

DERBYSHIRE COUNTY COUNCIL

CABINET MEMBER FOR YOUNG PEOPLE

29 June 2018

**Joint Report of the Strategic Director for Children's Services
and the Strategic
Director of Economy, Transport & Environment**

HOME TO SCHOOL TRANSPORT – HAZARDOUS ROUTES

1. **Purpose of Report** To consider a request for a home to school journey to be declared 'hazardous' for the purpose of establishing eligibility to free transport to Lady Manners / Bakewell CE Infant / Bakewell Methodist VC Junior Schools.
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 two miles for children under eight and three miles for children over eight measured by the shortest available route.

There is an expectation on parents to ensure their children are safe if walking to school when they do meet the criteria above. However, 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. If a route is determined not hazardous, parents have a responsibility to ensure their children get to school safely whichever mode of travel they choose to use.

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 (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.

Where a route is deemed hazardous for any of the above highway reasons the matter should also be referred to the Cabinet Member for Economy, Transport and Environment 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. Over Haddon to Bakewell (Lady Manners Secondary, Bakewell CE Infant and Bakewell Methodist VC Junior Schools)

3.1 Background

A request has been made for the route between Over Haddon and Bakewell to be re-assessed in accordance with the Authority's criteria for route safety for the purposes of home to school transport. The shortest available routes between Over Haddon to each of the three Schools as above measure less than the statutory walking distance of two miles for children under the age of eight and three miles for children over the age of eight.

A map is attached showing the areas in question - Appendix A - with a pro forma attached as Appendix B. An accident report and corresponding map are attached as Appendix C.

3.2 Details

If the route(s) is declared hazardous, the Authority would issue a bus pass on the school bus service to Lady Manners School. This vehicle is not able to transport pupils to either the Infant or Junior Schools due to timings of the school day and also due to the nature of the route – Stoney Close and Bath Street are too narrow and have limited turning spaces. Should it be determined that pupils attending either the Infant or Junior Schools are eligible for assistance with transport, parents would be offered a reimbursement of mileage.

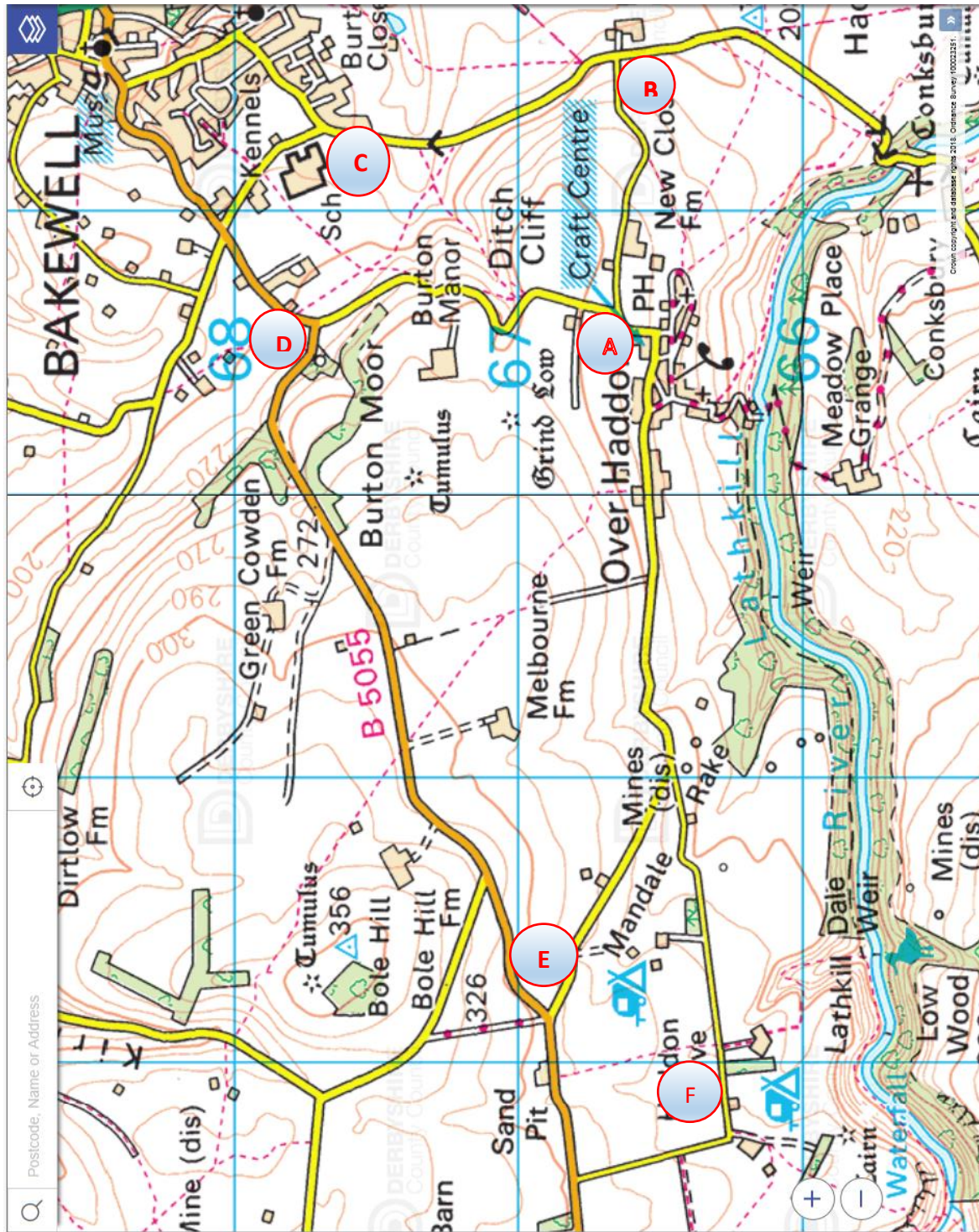
Date of Inspection

Panel's Recommendation

06 March 2018	Route A to B (Past New Close Farm) Hazardous
	Route B to C (leading to Upper Yeld Road) Not Hazardous
	Route C to D (Shutts Lane/Monyash Road to Bakewell Road junction) Not Hazardous
	Route A to D (Bakewell Road) Hazardous
	Route D to E (Monyash Road) Hazardous*

*Only the section of road between Bank Top House Farm and the junction of Bakewell Road.

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 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. However, in this circumstance, there is an existing service vehicle which travels through Over Haddon to Lady Manners School and if the recommendations are upheld, then this would result in a loss of income of £228 per annum per child. Parents of children in Over Haddon who attend the primary schools in Bakewell would have to be reimbursed travelling expenses. The current rate is 45 pence per mile based on one return journey per day
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, Social Value, Health, Legal, Human Resources and Property considerations.
The Panel also recommended that some trees be cut back on grass verges near Haddon Grove Farm and Bole Hill Farm.
6. **Background Papers** Reports and recommendations as mentioned in this report.
7. **Recommendations**
The Cabinet Member is asked to confirm the Hazardous Route Panel’s recommendations that routes A to B, A to D and D to E are hazardous and routes B to C and D are not hazardous for the purposes of home to school transport.



DERBYSHIRE COUNTY COUNCIL

<u>HOME TO SCHOOL TRANSPORT – WALKING ROUTE ASSESSMENT CRITERIA</u>	<u>ROUTE:</u> Over Haddon to Bakewell – see attached map.	
<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>	<u>RELEVANT INFORMATION (where applicable)</u>	<u>OFFICER'S COMMENTS</u>
<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>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>Point A to B</p>	<p>Single track road with step offs of varying width and condition, narrowing towards Point B.</p>
	<p>Point B to C</p>	<p>Turning left at Point B, the road remains single track with over hanging trees. The route is then paved approaching the residential area / Upper Yeld Road and continuing into Shutts Lane to the school.</p>
	<p>Point A to D</p>	<p>Leaving Over Haddon, the road is marked with a central white line. After approximately 40 metres, there are no central road markings until the approach to Burton Moor Farm. Several metres after the farm entrance, the road markings end, starting again on the approach to the junction with the B5055 Monyash Road. There are step offs of varying width and condition along the route. There is a sharp bend approximately one third of the way from Point A and prior to the entrance to Burton Moor Farm.</p>
	<p>Point E to D</p>	<p>There are no pavements and limited step offs along this section. The road is wide enough for two vehicles to pass side by side. Visibility is good for the majority of the route. On the approach to the junction with Burton Moor Road Point D, step offs become either narrow or not available and there are overhanging trees which restrict visibility.</p>
	<p>Point D to C</p>	<p>The road opens out and visibility</p>

		is good. There are step offs on the left hand side of the road towards Bakewell of varying widths and condition. The grass verge on the right widens at the residential properties, becoming paved for the remainder of the route to and along Shutts Lane to Lady Manners School.
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>The carriageways along the B5055 and Shutts Lane are suitable for two way traffic.</p> <p>The other routes have carriageways which, for the majority, are considered single track roads. Some areas considered single track roads are only wide enough for one vehicle.</p>	<p>The speed limit along the B5055 is derestricted, becoming 30 mph along Shutts Road and 30mph on the approach to Bakewell.</p> <p>The speed limit in Over Haddon Village is 30 mph with all routes leaving the village being derestricted.</p> <p>A vehicle count was undertaken as follows: Cars – 106 Vans – 8 Lorries / larger vehicles - 3</p>
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 the residential areas and around the school.	There is no street lighting along the B5055 until the approach to Shutts Lane and Bakewell town. Other routes leaving Over Haddon Village do not have street lighting.
6. Consideration should be given to the relevant accident record of the route with particular regard to the effect on pedestrian movement.	Statistics available for the period 01.09.14 to 31.08.17	There have been three recorded accidents in the last three years 01.09.14 to 31.08.17. All three were along the B5055 between the Burton Moor Road junction and Monyash.
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 at various points throughout the journey from Over Haddon to Bakewell to access step offs or pavements	Visibility is good for the most part but there are areas where overhanging trees / high edges make this difficult.

Details of Personal Injury Accidents for Period - 01/09/2014 to 31/08/2017 (36) months

Selection: Notes:

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

0017010/15 Friday Monyash B5055 Church Street Veh 1 Car 36 Going ahead RH bend SW to E FSP F 37 Slight
04/12/2015
R1: B 5055 1940hrs
Darkness: no street lighting
E 416,380 Dry
N 366,811 Fine with high winds
60 mph

Causation Factor:

1st: Road layout (eg bend, hill etc.)
2nd: Loss of control
3rd: Other

Participant:

Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Very Likely
Very Likely

NON-LOCAL DRIVER, DRIVING ON THE ROAD FOR THE VERY FIRST TIME. HEADING TOWARDS BAKEWELL, HAVING JUST GONE THROUGH MONYASH. EXCESS SPEED NOT SUGGESTED AS AN ISSUE, ACCORDING TO THE WITNESS. DRIFTS OFF THE ROAD, TO THE NEAR-SIDE, HITS ROAD-SIDE DRY STONE WALL, ROLLS BUT COMES TO REST ON ITS WHEELS AND AT A RIGHT-ANGLE TO THE ROAD. A LACK OF DAMAGE TO THE ROOF SUGGESTS THE CAR ROLLED IN MID-AIR. COUPLE HAD DRIVEN FROM LONDON AND WERE JUST A FEW MILES FROM THEIR INTENDED DESTINATION.

0017155/15 Tuesday Monyash B5055 Church Street Veh 1 Car 45 Going ahead W to E FSP M 63 Slight
15/12/2015 Veh 1 Car 45 Going ahead W to E Dri M 45 Slight
R1: B 5055 1920hrs Veh 1 Car 45 Going ahead W to E RSP M 16 Slight
Darkness: no street lighting Veh 2 Car 40 Going ahead E to W Dri M 40 Slight
E 415,687 Wet/Damp
N 366,458 Fog or mist
60 mph

Causation Factor:

1st: Poor turn or manoeuvre
2nd: Other

Participant:

Vehicle 2
Vehicle 2

Confidence:

Very Likely
Very Likely

V1 TRAVELLING FROM MONYASH ALONG B5055 IN THE DIRECTION OF BAKEWELL. UPON BEING JUST OUT OF MONYASH V1 COLLIDES WITH V2 WHO WAS REPORTED TO HAVE BEEN ON THE WRONG SIDE OF THE ROAD.

1700712 Tuesday OVER HADDON B5055 J/W GREEN Veh 1 Car 30 Going ahead RH bend NE to W Dri M 30 Slight
14/02/2017 LANE ON BEND - IPQA Veh 2 Car 47 Going ahead LH bend W to NE Dri M 47 Slight
R1: B 5055 1823hrs Veh 2 Car 47 Going ahead LH bend W to NE FSP F 14 Slight
R2: C Darkness: street lighting unkno
E 418,162 Frost/Ice
N 366,879 Unknown
60 mph

Causation Factor:

1st: Slippery road (due to weather)

Participant:

Vehicle 1

Confidence:

Possible

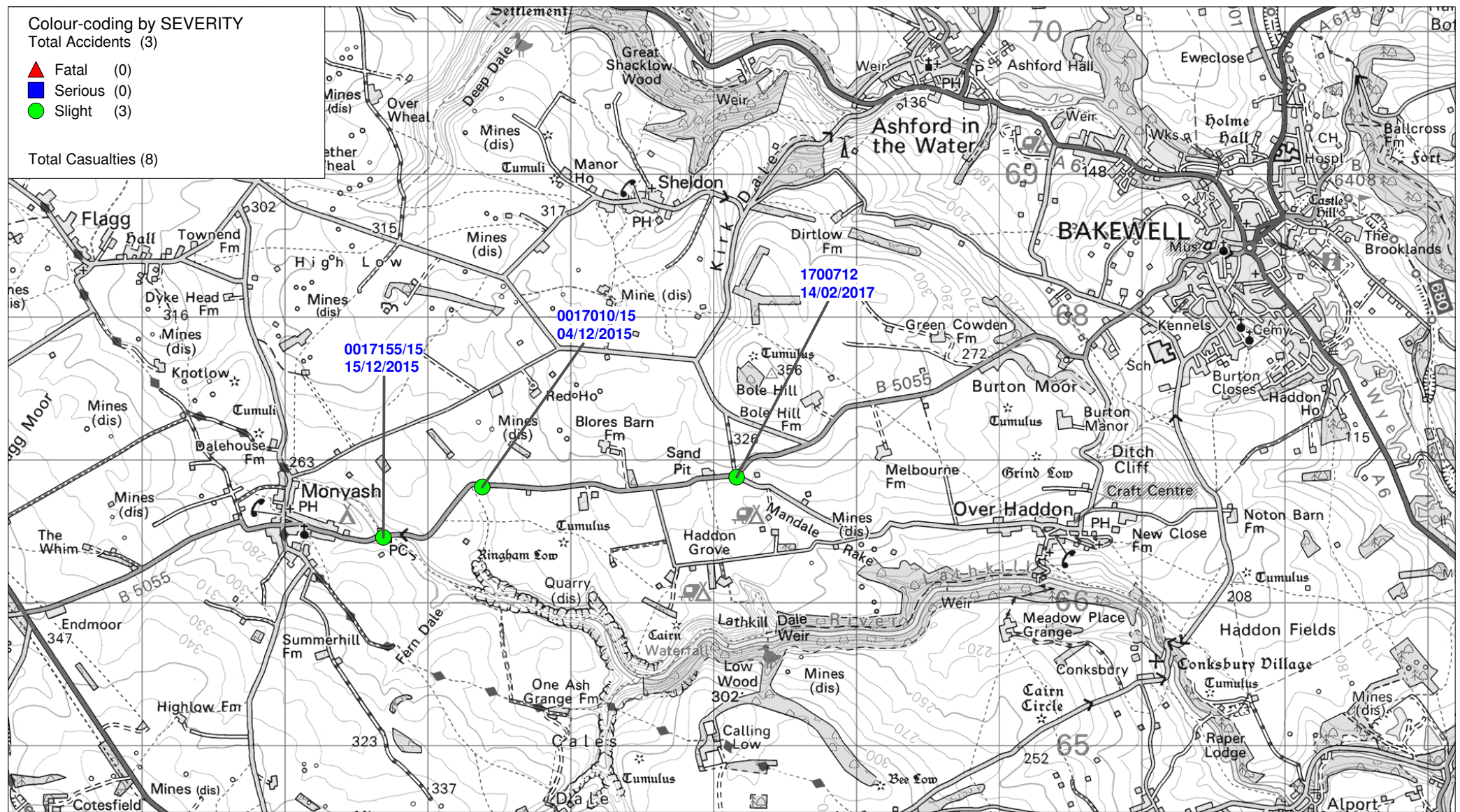
RTC - VEHICLE 1 IS TRAVELLING FROM BAKEWELL DIRECTION TO MONYASH, IT BRAKES INTO RIGHT HAND CORNER. THE CAR LOOSES CONTROL. IT CROSSES ONTO THE OPPOSITE SIDE OF THE ROAD AS THE DRIVER TRIES TO RE GAIN CONTROL. VEHICLE 2 IS TRAVELLING INTO THE SAME CO

Colour-coding by SEVERITY

Total Accidents (3)

- ▲ Fatal (0)
- Serious (0)
- Slight (3)

Total Casualties (8)



Collisions on B5055 Burton Moor Road to Monyash

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SCALE

1 : 37000

DATE

26/02/2018

DRAWING No.

DRAWN BY

Selected Range of Accidents between dates 01/09/2014 and 31/08/2017
Selected using Manual Selection



DERBYSHIRE
County Council
Improving life for local people