

DERBYSHIRE COUNTY COUNCIL
CABINET MEMBER FOR CHILDREN'S SERVICES

11 October 2016

Report of the Strategic Director for Children's Services

HOME TO SCHOOL TRANSPORT – HAZARDOUS ROUTES

1. Purpose of Report

To consider a request for a home to contracted vehicle bus stop being declared 'hazardous' for the purpose of establishing eligibility for free transport to the bus stop.

2. Information and Analysis

The Authority provides assistance with travel for full-time primary and secondary school pupils who do not live within walking distance of their normal area school. This distance, as defined in the 1996 Education Act, is 2 miles for children under 8 and 3 miles for children aged 8 and over, measured by the nearest available route.

An exception may be made to these distance rules if the Authority agrees that a particular route is hazardous for a pupil, accompanied if necessary, to undertake on foot. In making such a decision, the Authority will not only consider the nature of the route or alternative routes the pupil could reasonably be expected to take, but also the age of the child and whether, due to disability, the parent is unable to accompany him or her.

The Authority's criteria for the assessment of route safety in relation to home to school transport situations are set out below:-

- a) In assessing the safety of a particular route, consideration be given only to danger relevant to traffic/highway conditions;

- b) It is essential that each case be considered objectively on its merits;
- c) It is assumed that the child is accompanied, if necessary, by a parent or other responsible person and will be suitably clad;
- d) Where a footway or roadside strip of reasonable width and condition, public footpath or bridleway exists, this will normally be assumed to provide a safe route for that part of the journey;
- e) Where, on a lightly trafficked or narrow road, a verge exists which is not easy to walk on, but which can be stepped onto by the child and accompanying person when vehicles are passing, it can normally be assumed to provide a safe route for that part of the journey;
- f) Many routes may lie along roads having neither footway nor verge. On such roads consideration should be given to the width of the carriageway, traffic speed and composition (such as frequent heavy goods vehicles) and to visibility (ie sharp bends with high hedgerows or banks);
- g) The absence of street lighting is not in itself a measure of the availability of a safe route although where children are unable to step off the road surface it could become a significant factor;
- h) Consideration should be given to the relevant accident record of the route with particular regard to the effect on pedestrian movement; and
- i) Where road crossings are necessary, the availability of facilities to assist such crossings should be taken into consideration as should the extent of visibility.

Haddon Grove to Over Haddon

A request for this route to be assessed in accordance with the Authority's criteria for route safety for the purposes of home to school transport has been made by a parent who resides in Haddon Grove and whose child attends Lady Manners School. The home to school distance measures less than the statutory walking distance for a

secondary school pupil which is three miles, measured by the shortest available route.

The section of the shortest route from Haddon Grove to Lady Manners School (Over Haddon village to Bakewell via Bakewell Road) has been assessed previously and determined not hazardous for the purposes of home to school transport. Haddon Grove to Over Haddon Village has not previously been assessed

A pro forma (Appendix A) is attached with the area in question indicated on the attached map (Appendix B Map Reference A1/B1 Haddon Grove via C1 to Over Haddon Village).

The route from Haddon Grove is along a single track road towards Over Haddon village with the roadway widening on the approach to the village. There are grass verges of varying widths along the route and there are pavements in the village.

If the route from Haddon Grove to Over Haddon is declared hazardous, the Authority would provide a bus pass on the local Authority contracted vehicle transporting students to Lady Manners School.

Date of Inspection

1 July 2016

Panel's Recommendation

Not hazardous

3. Financial Considerations

Any routes which are declared hazardous by the County Council automatically require the provision of free transport to children who have to travel along those routes if there is no alternative route under the relevant distance to the bus pick up point (see paragraph 3 Background – Transport Policy for Children and Young People). Therefore, any routes so designated have ongoing financial consequences for the Authority which would have to be met from its Home to School Transport budget. In each case under consideration, the cost does not have a bearing on the question of whether a route should be regarded as dangerous.

4. Other Considerations

In preparing this report the relevance of the following factors has been considered: Prevention of Crime and Disorder, Equality of Opportunity and

Environmental, Health, Human Resources, Legal, Social Value and Property considerations.

5. Background Papers

Reports and recommendations as mentioned in this report.

6. Officer Recommendations

The Cabinet Member is asked to consider the Hazardous Route Panel's recommendation for the route indicated and to determine whether or not the route should be declared hazardous.

Jane Parfrement
Strategic Director for Children's Services

APPENDIX A

DERBYSHIRE COUNTY COUNCIL

<u>HOME TO SCHOOL TRANSPORT - CRITERIA FOR ROUTE SAFETY</u>	<u>ROUTE: Haddon Grove to Over Haddon</u>	
In assessing the safety of a particular route consideration should be given only to danger relevant to traffic/highway conditions. It is essential that each case be considered objectively on its merits.	<u>RELEVANT INFORMATION (where applicable)</u>	<u>OFFICER'S COMMENTS</u>
1. It is assumed that the child is accompanied if necessary by a normal caring parent or other responsible person and will be suitably clad.		
2. Where a footway or roadside strip of reasonable width and condition, public footpath or bridleway exists, this will normally be assumed to provide a safe route for that part of the journey.	There is no footway along the route.	There are pavements in Over Haddon village.
3. Where, on a lightly trafficked or narrow road, a verge exists which is not easy to walk on, but which can be stepped onto by the child and accompanying person when vehicles are passing, it can normally be assumed to provide a safe route for that part of the journey.	There are grass verges of varying width along the route.	The section of the route between Mandale House (A on attached map) and the junction with Monyash Road (B) is a single track road.
4. Many routes may lie along roads having neither footway nor verge. On such roads consideration should be given to the width of the carriageway, traffic speed and composition (such as frequent heavy goods vehicles) and to visibility (ie sharp bends with high hedgerows or banks).	The road from Mandale House and Monyash Road is a single track road. The road widens from this junction towards Over Haddon. The speed limit is de-restricted. The majority of the route is along open sections of roadway with adequate to good visibility.	Vehicle count: 20 minute period 07.50am to 08.10am:- Car – 3 Tractor – 1
5. The absence of street lightening is not in itself a measure of the availability of a safe route although where children are unable to step off the road surface it could become a significant factor.		There is street lighting in Over Haddon village.
6. Consideration should be given to the relevant accident record of the route with particular regard to the effect on pedestrian movement.		There have been no recorded accidents in the period 01.01.2013 to date.
7. Where road crossings are necessary, the availability of facilities to assist such crossings should be taken into consideration as should the extent of visibility.		Road crossings are not necessary as, due to the nature of the route, pedestrians have to walk along the carriageway.

Appendix B

