

DERBYSHIRE COUNTY COUNCIL

CABINET MEMBER FOR CHILDREN AND YOUNG PEOPLE

3 June 2014

**Joint Report of the Strategic Director for Children & Younger Adults and
the Strategic Director – Economy, Transport and Environment.**

HOME TO SCHOOL TRANSPORT – HAZARDOUS ROUTES

1. **Purpose of Report** To consider a request for a home to school route to be declared 'hazardous' for the purpose of establishing an eligibility to free transport within the statutory walking distances.
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 Education Act 1996, is 2 miles for children under 8 and 3 miles for children aged 8 and over 8 measured by the nearest available route. From 01 September 2012 all primary age pupils resident in Derbyshire, who live more than 2 miles from their normal area school will be provided with transport assistance.

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.

- 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. Church Gresley to Swadlincote

Background

A parent was unable to obtain a place for their child at the local school in Church Gresley and the child therefore commenced the next nearest school with places available i.e. Belmont Primary School in Swadlincote which is under two miles from the home address. However, the parent believes the route from home to Belmont Primary School is too hazardous to walk along.

Route Assessment

A footway exists on either one or both sides of the route which does mean road crossings are necessary. Although the route can be walked all along the south side when on West Street and Hearthcote Road which forms the majority of the route. The footway does narrow on Hearthcote Road in Church Gresley but this can be avoided if need be by using a footpath joining Westacre Drive.

A map of the route is attached as Appendix A, a copy of a route assessment with accident details in the vicinity over a three year period as Appendix B, and the parent's own report of the route is attached as Appendix C.

Implications

The route in question is not to a normal area school and the numbers of pupils affected would be very small, necessitating the use of a taxi each day at an approximate cost of £20 per day, plus £10 per day if a passenger assistant is required, which equates to £3,800 and £5,700 respectively per annum.

Date of Inspection

Tuesday 18 March 2014

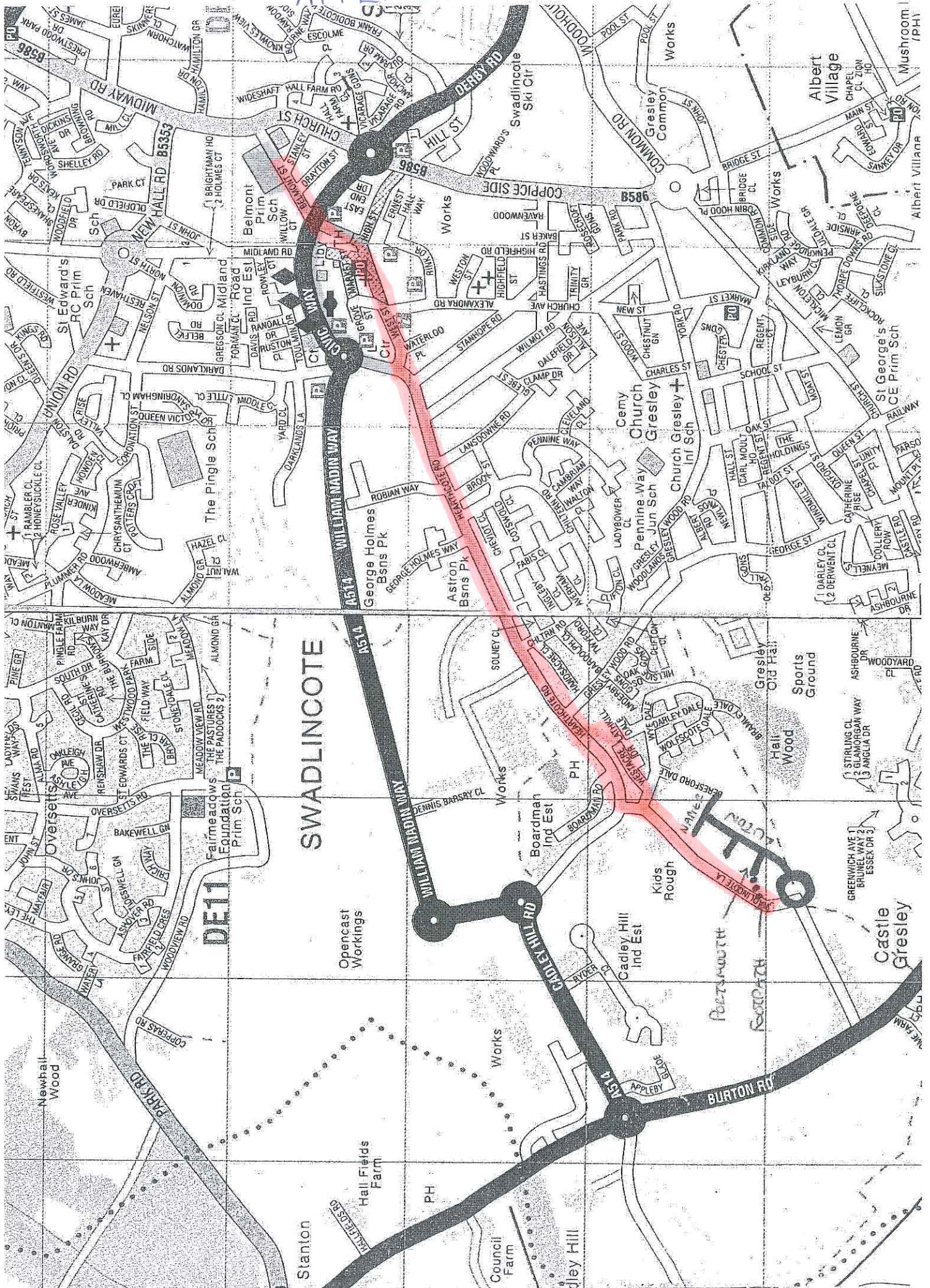
Panel's Recommendation

Not Hazardous

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 2 or 3 miles walking distances (see paragraph 2.1). Therefore, any routes so designated have on-going financial consequences for the Authority which would have to be met from its Education Transport budget. In each case under consideration the cost does not have a bearing on the question of whether the route should be regarded as hazardous.

4. In preparing this report the relevance of the following factors has been considered:-
Prevention of Crime & Disorder, Equality of Opportunity; and
Environmental, Health, Human Resources, Legal & Human Rights
Property and Transport considerations.
5. Background Papers, Reports and Minutes of meetings as mentioned in this report.
6. **Recommendations** The Cabinet Member is asked to consider to the Hazardous Route Panel's recommendation for the route indicated and to determine whether or not the route should be declared hazardous, in accordance with the Authority's Home to School Transport Policy.

APPENDIX A



<u>HOME TO SCHOOL TRANSPORT - CRITERIA FOR ROUTE SAFETY</u>	<u>ROUTE: Church Gresley to Belmont Primary School</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.	Mr Mobbs has indicated that the route is not appropriate for Mrs Mobbs to undertake with the children and a pushchair.	The criteria assume that the child is accompanied if necessary by a caring parent or other responsible person.
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 footway exists on either one or both sides of the route between the home address and the school.	The route is paved on one or both sides. There is a short stretch of pavement on the south side of Hearthcote Road, near to the roundabout at the junction with Swadlincote Lane, where the pavement narrows but this can be avoided by either crossing the road and travelling on the north side of Hearthcote Road or by travelling from Swadlincote Lane, via Wye Dale and West Acre Drive and then along a paved, lit footpath to join Hearthcote Road opposite the Catchems Inn Public House.
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.	A footway exists on either one or both sides of the route between the home address and the school.	It is not necessary to walk on the road with the exception of road crossings. Vehicle count listed below.
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).	A footway exists on either one or both sides of the route between the home address and the school.	
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.	Street lighting is in place along the route.	Street lighting exists on either one or both sides of the route for the entire journey. In addition, the footpath from West Acre Drive to Hearthcote Road is lit.
6. Consideration should be given to the relevant accident record of the route with particular regard to the effect on pedestrian movement.	Please see accident statistics attached.	There were 22 accidents recorded in the period 1 September 2010 to 31 August 2013.
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.	There are pedestrian crossings on Civic Way – adjacent to the Council Offices and adjacent to Belmont Street.	Where no facilities exist to assist road crossings and it is necessary to cross the road or to cross side junctions, this is possible with appropriate road

		and traffic awareness. As an alternative to travelling along Civic Way, it is possible to travel from Heathcote Road to the School via West Street, through a pedestrianised shopping area, along Belmont Street, across Civic Way using a pedestrian crossing continuing along Belmont Street to the School
<p>Vehicle count : 0755 – 0810</p> <p>Swadlincote Lane adjacent to Portsmouth Close:</p> <p>Car – 87 Van – 6 Lorry – 2 Bus – 1</p>	<p>Vehicle count : 0815 – 0825</p> <p>Heathcote Road – Tesco:</p> <p>Car – 138 Van – 14 Lorry – 3</p>	<p>Vehicle Count : 0830 – 0840</p> <p>Belmont Street / Civic Way junction:</p> <p>Car – 182 Van – 8 Lorry – 7 Bus – 1</p>

Details of Personal Injury Accidents for Period - 01/09/2010 to 31/08/2013 (36) months

Selection:

Notes:

Selected using Pre-defined Query :

Route to School - West St, High St, Belmont St, Swadlincote

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.	Day							
	R.S.C.							
	Weather							
	Speed							
	Account of Accident							
Causation Factor:								

D000283/11 Thursday SWADLINCOTE BELMONT ST AT
17/03/2011 TURNING CIRCLE Veh 1 Car 81 U turn SW to SW Ped M 24 Slight
R1: U 1122 hrs

E 430,005 Dry
N 319,690 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry
LC sk

Vehicle 001

Very Likely

D002130/12 Friday SWADLINCOTE WEST ST O/S TIMMS
19/10/2012 SOLICITORS Veh 1 Taxi Starting NE to SW
R1: U 1550 hrs Veh 2 Pedal cycle 23 Go/head NE to SW Dri M 23 Slight

E 429,867 Dry
N 319,597 Unknown
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

D002137/12 Monday SWADLINCOTE WEST ST AT
22/10/2012 SEATING AREA LOC NV Veh 1 Taxi 47 Starting N to SW Ped M 85 Slight
R1: U 0919 hrs

E 429,929 Wet/Damp
N 319,637 Raining without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly
2nd: Failed to look properly
3rd: Disability or illness, mental or physical
4th: Vehicle blind spot
5th: Rain, sleet, snow, or fog

Vehicle 1

Very Likely

Casualty 1

Very Likely

Casualty 1

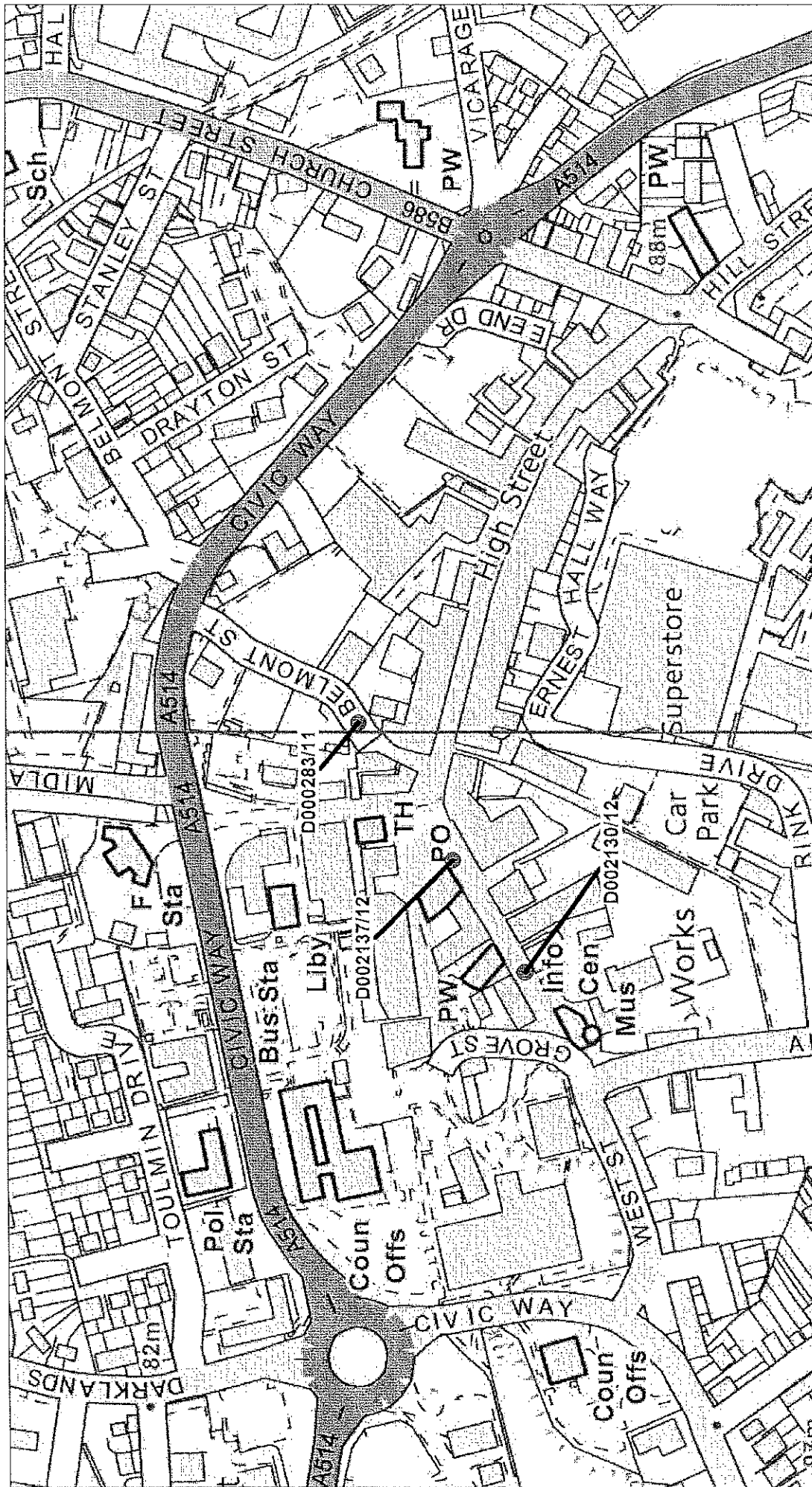
Very Likely


Vehicle 1

Very Likely

Vehicle 1

Very Likely



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<p>Route to School - West St, High St, Belmont St - Accidents 01/09/2010 - 31/08/2013</p>		SCALE	1 : 2890
		DATE	25/02/2014
		DRAWING No.	
		DRAWN BY	CG

Details of Personal Injury Accidents for Period - 01/09/2010 to 31/08/2013 (36) months

Selection:

Notes:

Selected using Pre-defined Query :

Accidents 01/09/2010 - 31/08/2013

Police Ref.	Day	Location Description	Vehicles						Casualties	
			Veh No	Type	Age	Many	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:										

D001055/10 Monday SWADLINCOTE HEARTH COTE RD
25/10/2010 J/W LANSLOWNE RD
R1: C 371 1628 hrs Veh 1 Car 20 Go/head W to E
R2: U Veh 2 Car 27 Wait to turn right W to SE Dri F 27 Slight
E 429,377 Dry
N 319,425 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly
LC

Participant:

Vehicle 001

Confidence:

Very Likely

D001115/10 Thursday SWADLINCOTE A514 CIVIC WAY J/W
11/11/2010 U/N ROAD LOC N/V
R1: A 514 1519 hrs Veh 1 Goods < 3.5t 62 Go/head E to W
R2: U Veh 2 Car 38 Turning left S to W Dri M 38 Slight
Veh 2 Car 38 Turning left S to W FSP M 45 Slight
E 429,944 Wet/Damp
N 319,784 Raining without high winds
30 mph

Causation Factor:

1st: Disobeyed Give Way or Stop sign or markings
2nd: Failed to signal/Misleading signal
3rd: Failed to judge other persons path or speed
4th: Failed to signal/Misleading signal
LC is grid ref wrong, possibly should be other end of West Street?

Participant:

Vehicle 001

Vehicle 001

Vehicle 001

Vehicle 002

Confidence:

Very Likely

Very Likely

Very Likely

Very Likely

D001146/10 Thursday SWADLINCOTE A514 CIVIC WAY J/W
18/11/2010 BELMONT ST
R1: A 514 1100 hrs Veh 1 Car 65 Wait go ahead held W to SE FSP F 63 Slight
R2: U Veh 2 Car Go/ahead RH bend W to SE
E 430,058 Wet/Damp
N 319,790 Fine without high winds
30 mph

Causation Factor:

1st: Travelling too fast for conditions
2nd: Following too close
LC

Participant:

Vehicle 002

Vehicle 002

Confidence:

Very Likely

Very Likely

Details of Personal Injury Accidents for Period - 01/09/2010 to 31/08/2013 (36) months

Selection:

Notes:

Selected using Pre-defined Query :

Accidents 01/09/2010 - 31/08/2013

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:										

D000047/11 Thursday SWADLINCOTE HEARTH COTE RD
13/01/2011 BTWN GEORGE HOLMES WAY & ROBIAN WAY Veh 1 Other M/veh 36 Go/head SW to NE Ped M 13 Slight
R1: C 371 1555 hrs
E 429,257 Dry
N 319,367 Unknown
30 mph

Causation Factor:

1st: Failed to look properly
lc

Participant:

Casualty 001

Confidence:

Very Likely

D000438/11 Tuesday SWADLINCOTE LANSDOWNE RD J/W HEARTH COTE RD Veh 1 Car Wait to turn right SE to NE RSP F 16 Slight
R1: U 26/04/2011 1044 hrs Veh 2 Car Go/head SE to NW
R2: C 371
E 429,382 Dry
N 319,419 Fine without high winds
30 mph

Causation Factor:

1st: Failed to judge other persons path or speed
L.C.

Participant:

Vehicle 002

Confidence:

Possible

D000711/11 Tuesday SWADLINCOTE A514 CIVIC WAY J/W BELMONT ST Veh 1 Taxi 56 Wait to turn right W to SW Dri M 56 Slight
R1: A 514 12/07/2011 1807 hrs Veh 2 Car 54 Wait go-ahead held W to SE Dri F 54 Slight
R2: U Veh 3 Car 18 Go/head W to SE Dri M 18 Slight
E 430,056 Dry
N 319,791 Fine without high winds
30 mph

Causation Factor:

1st: Distraction outside vehicle
LC SK

Participant:

Vehicle 003

Confidence:

Very Likely

D000739/11 Tuesday SWADLINCOTE HEARTH COTE RD J/W CHILTERN RD Veh 1 Goods <3.5t 55 Go/head SW to NE
R1: C 371 19/07/2011 1548 hrs Veh 2 Car 33 U turn NE to NE Dri F 33 Slight
R2: U Veh 2 Car 33 U turn NE to NE FSP F 4 Slight
E 429,228 Dry Veh 2 Car 33 U turn NE to NE RSP F 55 Slight
N 319,353 Fine without high winds
30 mph

Details of Personal Injury Accidents for Period - 01/09/2010 to 31/08/2013 (36) months

Selection:

Notes:

Selected using Pre-defined Query :

Accidents 01/09/2010 - 31/08/2013

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:

Causation Factor:

1st: Failed to judge other persons path or speed
2nd: Failed to signal/Misleading signal
LC SK

Participant:

Vehicle 001
Vehicle 002

Confidence:

Very Likely
Possible

D000915/11 Saturday SWADLINCOTE A514 CIVIC WAY J/W
10/09/2011 BELMONT RD Veh 1 Car 82 Turning right SW to SE
R1: A 514 1325 hrs Veh 2 Car 47 Go/head SE to NW Dri F 47 Slight
R2: U
E 430,069 Dry
N 319,787 Fine without high winds
30 mph

Causation Factor:

1st: Junction restart
2nd: Failed to judge other persons path or speed

Participant:

Vehicle 1
Vehicle 1

Confidence:

Possible
Possible

D001222/11 Wednesday CASTLE GRESLEY SWADLINCOTE
23/11/2011 LANE J/W HEARTH COTE RD Veh 1 Car 19 Go/head NE to SW Dri F 19 Slight
R1: U 0855 hrs
R2: U
E 428,483 Wet/Damp
N 318,878 Fine without high winds
30 mph

Causation Factor:

1st: Deposit on road (eg oil, mud, chippings)
2nd: Travelling too fast for conditions

Participant:

Vehicle 1
Vehicle 1

Confidence:

Very Likely
Possible

D001260/11 Friday SWADLINCOTE A514 CIVIC WAY J/W
25/11/2011 A514 CIVIC WAY TJ Veh 1 Car 35 Starting NE to S Dri F 35 Slight
R1: A 514 1712 hrs Veh 2 Car 61 Starting NE to S
R2: A 514 Darkness: street lights present a
E 429,682 Dry
N 319,696 Fine without high winds
30 mph

Causation Factor:

1st: Sudden braking
2nd: Failed to judge other persons path or speed

Participant:

Vehicle 1
Vehicle 2

Confidence:

Very Likely
Very Likely

Details of Personal Injury Accidents for Period - 01/09/2010 to 31/08/2013 (36) months

Selection:

Notes:

Selected using Pre-defined Query :

Accidents 01/09/2010 - 31/08/2013

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:

D001284/11 Tuesday CHURCH GRESLEY HEARTHCOTE
06/12/2011 RD J/W GRESLEY WOOD RD
R1: C 371 0900 hrs Veh 1 Car 30 Go/head SW to NE Dri F 30 Slight
R2: U Veh 2 Car O/take m/veh o/side SW to NE
E 428,716 Wet/Damp
N 319,064 Fine without high winds
30 mph

Causation Factor:

1st: Failed to judge other persons path or speed
2nd: Careless/Reckless/In a hurry

Participant:

Vehicle 2
Vehicle 2

Confidence:

Possible
Possible

D001349/11 Thursday SWADLINCOTE A514 CIVIC WAY
15/12/2011 R/BT J/W A514 CIVIC WAY
R1: A 514 2043 hrs Veh 1 Pedal cycle 40 Go/head N to S Dri M 40 Slight
R2: A 514 Darkness: street lights present a Veh 2 Car 35 Turning left E to S
E 429,679 Dry
N 319,691 Unknown
30 mph

Causation Factor:

1st: Failed to judge other persons path or speed
2nd: Poor turn or manoeuvre

Participant:

Vehicle 2
Vehicle 2

Confidence:

Possible
Possible

D001173/12 Friday SWADLINCOTE A514 CIVIC WAY J/W
25/05/2012 MIDLAND RD LOC N/V
R1: A 514 1245 hrs Veh 1 Taxi 54 Go/head SW to NE RSP F 43 Slight
R2: C 345 Veh 2 Car Turning right NW to NE
E 429,974 Dry
N 319,793 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 2

Confidence:

Very Likely

D001219/12 Wednesday SWADLINCOTE HEARTHCOTE RD
06/06/2012 J/W D/WAY TO 56
R1: C 371 1745 hrs Veh 2 Car 70 Turning right SE to NE Dri M 70 Slight
R2: U Veh 2 Car 70 Turning right SE to NE RSP F 09 Slight
E 429,322 Wet/Damp Veh 1 M/C < 50 cc 41 Go/ahead LH bend NE to SW Dri M 41 Serious
N 319,400 Raining without high winds
30 mph

Details of Personal Injury Accidents for Period - 01/09/2010 to 31/08/2013 (36) months

Selection:

Notes:

Selected using Pre-defined Query :

Accidents 01/09/2010 - 31/08/2013

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:												

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly
2nd: Failed to judge other persons path or speed
3rd: Road layout (eg bend, hill crest)

Vehicle 2
Vehicle 2
Vehicle 2

Possible
Possible

D001469/12 Monday SWADLINCOTE HEARTH COTE RD
02/07/2012 J/W CHILTERN RD ON MINI T/I LOC
R1: C 371 0715 hrs N/V
R2: U
E 429,228 Dry
N 319,347 Unknown
30 mph

Veh 1 Pedal cycle 35 Go/head
Veh 2 Car 37 Turning left

NE to SW Dri M 35 Slight
SE to SW

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 2

Possible

D002434/12 Friday CASTLE GRESLEY HEARTH COTE RD
30/11/2012 T/I J/W CADLEY HILL RD LOC N/V
R1: C 371 0930 hrs
R2: C 371
E 428,483 Frost/Ice
N 318,913 Fine without high winds
30 mph

Veh 1 Car 22 Turning left
Veh 2 Pedal cycle 60 Go/head

NW to NE
SW to NE Dri F 60 Slight

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

D000612/13 Saturday SWADLINCOTE HEARTH COTE RD
13/04/2013 J/W GRESLEY WOOD RD
R1: C 371 2308 hrs
R2: U
E 428,710 Dry
N 319,059 Fine without high winds
30 mph

Veh 1 Car 41 Go/head
Veh 2 Car 22 Stopping

SW to NE Dri F 41 Slight
SE to NE

Causation Factor:

Participant:

Confidence:

1st: Junction overshoot

Vehicle 2

Very Likely

Details of Personal Injury Accidents for Period - 01/09/2010 to 31/08/2013 (36) months

Selection:

Notes:

Selected using Pre-defined Query :

Accidents 01/09/2010 - 31/08/2013

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:										

D000695/13 Tuesday SWADLINCOTE HEARTHCOLE RD
23/04/2013 J/W WILMOT RD

R1: C 371 1720 hrs

R2: U

E 429,517 Dry

N 319,459 Fine without high winds
30 mph

Veh 1 Car 30 Turning right

Veh 2 M/C < 125 cc 22 Go/head

SW to SE

NE to SW Dri M 22 Slight

Causation Factor:

1st: Failed to look properly

2nd: Failed to judge other persons path or speed

3rd: Careless/Reckless/In a hurry

Participant:

Vehicle 1

Vehicle 1

Vehicle 1

Confidence:

Very Likely

Very Likely

0001276/13 Tuesday Swadlincote C371 HEARTHCOLE
09/07/2013 ROAD nr OPPOSITE CATCHEMS
1500 hrs PUBLIC HOUSE

R1: C 371

E 428,669 Dry

N 319,018 Fine without high winds
30 mph

Veh 1 Goods < 3.5t 00 Go/head

NE to SW Ped F 16 Slight

Causation Factor:

1st: Failed to judge other persons path or speed

Participant:

Casualty 1

Confidence:

Possible

Route to School
 Portsmouth Close, Church Gresley
 to Belmont Primary School

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DRAWING TITLE

DATE 10/6/50

DATE: 11/02/2014

DRAWING No.

ORANGE

GG

GREEN



APPENDIX C

Walk to School Review

4 Portsmouth Close – Belmont Primary

Preliminary report of safety considerations

Douglas Mobbs MICE

1 Introduction

Belmont Primary was originally chosen as a third option of school for Matthew and Hannah Mobbs as they returned to the area from Inverness. The initial decision was made on a simple distance basis of the shortest route.

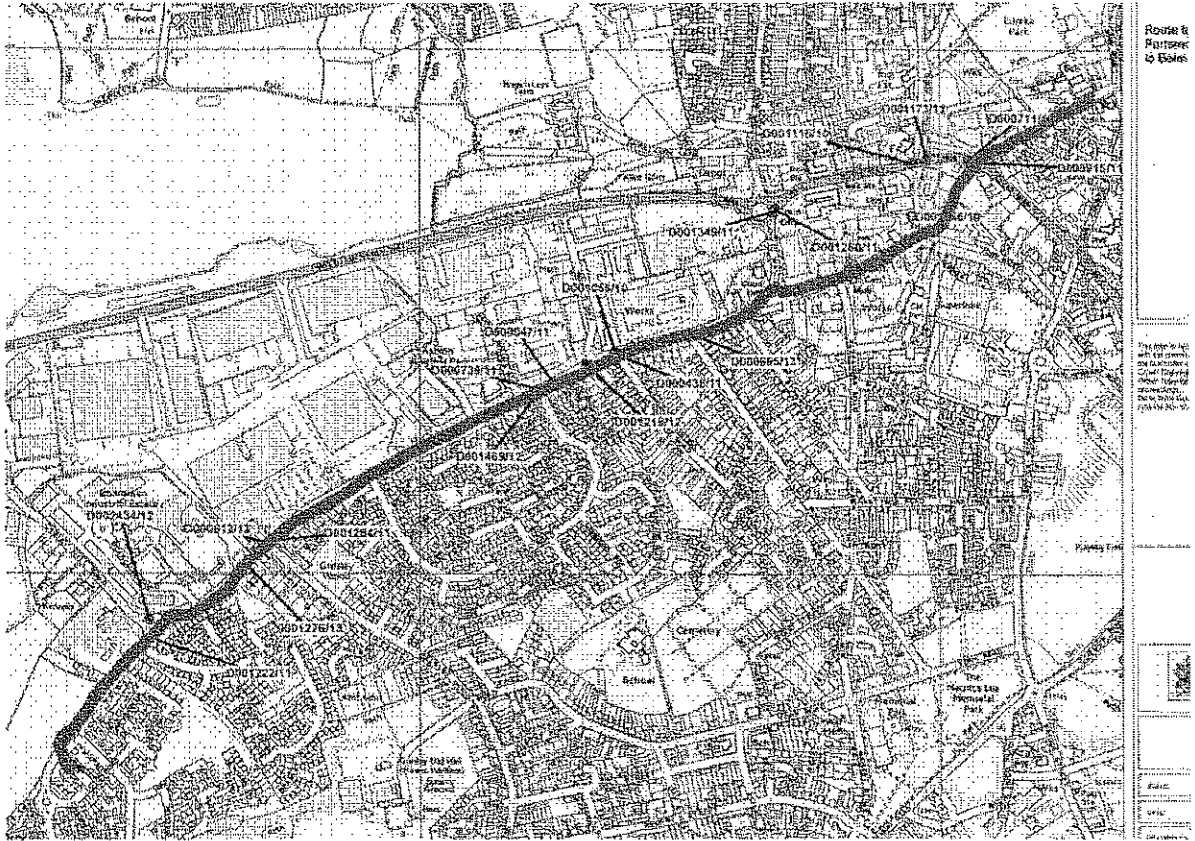


Figure 1. Route to School, shortest distance shown.

The shortest walk to school distance is approximately 1.7 miles, this being within the 2 mile criteria set out as a reasonable distance to walk. However, this route has numerous failings that will be discussed within this report.

2 Accompanying of the Child

2.1 Home to School Travel and Transport Guidance

Due to the extremely dangerous nature of the route between home and school the children will need to be accompanied by an adult to help reduce the risks they would encounter.

The Home to School Travel and Transport Guidance, produced by the Department for Education and Skills, states

47. "Statutory walking distance" is two miles for children aged under eight, and three miles for children aged eight and over.¹⁶ The measurement of the "statutory walking distance" is not necessarily the shortest distance by road. It is measured by the shortest route along which a child, accompanied as necessary, may walk with reasonable safety. As such, the route measured may include footpaths, bridleways, and other pathways, as well as recognised roads

It is necessary for the accompanying adult to have a pushchair as they are also the carer for their 7 month old infant.

2.2 Leicestershire Panel Review

Leicestershire County Council held a panel review regarding the scrutiny of home to school transport between the dates of 8 September and 7 December 2010. Within the report paragraph 44 states

44. The Panel is of the view that footways should be suitable for pedestrians and parents with pushchairs and concludes that the County Council should maintain footways to the minimum required set out in the Transport Asset Management Plan. The Panel notes that, in most cases, it is less expensive to maintain the footway adequately than to assess the route as unavailable and provide home to school transport and this should be borne in mind in future maintenance programmes.

This clearly identifies that a consideration should be given to parents with pushchairs when assessing the safety of a route.

3 Length of Route to School

3.1 2 and 3 mile guidelines

There are numerous references to state that the statutory walking distance is two miles for a child under eight, and this increases to three miles for children eight and over. All routes discussed in subsequent sections of this report are under 3 miles in length, however, only those along Hearthcote Road are under 2 miles in length.

3.2 45 minute guidelines

The Home to School Travel and Transport Guidance, produced by the Department for Education and Skills, states

54. Best practice suggests that the maximum each way length of journey for a child of primary school age might be considered to be 45 minutes; whilst a child of secondary school age might be expected to travel up to 75 minutes each way. Similarly, a child's special educational needs and/or disability might be such that it implies a shorter maximum journey time.

From first-hand experience routes 1 and 2, those being along Hearthcote Road, take between 50 and 55 minutes to travel due to their length, the age of the children and the high traffic volumes increasing times at crossing points, particularly uncontrolled crossing points.

4 Accident Data

4.1 Derbyshire Police

Derbyshire Police Casualty Reduction Enforcement Support Team (CREST) determined that Hearthcote Road was a suitable location for their site enforcement in an attempt to reduce casualties. Below is an extract of correspondence with Derbyshire Police regarding Hearthcote Road.

This location first came to our attention in 2009 following a complaint from members of the public regarding speeding along this route; in response to this we deployed speed survey apparatus along the route in order to measure factors including traffic flow, vehicle classification using the route and speed travelled by each vehicle, amongst other factors. Once the speed survey was completed the data was analysed alongside road traffic collision and casualty data and determined a suitable site for enforcement in accordance with ACPO Guidelines.

When considering the accident counts discussed in the following paragraphs it should be noted that CREST have been active over the time period with a focus of reducing accidents along Hearthcote Road.

4.2 Accident Records

Accident data has been provided for two routes, one including the Civic Way/William Nadin Way and the other including the suggested cut through along West Street to avoid the extremely steep section of Civic Way.

There are 17 personal injury accidents along the West Street option and 19 personal injury accidents along the Civic Way/William Nadin Way route.

Within the overall 22 accidents, 4 involve pedestrians, this equates to 18% of all accidents

The reported road casualties in Great Britain 2011 Annual Report identifies that pedestrians accounted for 11% of all slight injuries.

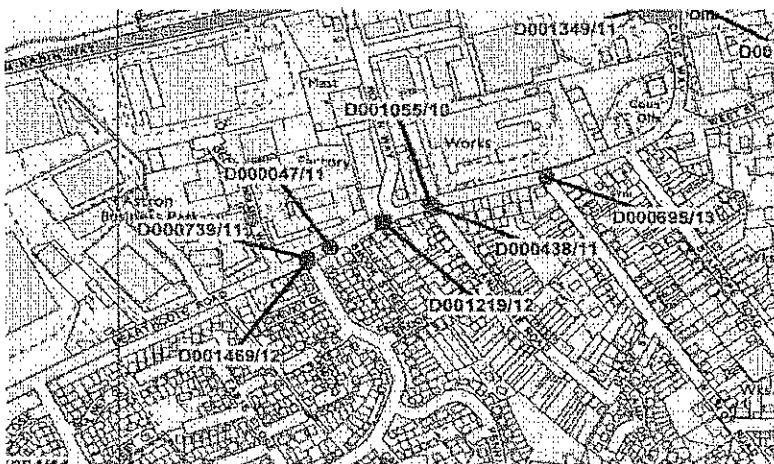


Figure 2 – Accident Cluster

There is an accident cluster between the eastern Junction of Chiltern Road and the Wilmot Road Junction with Hearthcote Road. Within this 0.2 mile stretch of road there have been 7 personal injury accidents within the 3 year period 01/09/2010 – 31/08/2013.

5 Geometric and Alignment Assessment

5.1 Footway widths

The Walking Route Assessment Criteria June 2013 states:

(d) Where a footway or roadside strip, public footpath or bridleway exists of reasonable width and condition, this will normally be assumed to provide a safe route for that part of the journey;

It should be noted that this criteria covers all routes from the busiest urban locations to quite rural situations.

The route in question is along busy roads, in an urban environment and along roads with high accident records even when they are under assessment by CREST. For these reasons it is suitable to take guidance from Manual for Streets and the 6C's highway design guide to determine what is a reasonable width.

5.1.1 6C's Design Guide

Below is a copy of Table DG9

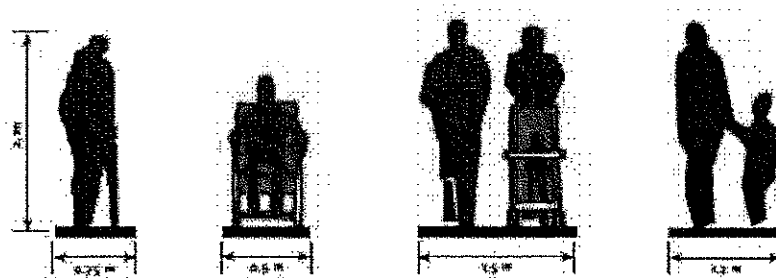
Table DG9: Pedestrian-only routes

Location	Minimum width	Minimum width past an obstacle ^(a)	Longitudinal gradient	Crossfall
Normal residential, commercial and industrial sites	2m	1.2m Maximum length of an obstacle: 6m	Minimum: 1:100 Maximum: 1:20 ^{(b)(c)}	1:35
Shopping areas	4m	1.2m Maximum length of an obstacle: 6m	Minimum: 1:100 Maximum: 1:20 ^{(b)(c)}	1:35
Bus stops	3m	1.2m Maximum length of an obstacle: 6m	Minimum: 1:100 Maximum: 1:20 ^{(b)(c)}	1:35
Outside schools ^(d)	3m	1.2m Maximum length of an obstacle: 6m	Minimum: 1:100 Maximum: 1:20 ^{(b)(c)}	1:35

The highway authority stipulate that the minimum acceptable width of a footpath is 1.2m for a distance of no more than 6m.

The 6m maximum length is to help avoid problems where conflict could occur should two pedestrians/groups need to pass in opposite directions. Longer lengths would require one pedestrian/group to take evasive action such as stepping into the road.

5.1.2 Manual for Streets



Above is an extract of required widths for a series of pedestrians, page 68 of Manual for Streets. It is recommended that a minimum width of 1.2m is provided for an adult accompanying a child and 1.5m for two people with a pushchair.

5.2 Gradients

Table DG9 identifies that the maximum longitudinal gradient for a footway is 1:20 and crossfall of 1:35.

Excessive longitudinal gradients increase the risk and potential harm from slips and trips, particularly in icy conditions. They also increase travel times as it is harder to walk up gradients and extra care has to be taken walking down gradients.

Vehicles have a tendency to be travelling faster when travelling downhill as drivers do not always react to the change in grade. This could be a contributory factor to the accident cluster and high speeds along the routes.

Excessive crossfalls increase the potential for slips and trips. They also make it more difficult for pedestrians to cross in a straight line and in a timely manner.

5.3 Pedestrian crossings

Drawing SD/11/7 of the 6C's design guide shows that the maximum upstand at a pedestrian crossing should be 6mm this is to allow for those with mobility impairments and remove trip hazards. When pushing a pushchair, excessive dropped crossing heights require the pedestrian to stop in the carriageway to bump the pushchair up the kerb increasing the time they are within the carriageway and exposed to the associated dangers.

Although there is no set maximum for pedestrian crossing widths, it is good design practice to ensure that crossing widths are as short as possible by slightly offsetting them from the channel line and where suitable introduce central refuges.

5.4 Visibility splays

TA 90/05 covers the geometric design of pedestrian, cycle and equestrian routes.

Section 3.6 is copied below

Visibility to and from NMU Crossing Points

3.6 Any crossing of a trafficked road should be located such that drivers of vehicles have full visibility of NMUs wishing to use the crossing point. Desirable minimum SSD to TD 9 (DMRB 6.1.1) should be available for drivers on the highway approaching an NMU crossing point.

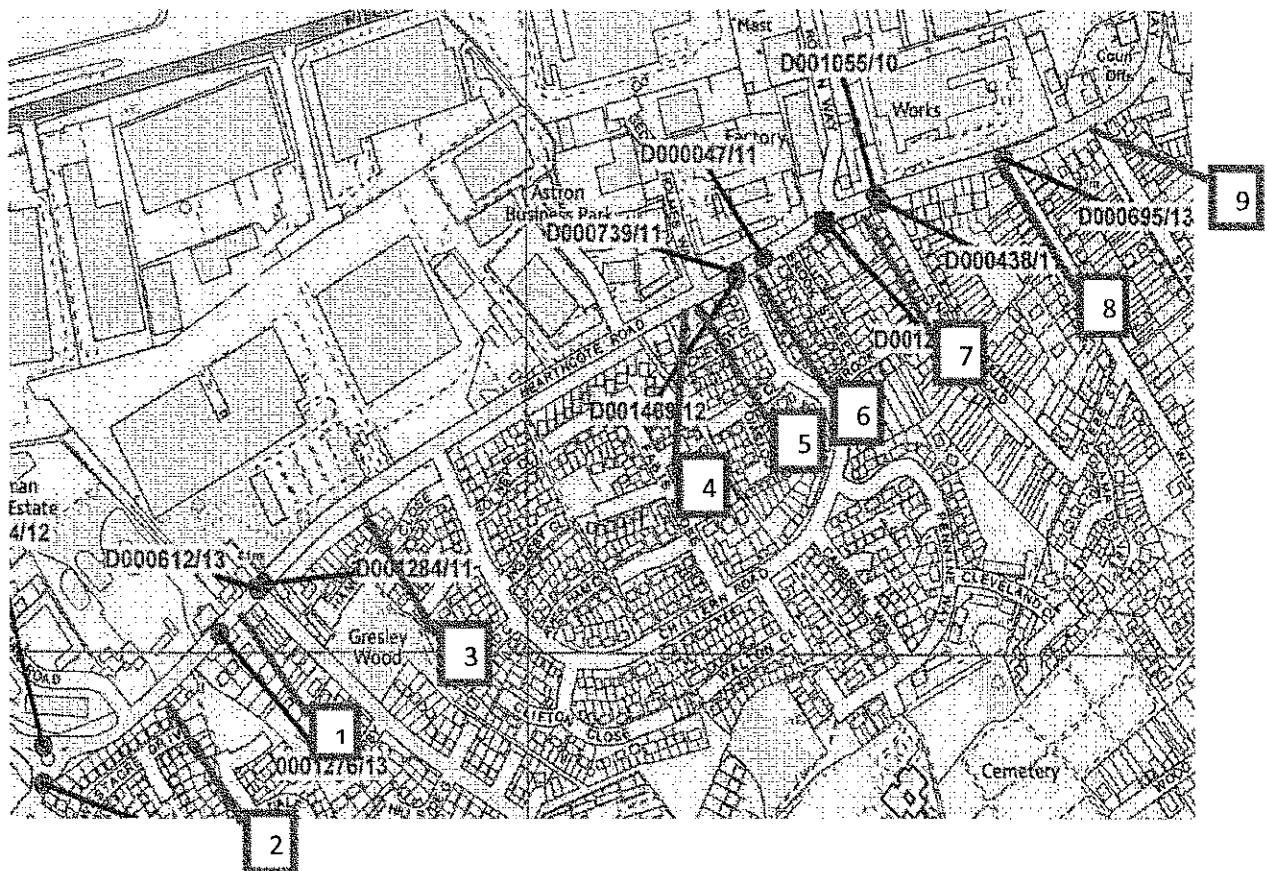
NMU = non motorised user (e.g. pedestrian)

SSD = Stopping sight distance.

TD9 states that, for a road with a 30mph speed limit, the stopping sight distance is 90m. Therefore a pedestrian should be able to see for 90m in both directions along the main road at any crossing point.

6 Route 1 a – Hearthcote Road, North

1. 900mm wide for 35 paces opposite catchems public house. There is also a crest of a hill reducing visibility to the east.
2. No footway/path between Boardman Road to footpath opposite catchems, solution to take footpath but increases journey. (still sub 2 miles, but adds 5 mins totalling 50-55 mins)
3. Footpath opposite Sandvik junction hidden from road with no lighting and dark corner
4. Footway to west of Tecso junction reduced to 900-950mm for 25 paces planting may reduce width further with growth
5. Tesco junction, very steep crossfall causing difficulty to cross, sudden change in grade causing vehicular damage to pavement along pedestrian route. Poor drainage design to west side resulting in build up of silt and debris at crossing point, getting worse in winter as ice builds up.
6. East of Chiltern Road poor quality patchwork on footway producing trip hazards
7. West of Lansdowne Road pinch point to 1m and poor visibility due to horizontal alignment
8. Wilmot Road crossing, near zero visibility, approximate 1 in 10 crossfall on crossing, main road very steep with below standard (width and markings) ghost island
9. Stanhope Road, near zero visibility, not true crossing point as dropped section is a private driveway on west side. Very close to busy substandard Hearthcote Road/West Street junction



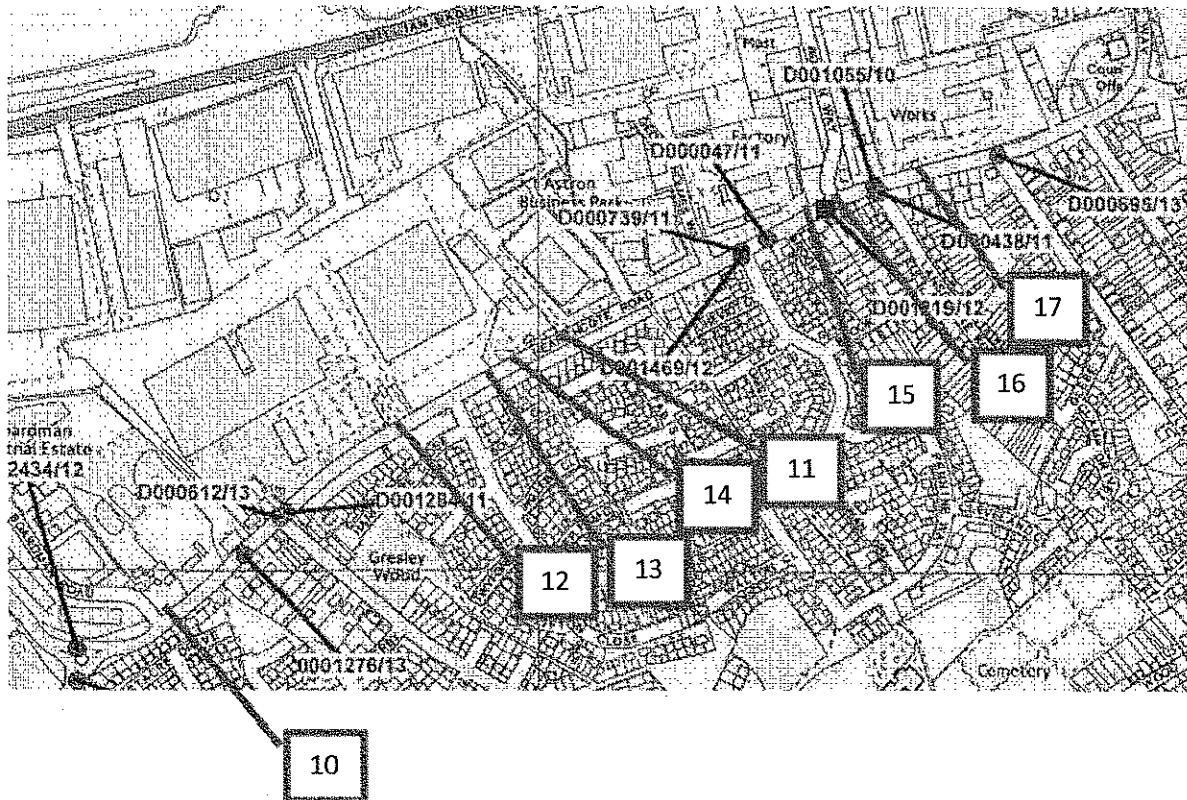
As discussed in previous sections a minimum of 1.2m footway width has been taken as reasonable to allow for a parent accompanying a child.

Points 4-9 are all located in the same area as the cluster of personal injury accidents.

The longitudinal falls are outwith the acceptable range towards the eastern end of Heathcote Road, both heading up towards the West Street Junction and heading down towards the roundabout.

7 Route 2a – Hearthcote Road, South

10. East of Boardman Road footway 1-1.2m for 95 paces with vegetation reducing available width.
11. Farco junction, dropped kerbs on carriageway edge resulting in 31 paces crossing width. Dropped kerbs have significant up stand (greater than a 50p) causing difficulties for prams
12. Sandvik crossing set back resulting in poor visibility
13. West of sabine bros building footway 800-900 wide for 70 paces poor quality surfacing
14. 0mm height kerbs at sabine bros building
15. West of Robain Way footway 900mm wide for 46 paces with poor quality surfacing
16. Robain Way crossing set back resulting in poor visibility
17. Dellner crossing too wide with no central refuse 35 paces

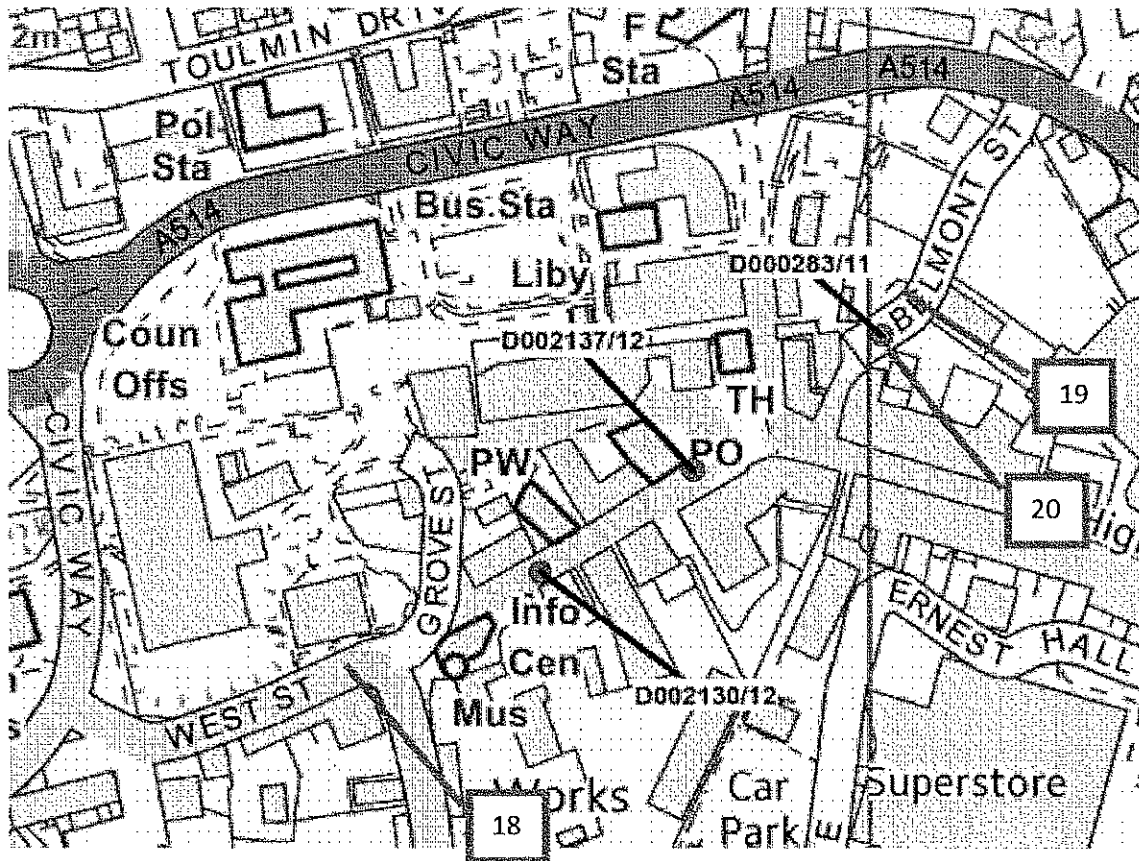


There is an uncontrolled pedestrian crossing allowing a route from the south side to the north between Wilmot Road and Stanhope Road. This uncontrolled crossing point is located on a length of road with below standard longitudinal fall and within an accident cluster area. It should also be noted that this route would have to negotiate the problematic Stanhope Road junction.

The longitudinal falls are outwith the acceptable range towards the eastern end of Hearthcote Road, both heading up towards the West Street Junction and heading down towards the roundabout.

8 Route 1b and 2b – West Street/Belmont Street

- 18. West Street crossing is uncontrolled crossing at complex and busy junction, crossing points not lining up exasperate risks
- 19. Belmont Street west, 1m wide footway with pinch points to 900mm, very steep
- 20. Belmont Street east pinch point to 900mm wide for 12 paces and poorly located lamp column effectively blocks footway as only 780mm passing width available.



9 Conclusions and Recommendations

9.1 Nationally accepted standards have been used within the assessment of each route

9.2 There are a number of points where the existing geometrical features along Hearthcote Road, both on the north and south side, that result in the overall unsafe nature of the route.

9.3 Accident data, within a period where CREST have been working to reduce accidents, highlight that there are significant failings along Hearthcote Road.

9.4 Although routes along Hearthcote Road are within the 2 mile distance criteria, they exceed the 45 minute travel time criteria due to them being on the limits of the distance criteria, include several busy uncontrolled crossings and have significant gradients. The age of the child undertaking the walk to school should also be taken into consideration as a 5 year old cannot typically walk as fast as a 7 year old.

9.5 The introduction of table top crossings is likely to improve the safety for pedestrians as they have a multiple benefit effect:

- Allow for a more level crossing
- Reduce vehicle speeds
- Allow for pedestrian crossings to be brought in line with desire lines and away from blind spots.

The need to introduce traffic calming features within the area have been voiced by Councillor Mulgrew; extract of Burton Mail article "Danger spot smash sparks safety call" 24th April 2013

Mick Mulgrew, who represents the Swadlincote ward for Labour on South Derbyshire District Council, branded the accident scene 'an absolute nightmare'.

"It's coming out of Stanhope Road or Wilmot Road – you can't see properly" he said.
"You are taking your life in your hands.

"I'm surprised more accidents haven't happened and think something needs to be done before somebody is killed."

Councillor Mulgrew said he and his colleagues would urge Derbyshire County Council to carry out road improvements designed to slow traffic which travelled too fast along Hearthcote Road.

"We could do with some sort of traffic calming, either chicanes or speed humps in Hearthcote Road," he said.

9.6 An alternative route is available along William Nadin Way. Although this is in excess of the 2 mile walking distance for KS1 pupils it would be suitable for KS2 pupils as it is within a 3 miles walking distance, and there are minimal problems along the route.