

DERBYSHIRE COUNTY COUNCIL

CABINET MEMBER FOR YOUNG PEOPLE

4 June 2019

**Joint Report of the Executive Director for Children’s Services
and the Executive Director of Economy, Transport and Environment**

**HOME TO SCHOOL TRANSPORT – HAZARDOUS ROUTE
ASSESSMENTS**

1. **Purpose of Report** To consider a request for the three routes identified in this paper to be declared 'hazardous' for the purpose of establishing eligibility to free home to school transport.
2. **Information and Analysis**

2.1 Background

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 (Transport Policy for Children and Young People).

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.

2.2 Criteria

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 (i.e. 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.

Where a route is deemed hazardous for any of the above highway reasons, the matter should also be referred to the Cabinet Member for Highways and Transport to consider if the danger can reasonably be removed by appropriate highway management means. Granting of "hazardous route" status should be on the clear understanding that this status would cease if and when necessary highway measures are taken to remove the cause of the danger.

3.

3.1 Background

Route 1- Hilton to John Port

A parent of a pupil attending John Port Spencer Academy has raised concerns with regard to route safety for the purposes of home to school transport via Carsington Road / The Mease in Hilton which forms part of the shortest available route to John Port Spencer Academy.

A request was made for the route to be inspected in accordance with the Authority's Walking Route Assessment Criteria (Appendix A of the Transport Policy for Children and Young People as in section 2.2 above).

A pro forma (Appendix B) is attached with the area in question – Carsington Road / The Mease - shown on the attached map (Appendix C). Accident data is provided in a separate document.

Date of Inspection

Recommendation

13 March 2019

Not hazardous

Whilst the Panel's recommendation is not hazardous, it was agreed that further improvements could be made i.e. the clearing of shrubs in the centre of the island to improve visibility and the possible construction of a footway on the right hand side as pedestrians exit Carsington Road on to The Mease. It was noted that further developments would be taking place with the construction of the new Mease Primary Academy in the area which is due to open in September 2019.

Details

If the route via Carsington Road / The Mease junction is declared hazardous for the purposes of home to school transport, the Authority would be required to provide assistance with transport for all students whose nearest alternative route to the school measures over the statutory walking distance of three miles for a secondary age pupil.

Route 2 – Hassop to Lady Manners

3.2 Background

The issue of route safety along the A6020 for the purposes of home to school transport was raised by a parent of a student who attends Lady Manners School, whose home address is on the A6020.

A request was made for the route to be inspected in accordance with the Authority's Walking Route Assessment Criteria (Appendix A of the Transport Policy for Children and Young People).

A pro forma (Appendix D) is attached with the area in question indicated on the attached map (Appendix E). Accident data is provided in a separate document.

Date of Inspection

Recommendation

26 March 2019

Hazardous

Details

If the route is declared hazardous for the purposes of home to school transport, the Authority would be required to provide assistance with transport for all students whose nearest alternative route to their normal area school measures over the statutory walking distance of two miles for children aged under eight, and three miles for children aged eight and over.

Route 3 – Snelston to Queen Elizabeth's Grammar School

3.3 Background

A parent of a pupil attending Queen Elizabeth's Grammar School in Ashbourne, has raised concerns with regard to route safety for the purposes of home to school transport via Sprinkswoods Lane and Sides Lane in Snelston which form part of the shortest available route to the School.

A request was made for the route to be inspected in accordance with the Authority's Walking Route Assessment Criteria (Appendix A of the Transport Policy for Children and Young People).

A pro forma (Appendix F) is attached with the area in question – Sprinkswoods Lane / Sides Lane - shown on the attached map (Appendix G). Accident data is provided in a separate document.

Date of inspection

Recommendation

02 April 2019

**Not Hazardous – Sprinkswoods Lane
Hazardous – Sides Lane before it
joins Clifton village**

Details

If the route via Sprinkswoods Lane and Sides Lane is declared hazardous for the purposes of home to school transport, the Authority would be required to provide assistance with transport for all students whose nearest alternative route to the school measures over the statutory walking distance of three miles for a secondary age pupil.

4 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 School (see 2.1 above 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.

5. Other Considerations

In preparing this report the relevance of the following factors has been considered:

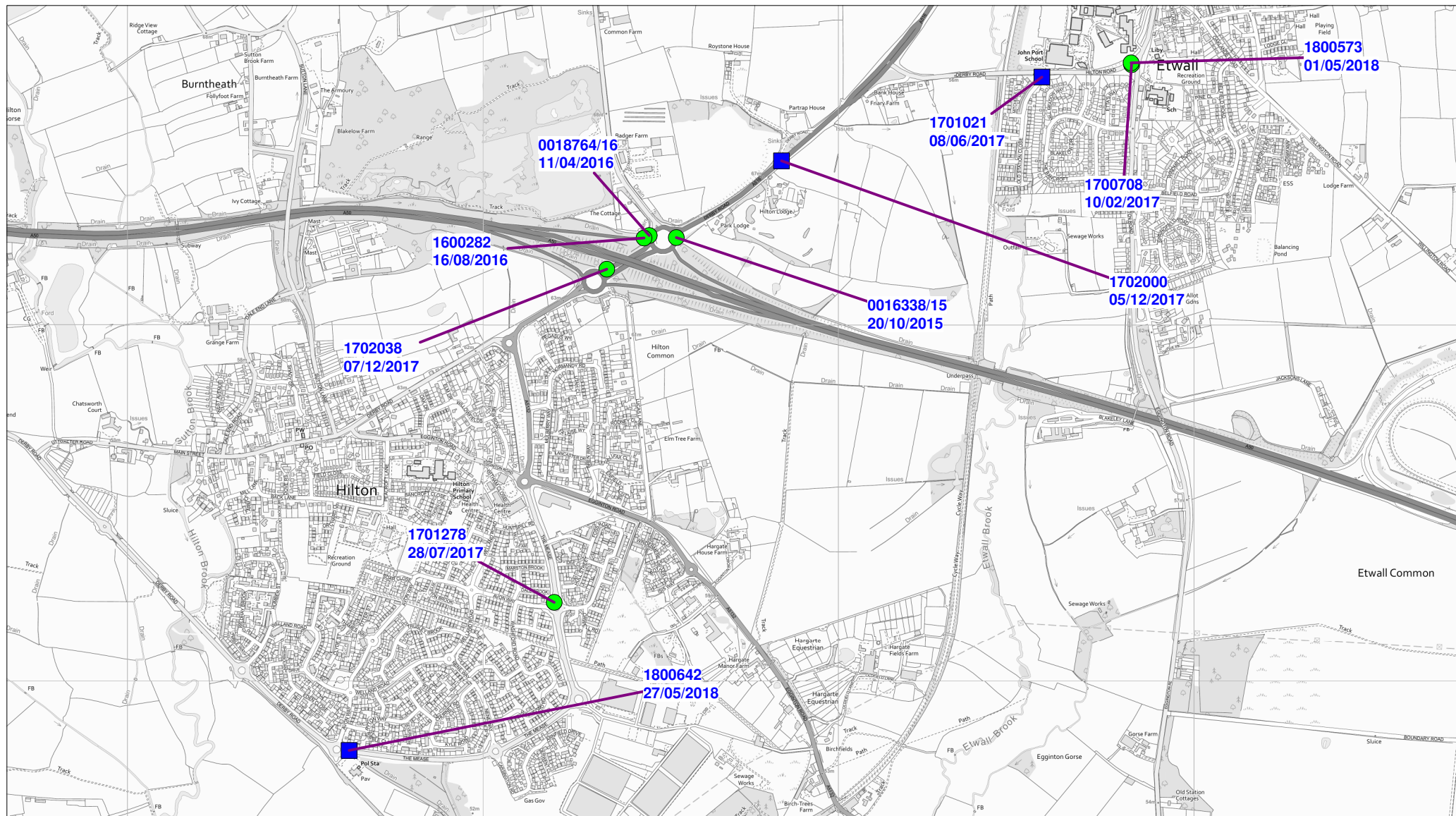
Prevention of Crime and Disorder, Equality of Opportunity and Environmental, Health, Human Resources, Legal, Property and Social Value considerations.

6. Background Papers

Reports and recommendations as mentioned in this report.

7. Recommendations

That the Cabinet Member for Young People considers and approves the Hazardous routes panel's recommendations, of the routes identified above.



DERBYSHIRE
County Council
Improving life for local people

Collisions Hilton to Etwall, John Port School -
01/09/2015 - 31/08/2018

Selected Range of Accidents between dates 01/09/2015 and 31/08/2018
Selected using Manual Selection

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SCALE

1 : 15000

DATE

10/12/2018

DRAWING No.

DRAWN BY

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection: Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles						Casualties		
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

0016338/15 Tuesday Hilton A516 at j/w A50, NR WILLOW
20/10/2015 PIT LANE
R1: A 516 0630hrs
R2: A 50 Darkness: street lights present a
E 425,543 Dry
N 331,246 Fine without high winds
60 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 1 Possible
VEH 2 TRAVELLED THE A5132 FROM HATTON, THEN JOINED THE A516 TOWARDS THE WILLOWPIT LANE ISLAND, A50 (NOTTINGHAM BOUND) INTENDED DIRECTION OF TRAVEL. VEH 1 TRAVELLED FROM ETWAL ALONG THE A516 ENTERED THE WILLOWPIT LANE ISLAND WITHOUT GIVING WAY, COLLIDING INTO VEH 2 FORCING IT ONTO THE GRASSED ISLAND BEFORE FLEEING THE SCENE.

0018764/16 Monday Hilton A50 Exit s/rd at j/w A516, Derby
11/04/2016 Road
R1: A 50 0745hrs
R2: A 516
E 425,467 Dry
N 331,252 Fine without high winds
70 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 1 Very Likely
VEHICLE 2 WAS TRAVELLING ALONG THE SLIP ROAD ON THE A50 TOWARDS A516 ROUNDABOUT FOLLOWED BY VEHICLE 1. V2 CAME TO A STOP AT THE JUNCTION HOWEVER V1 CRASHED INTO THE BACK OF HIM.

1600282 Tuesday HILTON A50 (E) S/ROAD
16/08/2016
R1: A 50 0811hrs
R2: A 516 Daylight: street lights present
E 425,452 Dry
N 331,245 Fine without high winds
70 mph

VEH 2 EXITING MAJOR ROAD VIA SUP ROAD VEH 1 EXITING THE SAME COLLIDES WITH REAR OF VEH 2.

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection: Notes:
Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles					Casualties		
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age / Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1700708 Friday ETWALL C366 HILTON RD J/W C80 Veh 1 Car Turning right W to S
10/02/2017 EGGINGTON RD - IPQA Veh 2 Pedal cycle 55 Going ahead N to W Dri M 55 Slight
R1: C 0900hrs
R2: C Daylight:street lights present
E 426,824 Dry
N 331,733 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 1 Possible
CYCLIST WAS TRAVELLING IN THE DIRECTION OF ETWALL LEISURE CENTRE, VEHICLE 1 WAS WAITING TO TURN RIGHT INTO EGGINGTON ROAD, DID SO RIGHT IN FRONT OF THE CYCLIST. CYCLIST BRAKED, FLIPPED OVER HIS HANDLE BARS IN DOING SO MANOEUVRED TO THE LEFT TO AVOID

1701021 Thursday ETWALL OLD STATION CLOSE 5M(S) Veh 1 Car 64 Turning left E to S Ped M 11 Serious
08/06/2017 J/W C366 HILTON ROAD - IPQA
R1: U 1530hrs
R2: C Daylight:street lights present
E 426,572 Dry
N 331,698 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Casualty 1 Very Likely
SCHOOL CHILD CROSSES ROAD IN FRONT OF VEHICLE WHICH IS PULLING INTO THE ROAD. CHILD HAS THEN ENDED UP WITH HIS FOOT UNDER THE FRONT NEARSIDE WHEEL.

1701278 Friday HILTON THE MEASE T/I J/W THE Veh 1 M/C < 125 cc32 Going ahead S to N Dri M 32 Slight
28/07/2017 MEASE - IPQA
R1: U 1733hrs
R2: U Daylight:street lights present
E 425,199 Wet/Damp
N 330,220 Raining without high winds
40 mph

Causation Factor: Participant: Confidence:
1st: Slippery road (due to weather) Vehicle 1 Very Likely
V1 DRIVING ALONG THE MEASE IN HILTON FROM WORK BACK TO HIS HOME ADDRESS. ENTERS THE ROUNDABOUT AND AFTER THE 1ST JUNCTION, LOSES CONTROL, THE BIKE SLIDES FROM UNDER HIM AND HE IS CARTWHEELED FROM THE BIKE ONTO THE ROAD SURFACE.

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection: Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles					Casualties		
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age / Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1702000 Tuesday HILTON A516 J/W LAYBY EXIT - IPQA Veh 1 Car 74 Turning right N to SW
05/12/2017 Veh 2 M/C > 500 cc47 Going ahead SW to NE Dri M 47 Serious
R1: A 516 0830hrs
R2: U Daylight:street lights present
E 425,839 Wet/Damp
N 331,462 Fine without high winds
60 mph

Causation Factor:

Participant:

Confidence:

1st: Other

Vehicle 1

Very Likely

2nd: Failed to look properly

Vehicle 1

Very Likely

ELDERLY OLD MAN PULLED OUT OF JUNCTION AND FAILED TO SEE MOTORCYCLE

1702038 Thursday HILTON A516 J/W A5132 DERBY ROAD (IPQA) Veh 1 Car 20 Going ahead SW to NE FSP F 18 Slight
07/12/2017
R1: A 516 1040hrs
R2: A 5132 Daylight:street lights present
E 425,347 Wet/Damp
N 331,157 Raining without high winds
60 mph

Causation Factor:

Participant:

Confidence:

1st: Travelling too fast for conditions

Vehicle 1

Very Likely

2nd: Slippery road (due to weather)

Vehicle 1

Very Likely

V1 APPROACHES ROUNDABOUT FROM A5132 IN LANE 2 OF 2, INTENDING TO EXIT THE ROUNDABOUT ONTO THE A516. V1 ACCELERATES TO LEAVE THE ROUNDABOUT TOO HARSHLY CAUSING VEHICLE TO HIT BARRIER AND GET STUCK ON IT. (IPQA)

1800573 Tuesday ETWALL C366 HILTON RD J/W C80 Veh 1 Car 18 Turning right SW to S
01/05/2018 EGGINGTON RD (IPQA-5144) Veh 2 Car 36 Going ahead RH bend N to SW Dri F 36 Slight
R1: C 1445hrs
R2: C Daylight:street lights present
E 426,823 Dry
N 331,738 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

V1 TURNS RIGHT ONTO EGGINGTON ROAD FROM HILTON ROAD AND PULLS IN FRONT OF V2 WHICH TRAVELLING DOWN HILTON ROAD. COLLISION OCCURS (IPQA-5144)

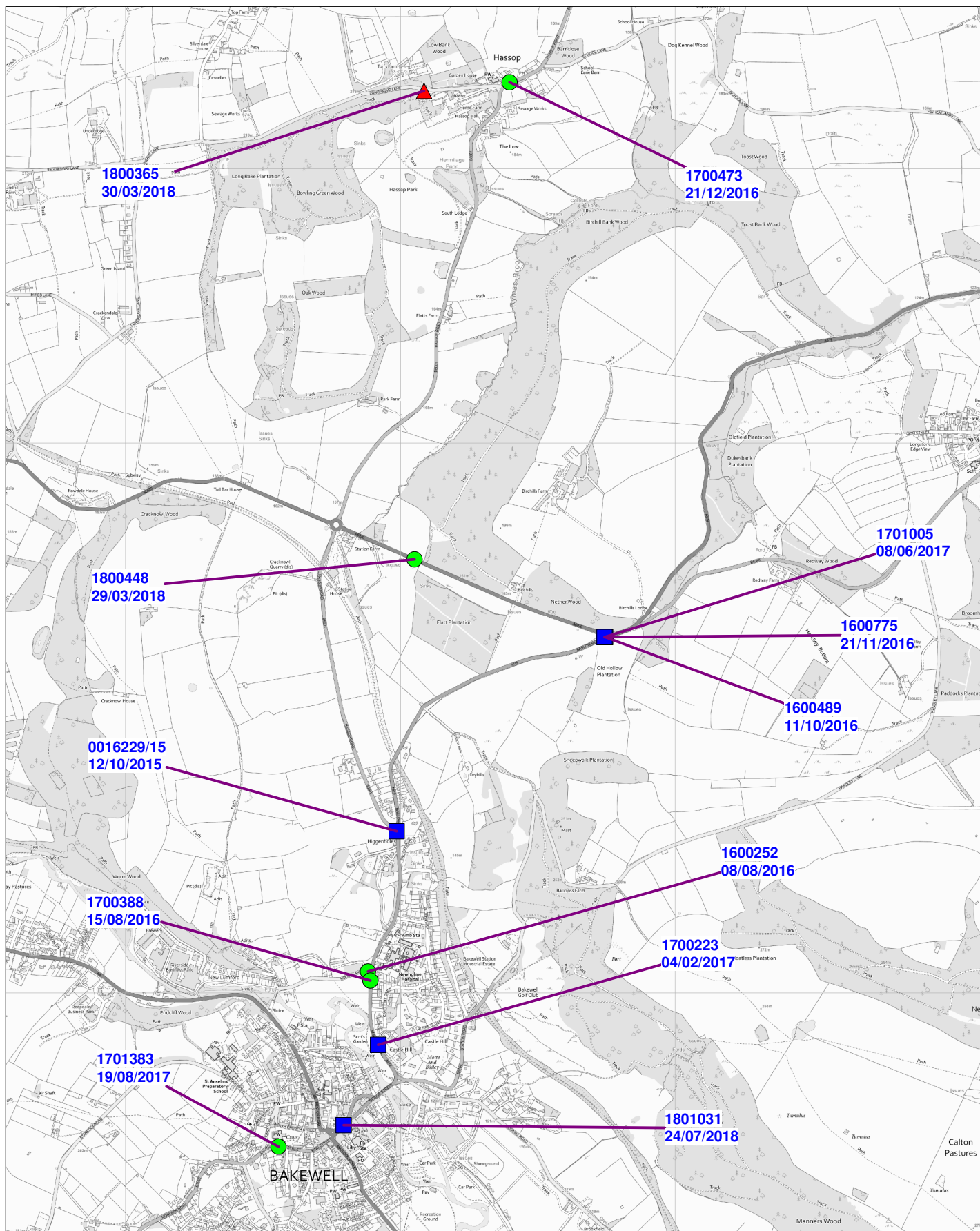
Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection: Notes:
Selected using Manual Selection

			Vehicles								Casualties				
Police Ref.	Day	Location Description	Veh No / Type / Age / Manv / Dir / Class								Sex / Age / Sev				
	Date														
Road No.	Time														
2nd Road No.															
Grid Ref.	D/L														
	R.S.C														
	Weather														
	Speed														
	Account of Accident														
Causation Factor:															

1800642	Sunday	HILTON THE MEASE J/W AVON WAY	Veh 1	M/C > 500 cc50	Going ahead LH bend NWto E	Dri	M	50	Serious
	27/05/2018	R/BT (IPQA-5144)	Veh 2	Car	46 Parked	0 to 0			
R1: U	1140hrs								
R2: U	Daylight:street lights present								
E 424,622	Dry								
N 329,803	Fine without high winds								
	40 mph								

Causation Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
V1 HAVING JUST CROSSED R/BT FAILS TO SEE V2 HAS PULLED UP AND RUNS INTO REAR OF V2 (IPQA-5144)		



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**Collisions Hassop to Bakewell, Lady Manners School -
01/09/2015 - 31/08/2018**

SCALE	1 : 19000
DATE	10/12/2018
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection:

Selected using Manual Selection

Notes:

Hassop to Bakewell, Lady Manners School

Police Ref.	Day	Location Description	Vehicles					Casualties			
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

0016229/15 Monday Bakewell A619 BASLOW ROAD at j/w Veh 1 Car 51 Turning right NW^{to} S
12/10/2015 B6001, HASSOP ROAD Veh 2 M/C > 500 cc36 Going ahead S to N Dri M 36 Serious
1248hrs
R1: A 619
R2: B 6001
E 421,986 Dry
N 369,588 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

VEHICLE 1 WAS ON THE T JUNCTION OF HASSOP ROAD, B6001, WAITING TO TURN RIGHT ONTO THE A619, BASLOW ROAD, HEADING TOWARDS BAKEWELL. THE DRIVER OF VEHICLE 1 THOUGHT IT WAS CLEAR SO SHE PULLED OUT INTO THE PATH OF AN ONCOMING MOTORCYCLE, VEHICLE 2, THAT WAS TRAVELLING ALONG THE A619 TOWARDS BASLOW. VEHICLE 2 COLLIDED WITH THE FRONT OFFSIDE OF VEHICLE 1 DAMAGING BOTH VEHICLES AND INJURING HIS LEG.

1600252 Monday BAKEWELL HOLME LANE J/W A619 Veh 1 Car 37 Turning right N to W Ped F 48 Slight
08/08/2016 (IPQA)
R1: U 1220hrs
R2: A 619 Daylight:street lights present
E 421,881 Dry
N 369,077 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

VEHICLE TURNED RIGHT OFF BASLOW ROAD ONTO HOLME LANE HITTING PEDESTRIAN (CHECKED BY IPQA 3.11.16)..

1700388 Monday BAKEWELL A619 BASLOW RD NR Veh 1 Car 31 Going ahead S to N
15/08/2016 FULWOOD (IPQA) Veh 2 Car 42 Stopping S to N Dri F 42 Slight
1630hrs
R1: A 619 Daylight:street lights present
E 421,890 Dry
N 369,044 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 1

Very Likely

V2 WAS TRAVELING NORTH, SLOWING IN A LINE OF TRAFFIC. THE DRIVER OF V002 LOOKED IN HER MIRROR AND SAW V001 APPROACHING FROM BEHIND AT SPEED. V001 FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF V002 (IPQA)

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection:

Selected using Manual Selection

Notes:

Hassop to Bakewell, Lady Manners School

Police Ref.	Day	Location Description	Vehicles					Casualties		
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age / Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1600489 Tuesday HASSOP A619 BASLOW RD J/W A6020 (IPQA) Veh 1 Goods < 3.5t 31 Turning right NE to NW Dri M 31 Slight
11/10/2016 Veh 2 Car 56 Going ahead SW to NE Dri F 56 Serious
R1: A 619 0800hrs
R2: A 6020 Daylight:street lights present
E 422,745 Wet/Damp
N 370,295 Fine without high winds
50 mph

Causation Factor:

1st: Failed to look properly

2nd: Failed to judge other persons path or speed

Participant:

Vehicle 1

Vehicle 1

Confidence:

Very Likely

Very Likely

VEH 1 WAS TRAVELLING ON THE A619 FROM THE BASLOW DIRECTION. VEH 2 WAS TRAVELLING FROM BAKEWELL AT THE JUNCTION OF THE A6020. VEH 1 TURNED RIGHT ONTO A6020. (IPQA)

1600775 Monday HASSOP A619 J/W A6020 (IPQA) Veh 1 Car 51 Going ahead SW to NE Dri F 51 Slight
21/11/2016 Veh 1 Car 51 Going ahead SW to NE FSP F 49 Slight
R1: A 619 1018hrs
R2: A 6020 Daylight:street lights present
E 422,747 Wet/Damp
N 370,295 Raining without high winds
50 mph

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 2

Confidence:

Very Likely

V1 WAS TRAVELLING N/E ON A619. V2 WAS TRAVELLING S/W ALONG A619. V2 TURNED RIGHT INTO JUNCTION OF A6020 DIRECTLY INTO PATH OF V1. (IPQA)

1700473 Wednesday HASSOP B6001 HASSOP ROAD JUST AFTER JUNCTION WITH LONGREAVE LANE Veh 1 Car 53 Going ahead RH bend S to NE Dri M 53 Slight
21/12/2016 Veh 2 Car 53 Going ahead RH bend S to NE Dri F 53 Slight
R1: B 6001 1410hrs
Daylight:street lights present
E 422,397 Dry
N 372,315 Unknown
30 mph

Causation Factor:

1st: Loss of control

Participant:

Vehicle 1

Confidence:

Possible

RTC - V001 TRAVELLING FROM HASSOP TOWARDS CALVER APPEARS TO WITNESSES TO HAVE LOST CONTROL ON A BEND ON APPROACHING THE BROW OF A HILL. V001 HAS THEN GONE UP A BANKING AND COLLIDED WITH A DRY STONE WALL CAUSING THE VEHICLE TO FLIP OVER AND LAND UPSID

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection:

Selected using Manual Selection

Notes:

Hassop to Bakewell, Lady Manners School

Police Ref.	Day	Location Description	Vehicles					Casualties			
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

17010223 Saturday BAKEWELL A619 BASLOW RD J/W D/WAY TO CASTLE HILL (IPQA) Veh 1 Car 49 Turning right NE to SE
04/02/2017 Veh 2 Pedal cycle 37 Going ahead NW to SE Dri M 37 Serious
R1: A 619 0940hrs
R2: U Daylight:street lights present
E 421,918 Wet/Damp
N 368,810 Fine without high winds
30 mph

V1 TRAVELLING OUT OF HER DRIVE ONTO THE ROAD COLLIDES WITH CYCLIST (IPQA)

1701005 Thursday HASSOP A619 J/W A6020 - IPQA Veh 1 Car 38 Going ahead SW to NE Dri F 38 Serious
08/06/2017 Veh 2 Car 54 Turning right NE to NW
R1: A 619 1725hrs
R2: A 6020 Daylight:street lights present
E 422,743 Dry
N 370,295 Fine without high winds
50 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 2

Very Likely

VEH 01 TRAVELLING BAKEWELL TOWARDS BASLOW, VEH 02 TRAVELLING FROM BASLOW DIRECTION TOWARDS BAKEWELL
TURNED INTO PATH OF 01

1701383 Saturday BAKEWELL B5055 CHURCH STREET Veh 1 Car 64 Going ahead W to E
19/08/2017 (IPQA) Veh 2 Pedal cycle 54 Going ahead W to E Dri M 54 Slight
R1: B 5055 1650hrs
Daylight:street lights present
E 421,556 Wet/Damp
N 368,439 Raining without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 2

Very Likely

V2(CYCLIST) COLLIDES WITH REAR OF STATIONARY V1. (IPQA)

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection:

Selected using Manual Selection

Notes:

Hassop to Bakewell, Lady Manners School

Police Ref.	Day	Location Description	Vehicles					Casualties		
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age / Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1800448 Thursday HASSOP A6020 BAKEWELL RD Veh 1 Car O/take m/veh o/side SE to NW
29/03/2018 (IPQA-5144) Veh 2 Car O/take m/veh o/side SE to NW Dri M Slight
R1: A 6020 0830hrs Veh 3 Agric. veh 49 Going ahead SE to NW
Daylight:street lights present
E 422,051 Dry
N 370,578 Unknown
50 mph

V1 TRAVELLING BEHIND TRACTOR PULLS OUT TO SEE ROUND IT, V2 ALSO STARTS TO OVERTAKE V1 AND TRACTOR CLIPPING THE WING MIRROR OF V1 CAUSING V2 TO HIT THE TRACTORS TRAILER AND THEN ROLL (IPQA-5144).

1800365 Friday HASSOP C93 LONGREAVE LANE Veh 1 Pedal cycle 54 Going ahead NWto E Dri M 54 Fatal
30/03/2018 [WEST OF HASSOP HALL] (IPQA)
R1: C 2012hrs
Darkness: no street lighting
E 422,086 Wet/Damp
N 372,284 Raining without high winds
60 mph

Causation Factor:

1st: Slippery road (due to weather)
2nd: Impaired by alcohol
3rd: Loss of control

Participant:

Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Possible
Very Likely

RIDER ON ELECTRIC ASSISTED CYCLE HAS LOST CONTROL TRAVELLING ON STEEP DOWNHILL IN RAIN AND CROSSED CARRIAGEWAY AND HIT OFFSIDE STONE WALL SUFFERING HEAD INJURY WHICH PROVED FATAL THE FOLLOWING DAY. SINGLE VEH RTC, RIDER INTOXICATED (IPQA). .

1801031 Tuesday BAKEWELL A619 RUTLAND SQUARE Veh 1 Car 52 Going ahead SW to NE Ped M 80 Serious
24/07/2018 O/S RED LION (IPQA-5144)
R1: A 619 0700hrs
R2: A 619 Daylight:street lights present
E 421,793 Dry
N 368,517 Fine without high winds
30 mph

Causation Factor:

1st: Dazzling sun

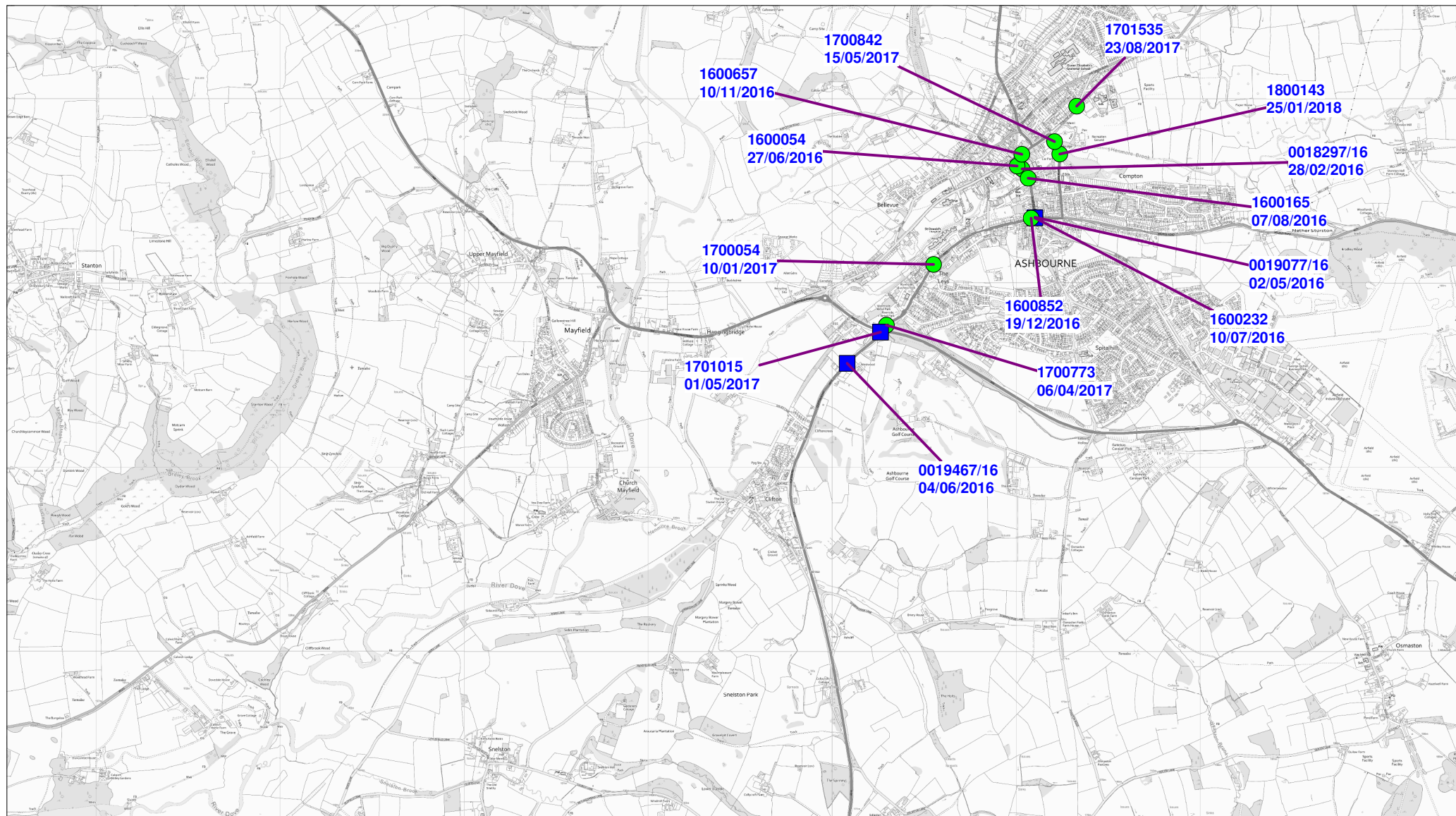
Participant:

Vehicle 1

Confidence:

Very Likely

V1 CAME LEFT THE R/BT WHEN THE SUN DAZZLED HIM AND AT THE SAME TIME A PEDESTRIAN STEPPED INTO THE ROAD, CAUSING A LOW IMPACT COLLISION. (IPQA-5144)



DERBYSHIRE
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Collisions Snelston to Ashbourne, Queen Elizabeth Grammar School -
01/09/2015 - 31/08/2018

Selected Range of Accidents between dates 01/09/2015 and 31/08/2018
Selected using Manual Selection

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Licence No. 100023251 2011

SCALE

1 : 29000

DATE

10/12/2018

DRAWING No.

DRAWN BY

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection: Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles						Casualties		
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

0018297/16 Sunday ASHBOURNE A515 DIG STREET Veh 1 Car Going ahead LH bend S to NW Ped M 45 Slight
28/02/2016 OUTSIDE AMAYA INDIAN
R1: A 515 2015hrs RESTAURANT
Darkness: street lights present a
E 418,031 Dry
N 346,620 Fine without high winds
30 mph

Causation Factor:

1st: Exceeding speed limit

2nd: Road layout (eg bend, hill etc.)

Participant:

Vehicle 1

Vehicle 1

Confidence:

Very Likely

Possible

PEDESTRIAN IS CROSSING THE ROAD ON DIG STREET, ASHBOURNE FROM OUTSIDE AMAYA INDIAN RESTAURANT. WHILST CROSSING A SMALL RED HATCHBACK VEHICLE TRAVELS ALONG DIG STREET AT SPEED AND HAVING NEGOTIATED THE BRIDGE VEERS ONTO THE OFFSIDE CARRIAGEWAY. THE PEDESTRIAN IS STILL CROSSING THE ROAD AND ATTEMPTS TO RUN OUT OF THE WAY BUT THE FRONT OFFSIDE OF THE CAR COLLIDES WITH THE PEDESTRIAN'S LEFT FOOT. THE VEHICLE FAILS TO STOP BUT CONTINUES TO THE TRAFFIC LIGHTS AND WAITS FOR THEM TO CHANGE TO GREEN BEFORE TURNING RIGHT ONTO ST. JOHN STREET.

0019077/16 Monday Ashbourne A515 Station Street at j/w Veh 1 Car 75 Turning right E to N Dri F 75 Slight
02/05/2016 A517, Sturston Road Veh 2 Car 72 Going ahead W to E Dri M 72 Slight
1335hrs
R1: A 515
R2: A 517
E 418,101 Dry
N 346,358 Fine without high winds
30 mph

Causation Factor:

1st: Junction overshoot

2nd: Inadequate/Masked signs or road markings

Participant:

Vehicle 1

Vehicle 1

Confidence:

Very Likely

Very Likely

NO DETAILS AVAILABLE

0019467/16 Saturday ASHBOURNE A515 CLIFTON ROAD Veh 1 Car 18 Going ahead SW to NE RSP M 18 Slight
04/06/2016 20 YARDS SOUTH/WEST OF Veh 1 Car 18 Going ahead SW to NE FSP F 18 Slight
0230hrs WELCOME TO ASHBOURNE SIGN. Veh 1 Car 18 Going ahead SW to NE RSP M 26 Serious
Darkness: no street lighting Veh 1 Car 18 Going ahead SW to NE Dri M 18 Slight
E 417,080 Dry
N 345,563 Fine without high winds
40 mph

Causation Factor:

1st: Fatigue

Participant:

Vehicle 1

Confidence:

Very Likely

CAR IS ASHBOURNE BOUND, ON A515, APPROACHING THE ROUNDABOUT WITH THE A52, WHEN THE DRIVER FALLS ASLEEP. THE CAR LEAVES THE ROAD, TO ITS NEAR-SIDE, FLIPPING AND ROLLING A NUMBER OF TIMES, COMING TO REST WITHIN THE ONCOMING CARRIAGEWAY, THE RIGHT WAY UP BUT EXTENSIVELY DAMAGED. CASUALTY IS EJECTING FROM THE CAR, VIA THE REAR WINDOW.

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection: Notes:
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Police Ref.	Day	Location Description	Vehicles						Casualties			
			Veh No	Type	Age	Manv	Dir	Class	Sex / Age / Sev			
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												

1600054 Monday ASHBOURNE A515 DIG ST NEAR NO. 14B (IPQA) Veh 1 Car Going ahead NW to SE Ped M 28 Slight
27/06/2016
1120hrs
Daylight:street lights present
E 418,005 Dry
N 346,636 Fine without high winds
30 mph

N/S WING MIRROR STRUCK RIGHT HAND OF PEDESTRIAN WALKING ON PAVEMENT (CHECKED BY IPQA 11.8.16).

1600232 Sunday ASHBOURNE A517 STURSTON RD Veh 1 Car 21 Going ahead W to E Dri F 21 Slight
10/07/2016 J/W A515 STATION ST/COMPTON ST Veh 1 Car 21 Going ahead W to E FSP F 20 Serious
1640hrs (IPQA) Veh 2 Car 22 Turning right E to N
R1: A 517 Daylight:street lights present
R2: A 515 Dry
E 418,101 Fine without high winds
N 346,354 30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 1 Very Likely
2nd: Poor turn or manoeuvre Vehicle 1 Very Likely
VEHICLE MERCEDES TURNED RIGHT INTO PATH OF ONCOMING FORD KA CAUSING COLLISION. TRAFFIC LIGHT CONTROLLED 4 WAY JUNCTION.

1600165 Sunday ASHBOURNE A515 DIG ST (IPQA) Veh 1 Car 35 Stopping N to S Dri F 35 Slight
07/08/2016 Veh 2 Car 41 Reversing S to N
R1: A 515 1814hrs
Daylight:street lights present
E 418,064 Dry
N 346,570 Fine without high winds
30 mph

V2 HAS REVERSED IN TO V1 (IPQA)

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection: Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles						Casualties		
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

1600657 Thursday ASHBOURNE A515 ST JOHNS ST NR Veh 1 Car 28 Going ahead NE to SW Ped F 66 Slight
10/11/2016 NO. 14 (IPQA)
R1: A 515 0800hrs
Daylight:street lights present
E 418,030 Wet/Damp
N 346,700 Raining without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Casualty 1

Very Likely

PEDESTRIAN STEPPED IN FRONT OF CAR. (IPQA)

1600852 Monday ASHBOURNE A515 STATION STREET Veh 1 Car 36 Going ahead W to E
19/12/2016 AT T/LIGHTS BEFORE JUNCTION Veh 2 Car 53 Stopping W to E Dri F 53 Slight
R1: A 517 1720hrs
R2: A 515 Darkness: street lights present a
E 418,080 Wet/Damp
N 346,353 Raining without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry

Vehicle 1

Possible

DRIVER OF V1 FAILED TO LOOK AND COLLIDED WITH V2 WAITING IN TRAFFIC QUEUE

1700054 Tuesday ASHBOURNE A515 CLIFTON RD J/W Veh 1 Car 58 Going ahead LH bend NE to S
10/01/2017 BERNARD GADSBY CLOSE (IPQA) Veh 2 Car 47 Going ahead RH bend S to NE Dri M 47 Slight
R1: A 515 1620hrs
R2: U Darkness: street lights present a
E 417,550 Dry
N 346,101 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Illness or disability, mental or physical

Vehicle 1

Possible

VEHICLE 1 TRAVELLING A515 CLIFTON ROAD FROM ASHBOURNE TOWARDS CLIFTON WHEN IT DRIFTED ONTO THE OPPOSING LANE AND COLLIDED HEAD ON WITH VEHICLE 2. (IPQA)

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection: Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles						Casualties		
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

1700773 Thursday ASHBOURNE A515 CLIFTON RD J/W Veh 1 M/C < 50 cc 17 Going ahead NE to SW Dri M 17 Slight
 06/04/2017 A52 T/I - IPQA Veh 2 Car 48 Going ahead NE to SE
 1800hrs Veh 3 Car 24 Going ahead NE to NW
 R1: A 515
 R2: A 52 Daylight:street lights present
 E 417,294 Dry
 N 345,771 Fine without high winds
 40 mph

Causation Factor:

1st: Loss of control

2nd: Dazzling sun

Participant:

Vehicle 1

Vehicle 1

Confidence:

Very Likely

Very Likely

RIDER OF V1 WAS TRAVELLING THROUGH TRAFFIC AND CLIPPED THE KERB, COLLIDING WITH V2 AND V3. THE RIDER OF V1 WAS INJURED AS HE FELL FROM HIS BIKE.

1701015 Monday CLIFTON A52 R/BT J/W A515 Veh 1 Car 19 Going ahead SW to NE FSP F 16 Serious
 01/05/2017 CLIFTON RD (IPQA) Veh 1 Car 19 Going ahead SW to NE RSP F 18 Serious
 0005hrs Veh 2 Car 18 Going ahead SW to NE
 R1: A 52 Veh 3 Car 18 Going ahead SW to NE
 R2: A 515 Darkness: street lights present a
 E 417,262 Dry
 N 345,733 Fine without high winds
 40 mph

Causation Factor:

1st: Exceeding speed limit

2nd: Loss of control

3rd: Aggressive driving

Participant:

Vehicle 1

Vehicle 1

Vehicle 1

Confidence:

Very Likely

Very Likely

VEHICLE 1 DRIVER CLAIMS TO BE BEING CHASED BY VEHICLES 2 AND 3. 1 LOSES CONTROL WHEN NEGOTIATING ROUNDABOUT AND STRIKES KERB (IPQA)

1700842 Monday ASHBOURNE A517 PARK RD (IPQA) Veh 1 Car 22 Going ahead LH bend S to NW Ped M 12 Slight
 15/05/2017 R1: A 517 1407hrs
 Daylight:street lights present
 E 418,208 Wet/Damp
 N 346,769 Fine without high winds
 30 mph

Causation Factor:

1st: Dangerous action in carriageway

Participant:

Casualty 1

Confidence:

Very Likely

PEDESTRIAN CROSSES ROAD FROM DRIVERS OFFSIDE INTO THE PATH OF ONCOMING VEHICLE. PEDESTRIAN IS NEW TO UK AND UNFAMILIAR WITH ROADS AND CARS. (IPQA)

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection: Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles						Casualties			
			Veh No	Type	Age	Manv	Dir	Class	Sex / Age / Sev			
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												

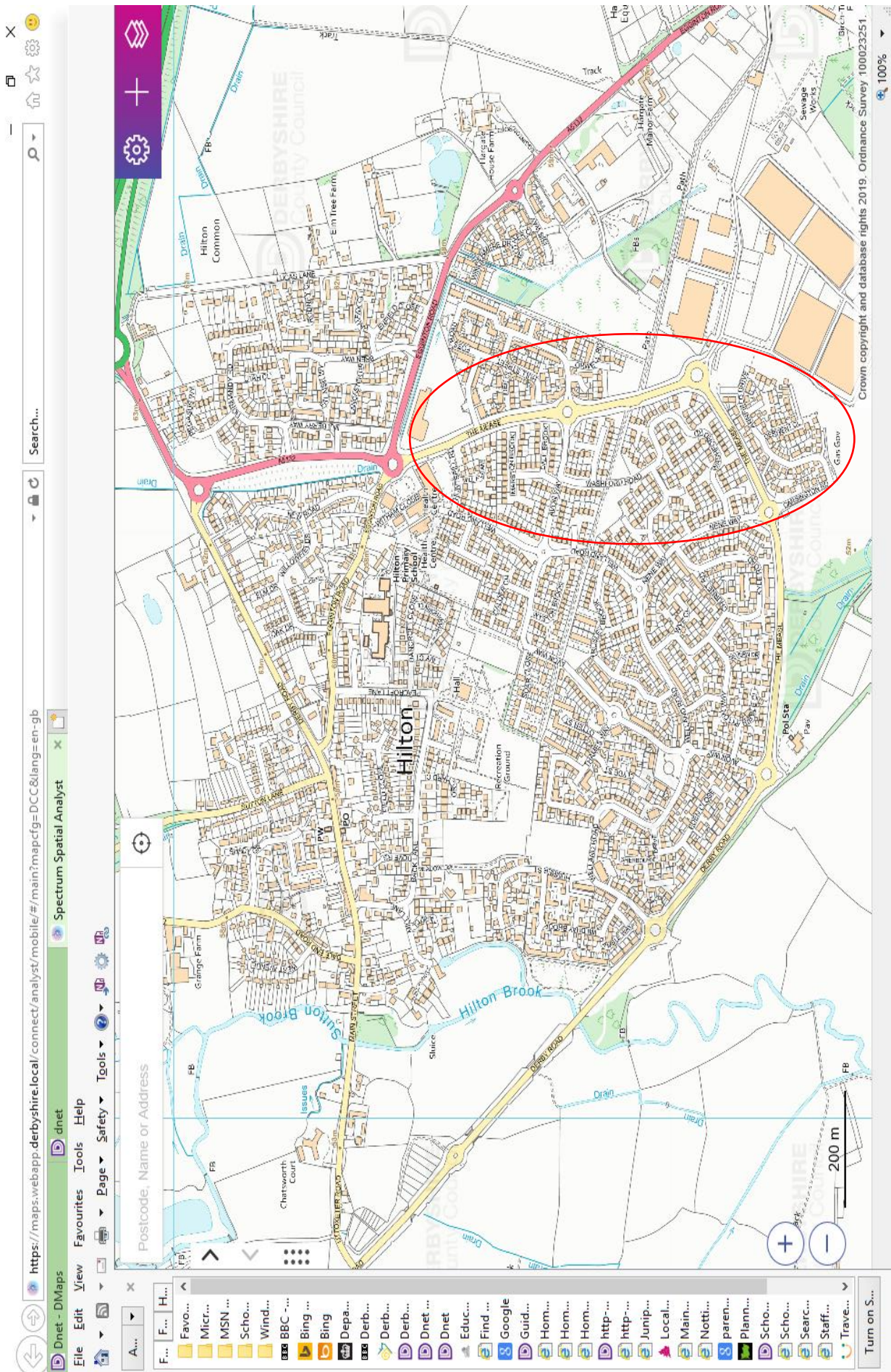
1701535 Wednesday ASHBOURNE C308 COCKAYNE Veh 1 Car 79 Going ahead NE to SW
 23/08/2017 AVENUE (IPQA) Veh 2 Car Parked 0 to 0 Ped F 31 Slight
 R1: C 1400hrs
 Daylight:street lights present
 E 418,329 Dry
 N 346,961 Unknown
 30 mph

VEHICLE ONE IS PARKED ON THE ROAD AND THE OCCUPANT IS LOADING HER CHILDREN INTO THE VEHICLE. VEHICLE TWO IS TRAVELLING ALONG THE ROAD AND CLIPS ITS A PILLAR WITH THE DOOR OF VEHICLE ONE. THIS IN TURN CAUSED THE DOOR TO BANG ONTO THE DRIVER OF VEHICLE ONE

1800143 Thursday ASHBOURNE A517 PARK ROAD AT Veh 1 Car Going ahead N to S Ped M 14 Slight
 25/01/2018 PED X/ING - IPQA
 R1: A 517 0810hrs
 Darkness: street lighting unkno
 E 418,236 Dry
 N 346,701 Unknown
 30 mph

C1 IS CROSSING AT THE PELICAN CROSSING ON PARK ROAD, ASHBOURNE. HIT BY V1

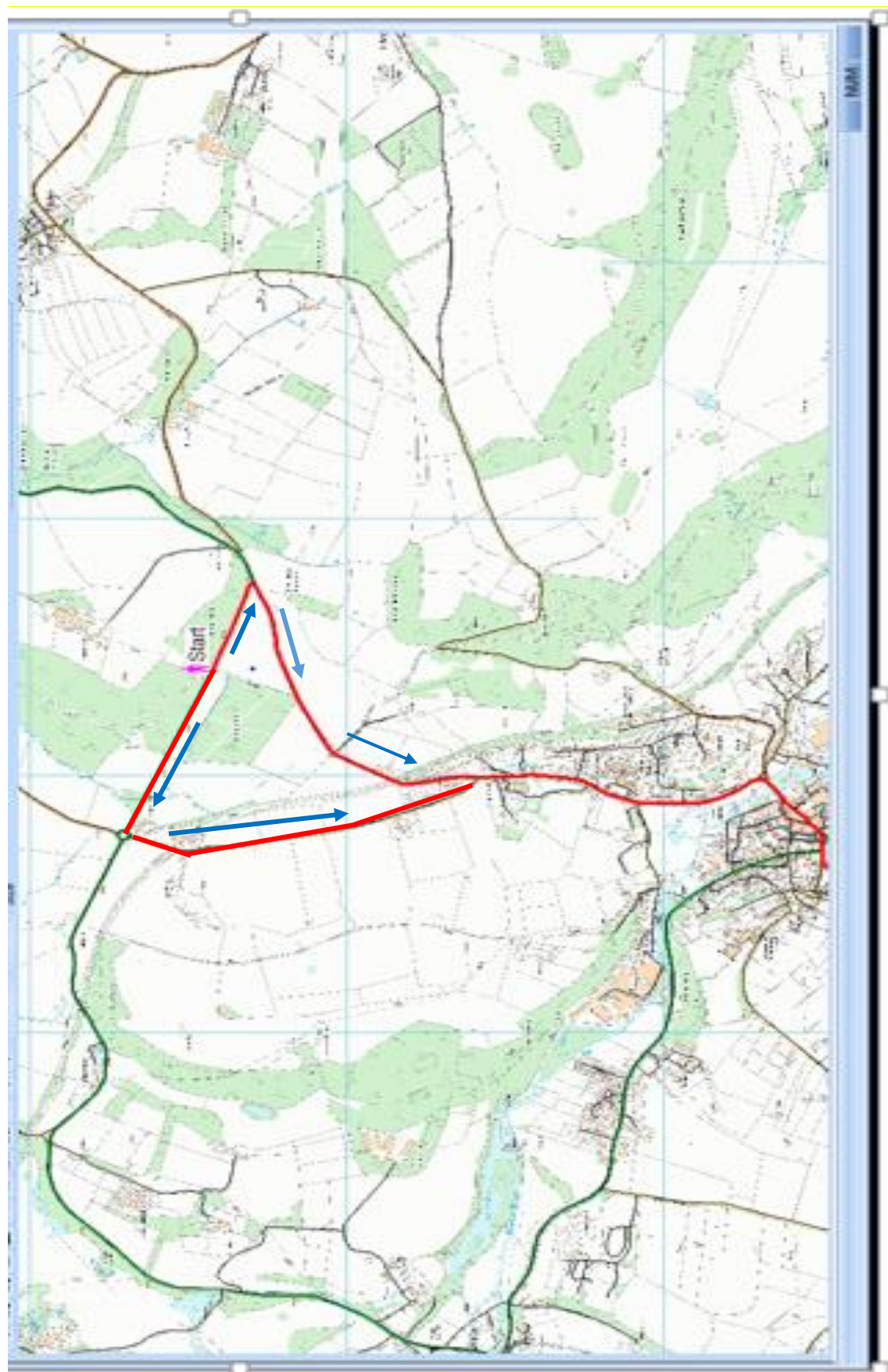
<u>HOME TO SCHOOL TRANSPORT – WALKING ROUTE ASSESSMENT CRITERIA</u>	<u>ROUTE: The Mease, Hilton</u>	
In assessing the safety of a particular route consideration should be given only to danger relevant to traffic/highway conditions. It is essential that each case be considered objectively on its merits.	<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.	Parent has indicated that working arrangements are preventing her from accompanying her child on the journey to and from school.	
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.	A pavement exists on one of both sides of the route along The Mease	Wide grass verges run alongside the pavement and / or carriageway. Nine pedestrians were observed crossing the roundabout at Carsington Road / The Mease
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.	For the majority of the route along The Mease, it is not necessary to walk on the carriageway with the exception of road crossings.	When exiting Carsington Road onto The Mease there is a paved footway on one side of the junction with the roundabout and a wide grass verge on the other side which is suitable to step / walk on.
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 Mease is a relatively newly developed area of Hilton with some areas still under construction. The carriageway along The Mease is sufficiently wide enough for vehicles to pass without the need to cross over the central white line (with the exception of overtaking).	The speed limit along The Mease is 40mph. Vehicle count: Cars - 121 Vans – 8 Lorries – 4 Bus – 1 Pedal cycle – 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 along the route.	The street lights on The Mease are well spaced along both sides of the carriageway.
6. Consideration should be given to the relevant accident record of the route with particular regard to the effect on pedestrian movement.	Accident statistics included	There have been 10 accidents in the area in the three year period to 31.08.18, two of which have been along The Mease.
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.	When exiting Carsington Road onto The Mease it is necessary to cross over the roundabout to access a paved footway.	There are central refuges on the roundabouts to assist with crossing. Visibility along The Mease is good.



<u>HOME TO SCHOOL TRANSPORT – WALKING ROUTE ASSESSMENT CRITERIA</u>	<u>ROUTE: Hassop (A6020 / B6001 and A6020 / A619) to Lady Manners School, Bakewell</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.		The issue of route safety has been raised by a parent in Hassop whose home address measures less than the statutory walking distance of three miles for a secondary school pupil, measured by the shortest available routes.
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 section of the A6020 where the student's property is located.	There is a footway along the right hand side of the A619 Baslow Road leading towards Bakewell. The footway narrows on the approach to Pineapple Farm and it is necessary to cross the road at this point. The footway then continues on one or both sides of the A619 Baslow Road into Bakewell. There are grass verges along the B6001 Hassop Road from the roundabout junction with the A6020 to The Station House driveway. The B6001 is then paved (overgrown / narrow in some areas but adequate along the residential section) on the left hand side to the junction with the A619 Baslow Road.
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 no steps offs on the A6020 Bakewell Road.	It is necessary to walk on the carriageway along the entirety of the A6020, and on the B6001 Hassop Road from the roundabout junction with the A6020 to The Station House driveway.
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 A6020, A619 and B6001 have central white lines and vehicles can pass side by side. All roads have 50 mph speed limits with the A619 and B6001 reducing to 30mph in the residential areas approaching Bakewell town.	Vehicle count undertaken 15.03.19 - 0740 - 0810 A6020: Cars – 131 Lorries – 8 Vans – 26] B6001: Cars - 71 Lorries - 1 Vans - 16
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 no street lighting on the A6020 or the B6001.	There is lighting on the A619 Baslow Road.
6. Consideration should be given to the relevant accident record of the route with	There have been 10 accidents in the three year period	Accident data: 2 pedestrian

particular regard to the effect on pedestrian movement.	October 2015 to October 2018 along the route from the property to Lady Manners School.	5 vehicle 1 motorcycle 2 pedal cycle
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.	It is necessary to cross the road along the A619 in areas where the pavement stops on one side of the road and restarts on the other.	Crossing is possible with appropriate care and road safety awareness at this point.

Routes



<u>HOME TO SCHOOL TRANSPORT – WALKING ROUTE ASSESSMENT CRITERIA</u>	<u>ROUTE: Sprinkswoods Lane and Sides Lane, Snelston to Queen Elizabeth's Grammar School</u>	
	<u>RELEVANT INFORMATION (where applicable)</u>	<u>OFFICER'S COMMENTS</u>
<p>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.</p> <p>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.</p>		
<p>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.</p>	<p>There are grass verges for approximately 95 metres leading from the Sprinkswoods Lane / Mount Pleasant Farm junction. At the end of the grass verge on the left hand side of Sprinkswoods Lane, there is a paved footway continuing to the junction with Sides Lane. There is a footway on the left hand side of Sides Lane from this junction leading into Clifton Village.</p>	<p>The footways along Sprinkswoods Lane are narrow in part due to overgrowing vegetation.</p> <p>The footway on the left hand side of Sides Lane is very heavily overgrown for the first 120 metres approximately to the outskirts of the village.</p>
<p>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.</p>	<p>The grass verges leading from the Farm along Sprinkswoods Lane are narrow. The footway is adequate.</p>	<p>The footway on Sides Lane is heavily overgrown – in some areas this prevents pedestrians stepping off the carriageway.</p>
<p>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).</p>	<p>The speed limit along Sprinkswoods Lane is 60mph. This continues into Sides Lane towards Clifton village, where it reduces to 30mph on the outskirts of the village. Vehicles were able to pass side by side on Sprinkswoods Lane and Sides Lane.</p>	<p>Vehicle count 21.03.19 0740 – 0805 – 24 vehicles Sprinkswoods Lane: Car - 7</p> <p>Sides Lane: Car – 14 Van - 3</p>
<p>5. 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.</p>	<p>There is no street lighting along Sprinkswoods Lane or Sides Lane. There is street lighting in Clifton Village and the remainder of the route to the School.</p>	<p>It is necessary to walk on the carriage way along Sprinkswoods Lane for the first 95 metres approximately after leaving Farm lane, and then along Sides Lane due to the overgrown footway.</p>
<p>6. Consideration should be given to the relevant accident record of the route with particular regard to the effect on pedestrian movement.</p>	<p>Accident statistics included</p>	<p>There have been no accidents in the three years to 31.08.18 along Sprinkswoods Lane or Sides Lane.</p>
<p>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.</p>	<p>At the junction of Sprinkswoods Lane and Sides Lane, it is necessary to cross the carriageway to access a footway on the left hand side of the carriageway towards Clifton village</p>	<p>The footway along Sides Lane is heavily overgrown and narrowed by the vegetation for the first 120 metres approximately.</p>

