency use. | Offending guardrail to be removed, and extra guardrail now proposed on the opposite side of the road to encourage children to use the proposed zebra. |
| 9 | In support of proposals especially around Bournemouth Park School. Suggests that better use can be made of garages. Proposals applauded in general. | If the scheme is supported it will proceed to implementation |

Appendix 1F: Location Plan And Consultation Boundary



Appendix 2: Data on Road Accidents, Vehicle Speeds, And Vehicle and Pedestrian Flows

Five Year Accident Severity Up To 30th April, 2008

| | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | Total |
|----------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| Fatal | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Serious | 0 | 3 | 2 | 0 | 0 | 0 | 5 |
| Slight | 4 | 10 | 13 | 11 | 13 | 1 | 52 |
| Total | 4 | 13 | 15 | 11 | 14 | 1 | 58 |

Weather Conditions

| Weather | Number | Percentage |
|----------------|---------------|-------------------|
| Fine | 48 | 83 |
| Rain | 7 | 12 |
| Other | 3 | 5 |
| Total | 58 | - |

Accidents Involving Skidding

| Skidding Involved | Number | Percentage |
|--------------------------|---------------|-------------------|
| Yes | 9 | 16 |
| No | 49 | 84 |

Junction Controls

| Control Type | Number | Percentage |
|----------------------------------|---------------|-------------------|
| Automatic Traffic Signals | 11 | 19 |
| Stop Sign | 3 | 5 |
| Give Way Sign | 33 | 57 |
| Not At Junction | 11 | 19 |
| Total | 58 | - |

Speed Survey Results

| Road Name, Survey Location And Vehicle Direction | 85%ile Speed (mph) | Average Speed (mph) | %age Exceeding Speed Limit (%) |
|---|--------------------------|---------------------------|--------------------------------------|
| Bournemouth Park Road South Of Royston Avenue Northbound | 31 | 26.15 | 20 |
| Bournemouth Park Road North Of St. Luke's Road Southbound | 22 | 21.46 | 4 |
| Bournemouth Park Road South Of St. Luke's Road Northbound | 24.5 | 20.00 | 0 |
| Bournemouth Park Road South Of South Avenue Northbound | 22 | 18.85 | 0 |
| Bournemouth Park Road South Of Boscombe Road Northbound | 29 | 23.46 | 8 |
| Royston Avenue West Of Bournemouth Park Road Eastbound | 34 | 26.85 | 25 |
| Royston Avenue North-East Of Lyndale Avenue Westbound | 30 | 21.7 | 10 |
| Byron Avenue North-West Of Shelley Square Eastbound | 24 | 17.3 | 0 |
| St. Luke's Road North-East Of Ely Road Westbound | 27 | 21.8 | 0 |
| South Avenue East Of Bournemouth Park Road Westbound | 25 | 20.97 | 7 |
| Boscombe Road West Of Bournemouth Park Road Eastbound | 20 | 16.8 | 0 |
| Boscombe Road East Of Bournemouth Park Road Westbound | 20.4 | 19.1 | 0 |

Traffic Survey Results – Tuesday 30th September, 2008
Bournemouth Park Primary School,
Bournemouth Park Road

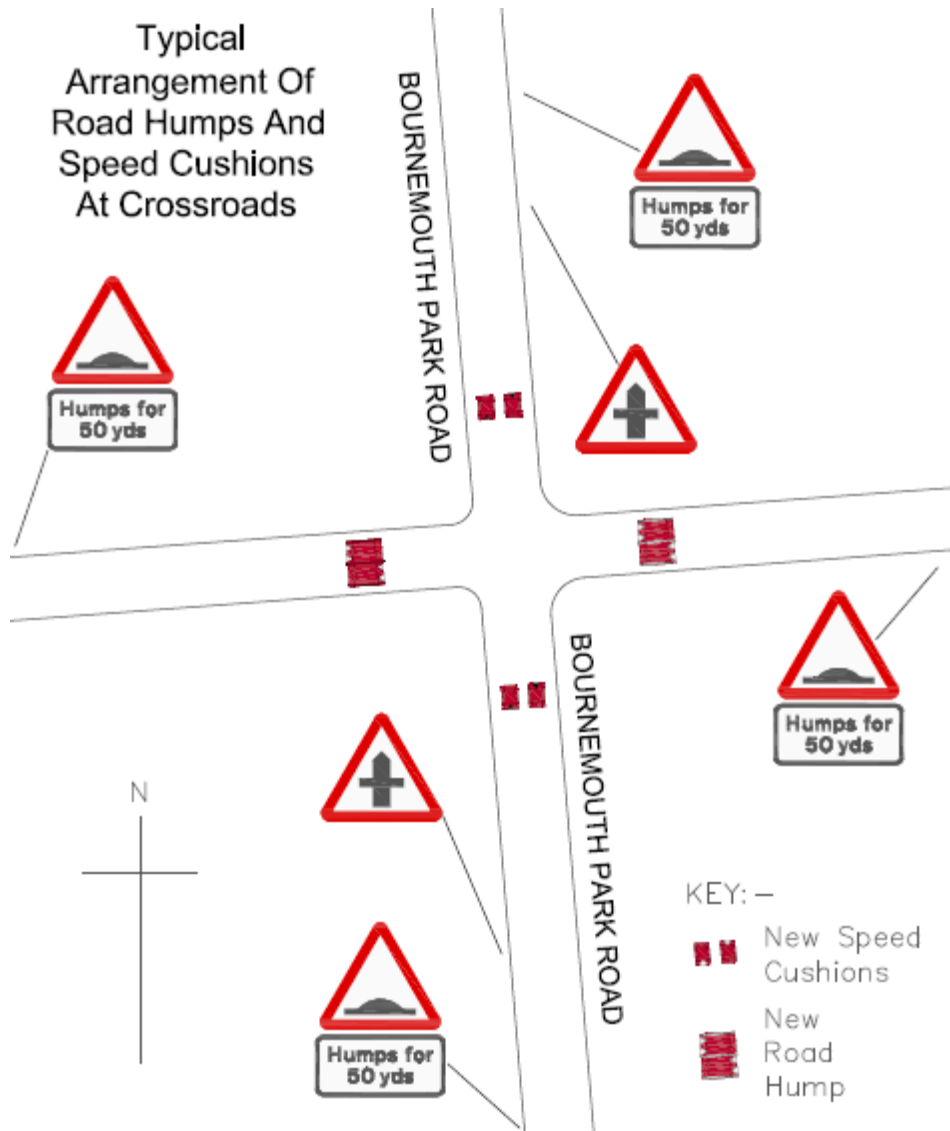
| Road Name, Survey Location And Vehicle Direction | School AM Peak 0830–0930 Hrs Tues 30/09/08 | School AM Peak 1445–1545 Hrs Tues 30/09/08 |
|--|--|--|
| Bournemouth Park Road At Bournemouth Park Primary Northbound | 298 vehicles Including 7 cycles & 3 buses | 334 vehicles Including 6 cycles & 0 buses |
| Bournemouth Park Road At Bournemouth Park Primary Southbound | 382 vehicles Including 2 cycles & 3 buses | 289 vehicles Including 8 cycles & 1 bus |

Pedestrian Survey Results - Tuesday 30th September, 2008
Bournemouth Park Primary School,
Bournemouth Park Road

| Road Name, Location And Section Of Road (50m Long) | School AM Peak 0830–0930 Hrs Pedestrians Crossing Road (No.) | School AM Peak 1445–1545 Hrs Pedestrians Crossing Road (No.) |
|--|---|--|
| Bournemouth Park Road At Bournemouth Park Primary From (But Not Including) St. Luke's Rd. Northwards For 50 Metres | 18* in total, including 0 elderly, 0 adults and 18 children as follows:- 18 unaccompanied; 0 on bicycles; and 0 accompanied; including 0 in prams or pushchairs | 5 in total including 0 elderly, 3 adults and 1 child as follows:- 0 unaccompanied; 1 on a bicycle; and 0 accompanied; including 0 in prams or pushchairs |
| Bournemouth Park Road At Bournemouth Park Primary From (And Including) St. Luke's Road To (And Including) The Main School Entrance | 62 in total, including 0 elderly, 36 adults and 26 children as follows:- 5 unaccompanied; 4 on bicycles; and 17 accompanied; including 1 in a pram or pushchair | 117 in total, including 0 elderly, 56 adults and 61 children as follows:- 1 unaccompanied; 4 on bicycles; and 56 accompanied; including 7 in a pram or pushchair |
| Bournemouth Park Road At Bournemouth Park Primary From (But Not Including) The Main School Entrance To (But Not Including) The Footpath Crossing Point | 41 in total, including 1 elderly, 26 adults and 14 children as follows:- 4 unaccompanied; 0 on bicycles; and 10 accompanied; including 1 in a pram or pushchair | 33 in total, including 1 elderly, 26 adults and 14 children as follows:- 4 unaccompanied; 0 on bicycles; and 10 accompanied; including 1 in a pram or pushchair |
| Bournemouth Park Road At Bournemouth Park Primary From (And Including) The Footpath Crossing Point To (But Not Including) The School Crossing Patrol At North Avenue | 8 in total, including 0 elderly, 4 adults and 4 children as follows:- 0 unaccompanied; 2 on bicycles; and 2 accompanied; including 0 in a pram or pushchair | 7 in total, including 0 elderly, 5 adults and 2 children as follows:- 1 unaccompanied; 1 on a bicycle; and 2 accompanied; including 0 in a pram or pushchair |

* includes 17 unaccompanied children alighting from a private coach after 09:15 am

Appendix 3B: Typical Treatment Arrangements at Crossroads As Consulted Upon



Appendix 3C: List of Changes Made To Original Scheme

1. Road humps on Royston Avenue 11 metres to the east and west of Bournemouth Park Road to be replaced with two speed cushions set to accommodate newly introduced low floor buses. The road hump on Royston Avenue 55 metres to the west of Bournemouth Park Road to be replaced with a speed reduction measure, which will also accommodate the above low floor buses.
2. The continuous bay indicating parking partly on the footway or verge and partly on the carriageway, to be replaced with runs of bays between private accesses and street furniture.
3. At the traffic signal controlled cross road junctions with North Avenue and Central Avenue, no changes are now included within the proposals to reduce driver problems seeing the right signals. Together with the existing secondary signals facing northbound and southbound drivers (which were relocated to close associated positions several years ago), the proposed raised tables at the above junctions with Bournemouth Park Road will be sufficient to treat the residual speed related accident problem.
4. On South Avenue, the severity of the proposed speed reduction measure outside number 101 to be increased by installing a single speed cushion within the reduced carriageway width, and an additional speed reduction measures to be provided outside number 162.
5. On Bournemouth Park Road at its junction with Royston Avenue, the proposed speed cushions to be relocated further in advance of the existing refuge islands. This will encourage drivers to slow down before negotiating the gaps past the islands and to improve cyclist safety.
6. On Royston Avenue, existing double yellow lines to be extended from Bournemouth Park Road to help drivers negotiate the proposed speed cushions and parked vehicles.

