

**DERBYSHIRE COUNTY COUNCIL**  
**CABINET MEMBER FOR YOUNG PEOPLE**

Agenda Item No: 2

**4 July 2017**

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

**HOME TO SCHOOL TRANSPORT – HAZARDOUS ROUTES**

**1. Purpose of Report**

To consider two requests for a home to school journey to be declared 'hazardous' for the purpose of establishing eligibility to free transport.

**2. Information and Analysis**

**Background**

The Authority provides assistance with travel for full-time primary and secondary school pupils who do not live within statutory walking distance of their normal area school. This distance, as defined by Section 444(5) of the Education Act 1996, is 2 miles for children under 8 and 3 miles for children aged 8 and over measured by the nearest available route. (Please note that with effect from 1 September 2012, the Authority applied the 2 mile distance to all primary school pupils.)

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.

**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;

It is essential that each case be considered objectively on its merits;

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 Highways, Transport and Infrastructure 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. The Bungalow, Via Gellia to Anthony Gell School along the A5012 Via Gellia Road**

Background – Route 1

The request for the route to be assessed in accordance with the Authority's criteria for route safety for the purposes of home to school transport has been made by a parent who resides on the Via Gellia Road (A5012) and whose child is not entitled to assistance with transport as their home address measures less than the statutory walking distance as outlined in Section 2.1 above.

A pro forma (Appendix A) is attached with the area in question indicated on the accompanying map (Appendix B points 1 to 2) together with Accident Data (Appendix C).

If the route is declared hazardous, the Authority will offer a bus pass to enable the student to travel between home and the School at a cost of approximately 60p each way.

The Panel recommended that the footway along the route be cleared and the pot holes in it to be filled to ensure the route could be walked more comfortably.

**Date of Inspection**

**Recommendation**

**23 February 2017**

**Not hazardous**

**4. Middle Lane / Redhill Lane) Tansley along the B6014 for Highfields Lower School**

**Background - Route 2**

The request for the route to be assessed in accordance with the Authority's criteria for route safety for the purposes of home to school transport has been made by a parent who resides just off the B6014 on Middle Lane / Redhill Lane and whose child is not entitled to assistance with transport as the home to school distance measured by the shortest available route is less than the statutory walking distance of three miles as outlined in Section 2.1 above.

In this case, the parent has cited concerns with regard to the route from Middle Lane and the A615 Nottingham Road / Alfreton Road.

A pro forma (Appendix D) is attached with the area in question indicated on the attached map (Appendix E - Reference Point 1 to Point 2. Accident data between the home address and the school is attached as Appendix F.

The Panel also identified two other areas in the vicinity as hazardous as highlighted on the map which are 1 to 3 and 4 to 2.

If the route along the B6014 is declared hazardous, the Authority will offer a bus pass at the cost of approximately £2.00 per day.

**Date of Inspection**

**Recommendation**

**28 February 2017**

**Hazardous**

**5. Financial Considerations**

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

**6. Legal Considerations**

A Local Authority is required by Section 508B of the Education Act 1996 to make such travel arrangements as they consider necessary to facilitate attendance at school for “eligible children”. Schedule 35B of the Act defines “eligible children” – those categories of children of compulsory school age (5–16) in the Authority’s area for whom free travel arrangements must be made. Included within the categories of “eligible children” are children who cannot reasonably be expected to walk to their nearest suitable school because the nature of the route is deemed to be hazardous by the Local Authority (paragraph 4 of Schedule 25B).

Statutory guidance issued by the Department for Education in July 2014 (“Home to school travel and transport guidance”) states that, in determining whether a child cannot reasonably be expected to walk to school due to the hazardous nature of the route, a Local Authority will need to consider whether the child could reasonably be expected to walk if accompanied and, if so, whether the child’s parent can reasonably be expected to accompany the child.

The statutory guidance also states that, when considering whether a child’s parent can reasonably be expected to accompany the child on the

journey to school, a range of factors may need to be taken into account, such as the age of the child and whether one would ordinarily expect a child of that age to be accompanied. The general expectation is that a child will be accompanied by a parent where necessary, unless there is a good reason why it is not reasonable to expect the parent to do so.

The guidance also makes it clear that Local Authorities should promote and ensure equality of opportunity for disabled parents. For example, if a parent’s disability prevents them from accompanying their child along a walking route that would otherwise be considered unsafe without adult supervision, a reasonable adjustment might be to provide free home to school transport for the child in question.

In the event that the Local Authority does not deem a child’s route to school to be hazardous (in which case, it will not be required to provide free home to school transport for the child(ren) concerned), the child’s parent may request a review of this decision in accordance with paragraph 2.13 of the Authority’s Transport Policy for Children and Young People (May 2016). Parents whose review has been refused have the right to request that their case be considered further by a Senior Officer.

## **7. 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 and Property considerations.

## **8. Background Papers**

Reports and recommendations as mentioned in this report.

## **9. Officer Recommendations**

That the Cabinet Member for Young People is asked to determine the Hazardous Routes Panel’s recommendations that:

Route 1 is not hazardous; and

Route 2 is hazardous.

## Appendix A

### DERBYSHIRE COUNTY COUNCIL

<b><u>HOME TO SCHOOL TRANSPORT - CRITERIA FOR ROUTE SAFETY</u></b>	<b><u>ROUTE: The Bungalow, Via Gellia to Anthony Gell School along the A5012 Via Gellia Road</u></b>																
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.	<b><u>RELEVANT INFORMATION (where applicable)</u></b>	<b><u>OFFICER'S COMMENTS</u></b>															
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.		For home to school distances under the statutory walking distance, the responsibility for transport provision lies with the parent															
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.	The A5012 Via Gellia Road is paved on one side from the student's property into Cromford village.	From Cromford to the School (via the B5036) the route is paved on either one or both sides.															
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.		It is not necessary to walk on the carriageway with the exception of road crossings.															
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 A5012 and the B5036 are marked with a central white line, allowing vehicles to pass side by side. The speed limit at The Bungalow is 40 mph and reduces to 30 mph on the approach to Cromford village.</p> <p>A vehicle count was undertaken on the A5012 on a normal school day between 7.30am and 7.50am.</p>	<p>The speed limit remains 30mph through Cromford and out along the B5036 towards Wirksworth. It increases to 40mph on the approach to Steeple Grange and reduces again to 30mph at Steeple Grange, remaining at 30mph along the B5036 through Wirksworth and on to the School.</p> <table border="0"> <tr> <td></td><td>To Cromford</td><td>To Newhaven</td></tr> <tr> <td>Lorries</td><td>5</td><td>8</td></tr> <tr> <td>Cars</td><td>36</td><td>20</td></tr> <tr> <td>Vans</td><td>8</td><td>10</td></tr> <tr> <td>Bus</td><td>0</td><td>1</td></tr> </table>		To Cromford	To Newhaven	Lorries	5	8	Cars	36	20	Vans	8	10	Bus	0	1
	To Cromford	To Newhaven															
Lorries	5	8															
Cars	36	20															
Vans	8	10															
Bus	0	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 A5012 runs through a wooded area. There is street lighting along the paved side of the road.															
6. Consideration should be given to the relevant accident record of the route with particular regard to the effect on	Accident statistics are available for the period 01.06.13 to 31.05.16 – see attached	There have been 11 reported accidents along the A5012, the B5036 and the B5023, two of which															

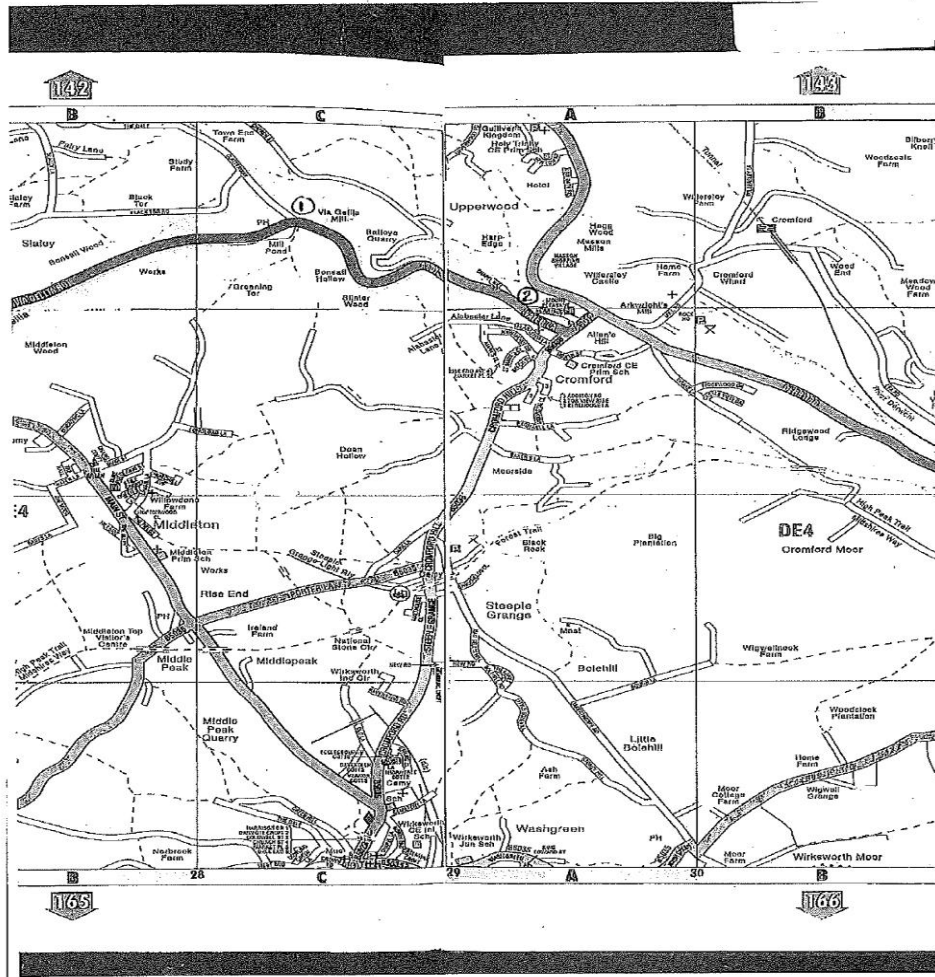
“PUBLIC”

pedestrian movement.		involved pedestrians.
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.		Where it is necessary to cross the road, this is possible with appropriate road safety awareness.

## Appendix B

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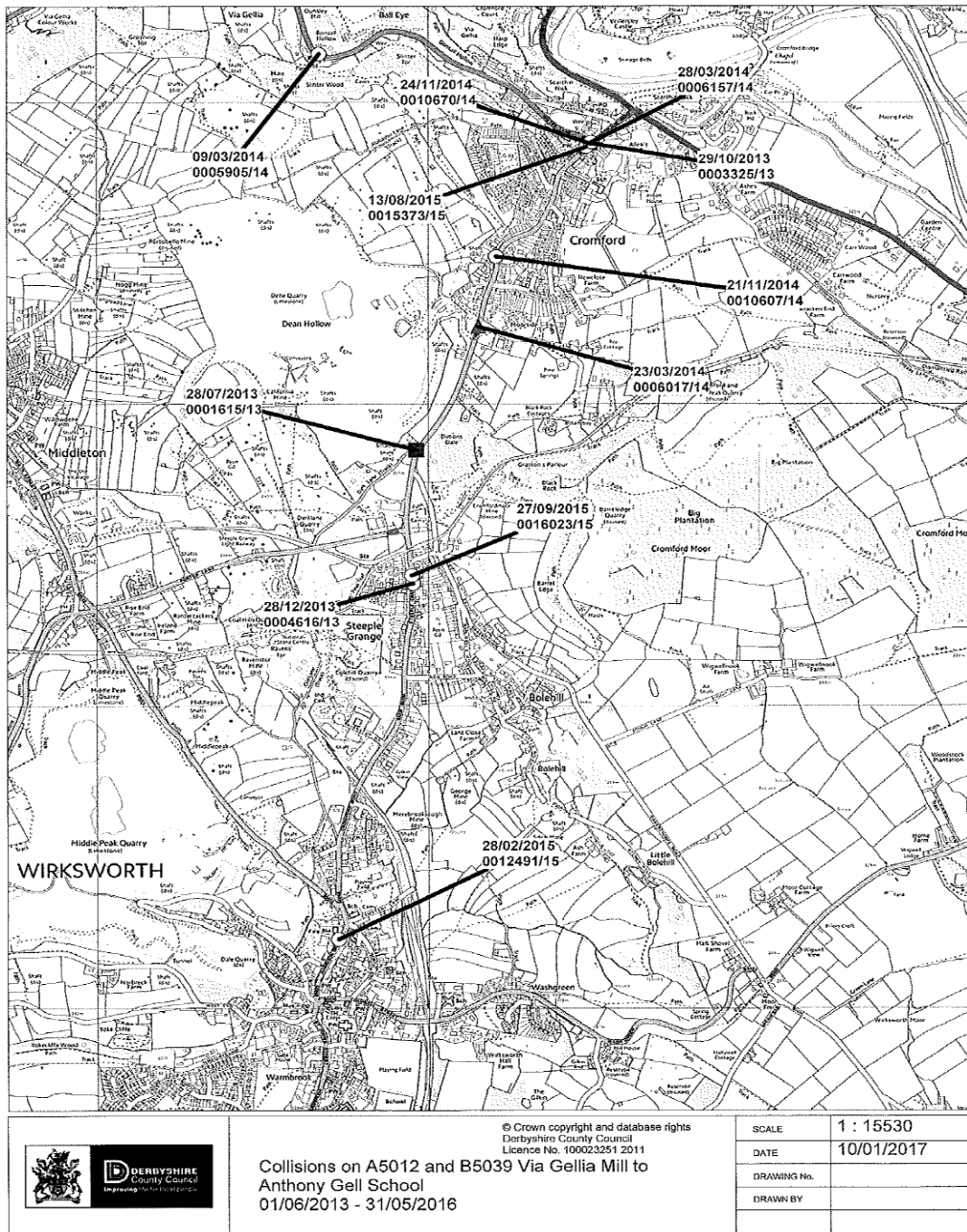
## Appendix B





## Appendix C

### Accident data



CONTROLLED

Run on: 19/01/2017

Collisions on A5012 and B5039 Via Gellia Mill to Anthony Gell  
School 01/06/2013 - 31/05/2016

Registered to: **Derbyshire County Council**

TRAFFMAP  
AccsMap - Accident Analysis System

INTERMEDIATE ACCIDENT REPORT

Run on: 10/01/2017

Details of Personal Injury Accidents for Period - 01/06/2013 to 31/05/2016 (36) months

Selection:

Notes:

Selected using Manual Selection

Collisions on A5012 and B5039 Via Gellia Mill to Anthony Gell School 01/06/2013 - 31/05/2016

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

0005905/14 Sunday Via Gellia A5012  
09/03/2014  
R1: A 5012 1800 hrs  
Darkness: street lighting unkno  
E 428,672 Dry  
N 357,159 Fine without high winds  
40 mph

Veh 1	Car	18	Go/ahead RH bend	E	to N	Dri	M	18	Slight
Veh 2	Car	39	Go/ahead LH bend	N	to E				

Causation Factor:

Participant:

Confidence:

1st: Disobeyed double white line  
2nd: Exceeding speed limit

Vehicle 1 Very Likely  
Vehicle 1 Very Likely

VEHICLE 1 LOST CONTROL ON BEND AND SLID SIDEWAYS ACROSS THE ROAD INTO ONCOMING VEHICLE 2.

0006017/14 Sunday CROMFORD B5036 CROMFORD HILL  
23/03/2014 AT J/W BAKERS LANE  
R1: B 5036 0946 hrs  
R2: U  
E 429,153 Dry  
N 356,256 Fine without high winds  
30 mph

Veh 1	M/C > 500 cc	60	Go/head	NE	to SW	Dri	M	60	Fatal
Veh 2	Car	60	Turning right	E	to NE				

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry

Vehicle 2

Possible

VEHICLE 2 TOYOTA YARIS IS INTENDING TO TURN RIGHT OUT OF CAR PARK ON THE EAST SIDE OF CROMFORD HILL (JUST SOUTH OF BAKERS LANE). VEHICLE 1 KAWASAKI 600 CC MOTORCYCLE TRAVELLING UP CROMFORD HILL. TOYOTA EMERGES FROM CAR PARK AND WAITS AT KERB EDGE. IT THEN DRIVES FORWARD TURNING RIGHT DOWN CROMFORD HILL. KAWASAKI, TRAVELLING IN THE CROSS HATCHED AREA IN CENTRE OF ROAD, DROPS TO ITS SIDE. MOTORCYCLE SLIDES PAST TOYOTA, RIDER SLIDES INTO SIDE OF TOYOTA.

0006157/14 Friday CROMFORD A5012 CROMWELL HILL  
28/03/2014 AT J/W A5012, WATER LANE  
R1: A 5012 1035 hrs  
R2: A 5012  
E 429,493 Dry  
N 356,866 Fine without high winds  
30 mph

Veh 1	Car	46	Turning right	NE	to NW				
Veh 2	Pedal cycle	40	Go/head	SW	to NE	Dri	M	40	Slight

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed  
2nd: Failed to look properly

Vehicle 1 Very Likely  
Vehicle 1 Very Likely

VEHICLE 1 ATTEMPTING TO TURN RIGHT FROM THE B5036 CROMFORD HILL ONTO THE A5012 WATER LANE AT CROMFORD. CROSSES INTO THE PATH OF VEHICLE 2 (A PEDAL CYCLE) TRAVELLING DOWN THE B 5036 CROMFORD HILL. PEDAL CYCLIST COLLIDES WITH FRONT OF CAR AND RIDER IS THROWN FROM MACHINE.

TRAFFMAP  
AccsMap - Accident Analysis System

INTERMEDIATE ACCIDENT REPORT

Run on: 10/ 01/2017

Details of Personal Injury Accidents for Period - 01/06/2013 to 31/05/2016 (36) months

Selection:

Notes:

Selected using Manual Selection

Collisions on A5012 and B5039 Via Gellia Mill to Anthony Gell  
School 01/06/2013 - 31/05/2016

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:											

0010607/14	Friday	Cromford B5036 Cromford Hill	Veh 1	M/C < 125 cc	19	Stopping	S	to NE	Dri	M	19	Slight
R1: B 5036	21/11/2014		Veh 2	Car	31	O/take m/veh o/side	NE	to S				
	2229 hrs	Darkness: street lights present a										
E 429,206		Wet/Damp										
N 356,488		Raining without high winds										
		30 mph										

Causation Factor:

Participant:

Confidence:

- 1st: Traffic calming (eg speed cushions etc.)  
2nd: Slippery road (due to weather)  
3rd: Failed to look properly

Vehicle 1	Very Likely
Vehicle 1	Very Likely
Vehicle 1	

WHILST TRAVELLING TO AN IMMEDIATE UP CROMFORD HILL TOWARDS WIRKSWORTH, 2 SLOW MOVING VEHICLES HAVE BEEN IN FRONT OF THE PATROL CAR AND OWING TO LIMITED VIEWS AROUND A BEND THE PATROL CAR HAS HELD BACK BEHIND THESE VEHICLES UNTIL VIEWS HAVE OPENED UP AND THEN MOVED TO THE OFFSIDE TO IMPROVE VIEWS UP THE HILL AND ASSESS THE OVERTAKE. A MOTORBIKE HAS BEEN SEEN TRAVELLING DOWN THE HILL IN THE OPPOSITE DIRECTION AND ON SEEING THE PATROL CAR PARTLY ON THE OPPOSITE SIDE OF THE ROAD HAS GONE TO PULL IN AT A PARKING PLACE ON HIS SIDE OF THE ROAD. THE RIDER HAS BELIEVED THAT THE PARKING PLACE IS LEVEL WITH THE ROAD HOWEVER THERE IS A SLIGHT RAISED KERB AND ON HITTING THIS KERB WITH HIS FRONT WHEEL HE HAS LOST CONTROL OF THE BIKE AND FALLEN FROM IT. THERE HAS BEEN NO COLLISION BETWEEN VEHICLES.

0010670/14	Monday	Cromford B5036 Cromford Hill at j/w	Veh 1	Car	35	Turning right	NE	to NW				
R1: B 5036	24/11/2014	A5012, Water Lane	Veh 2	Pedal cycle	42	Go/head	SW	to NE	Dri	M	42	Serious
	0830 hrs											
R2: A 5012												
E 429,488		Dry										
N 356,862		Fine without high winds										
		30 mph										

Causation Factor:

Participant:

Confidence:

- 1st: Failed to look properly  
2nd: Failed to judge other persons path or speed  
3rd: Vehicle blind spot

Vehicle 1	Very Likely
Vehicle 1	Possible
Vehicle 1	

VEHICLE 1 TURNED RIGHT AT JUNCTION ACROSS THE PATH OF ONCOMING TRAFFIC COLLIDING WITH CYCLIST TRAVELLING IN OTHER LANE TOWARDS VEHICLE 1

0012491/15	Saturday	WIRKSWORTH B5023 HARRISON	Veh 1	Car	56	Go/head	NE	to SW	Ped	F	09	Slight
R1: B 5023	28/02/2015	DRIVE O/S THE CO-OPERATIVE										
	1650 hrs	GARAGE STORE										
E 428,730		Wet/Damp										
N 354,227		Raining without high winds										
		30 mph										

Causation Factor:

Participant:

Confidence:

- 1st: Failed to look properly

Casualty 1	Very Likely
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Registered to: Derbyshire County Council

3

TRAFFMAP  
AccsMap - Accident Analysis System

INTERMEDIATE ACCIDENT REPORT

Run on: 10/01/2017

Details of Personal Injury Accidents for Period - 01/06/2013 to 31/05/2016 (36) months

Selection:

Notes:

Selected using Manual Selection

Collisions on A5012 and B5039 Via Gellia Mill to Anthony Gell School 01/06/2013 - 31/05/2016

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:

VEHICLE 1 WAS TRAVELLING TOWARDS WIRKSWORTH TOWN CENTRE ON THE B5023 AWAY FROM CROMFORD. CASUALTY 1, A YOUNG GIRL, RAN OUT FROM THE NEAR SIDE FOOTPATH AND INTO THE PATH OF VEHICLE 1, RECEIVING INJURIES TO HER KNEE AND HEAD WHICH WERE BLEEDING. THIS OCCURRED OUTSIDE THE CO-OPERATIVE GARAGE STORE, ON THE B5023.

0015373/15	Thursday	CROMFORD B5036 CROMFORD HILL									
	13/08/2015	at j/w A5012, WATER LANE	Veh 1	Car	79	Go/head	NE to SW	RSP F 51	Slight		
R1: B 5036	1440 hrs		Veh 2	Car	83	Ch/lane to right	NE to SW				
R2: A 5012			Veh 3	Car	56	Go/head	SW to NE				
E 429,478	Dry										
N 356,851	Fine without high winds										
	30 mph										

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 2

Possible

V001 TRAVELLING UP CROMFORD HILL HAS TO SWERVE TO THE RIGHT TO AVOID V002 WHICH PULLS OUT FROM PARKING BAY N/S AT SIDE OF THE ROAD, V002 THEN COLLIDES WITH V003 WHICH IS TRAVELLING DOWN CROMFORD HILL

0016023/15	Sunday	Steeple Grange B5036 steeple grange at									
	27/09/2015	j/w UC, malthouse close	Veh 1	Car	31	Go/head	S to N	Ped M 23	Slight		
R1: B 5036	2040 hrs										
R2: U	Darkness: street lights present a										
E 428,951	Dry										
N 355,433	Fine without high winds										
	30 mph										

Causation Factor:

Participant:

Confidence:

1st: Disability or illness, mental or physical

Casualty 1

Very Likely

DRIVER OF VEH 1 WAS DRIVING ALONG B5036 STEEPLE GRANGE TOWARDS CROMFORD WHEN A SUICIDAL MALE RAN IN FRONT OF VEHICLE 1 IN AN ATTEMPT TO END HIS LIFE

## Appendix D

CONTROLLED

### Appendix D

#### DERBYSHIRE COUNTY COUNCIL

HOME TO SCHOOL TRANSPORT - CRITERIA FOR ROUTE SAFETY		ROUTE: Middle Lane / Redhill Lane Tansley to Highfields Lower School
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.	RELEVANT INFORMATION (where applicable)	OFFICER'S COMMENTS
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.		For home to school distances under the statutory walking distance, the responsibility for transport provision lies with the parent
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.	The route from Redhill Lane along the B6014 to the junction with the A615 Nottingham Road is not paved.	From the B6014 / A615 junction, the route is paved on either one or both sides of the road to Matlock Green, and on to the School.
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 is a grass verge on one of both sides of the B6014 from Yew Tree Farm to the junction with the A615. The section of the route from Redhill Lane to Yew Tree Farm does not have adequate verges to enable a pedestrian to step away from traffic.	The section of the route from Redhill Lane to Yew Tree Farm does not have adequate verges to enable a pedestrian to step away from traffic.
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 carriageway is marked with a central white line, allowing vehicles to pass side by side. The speed limit at Redhill Lane is de-restricted and reduces to 40 mph on the approach to Yew Tree Farm. The 40 mph speed limit remains in place along the A615 then reduces further to 30 mph on the approach to the bend at the Tavern Public House.	A vehicle count was undertaken between 0720 and 0746 on a normal school day. 43 vehicles were counted travelling on the B6014: 21 vehicles travelling towards the A615. 22 vehicles travelling from the A615 along the B6014 towards Redhill Lane, including 2 transit sized vans.
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 along the B6014.	There is street lighting along the A615 leading to Matlock Green and continuing to the School.
6. Consideration should be given to the relevant accident record of the route with particular regard to the effect on pedestrian movement.	Accident statistics are available for the period 01.06.13 to 31.05.16 - see attached	There have been 7 reported accidents along the A615 Alfreton Road into Matlock Green.
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.	The route along the B6014 necessitates the pedestrian walking along the carriageway	Where it is necessary to cross the A615, this is possible with appropriate road safety awareness.

D001

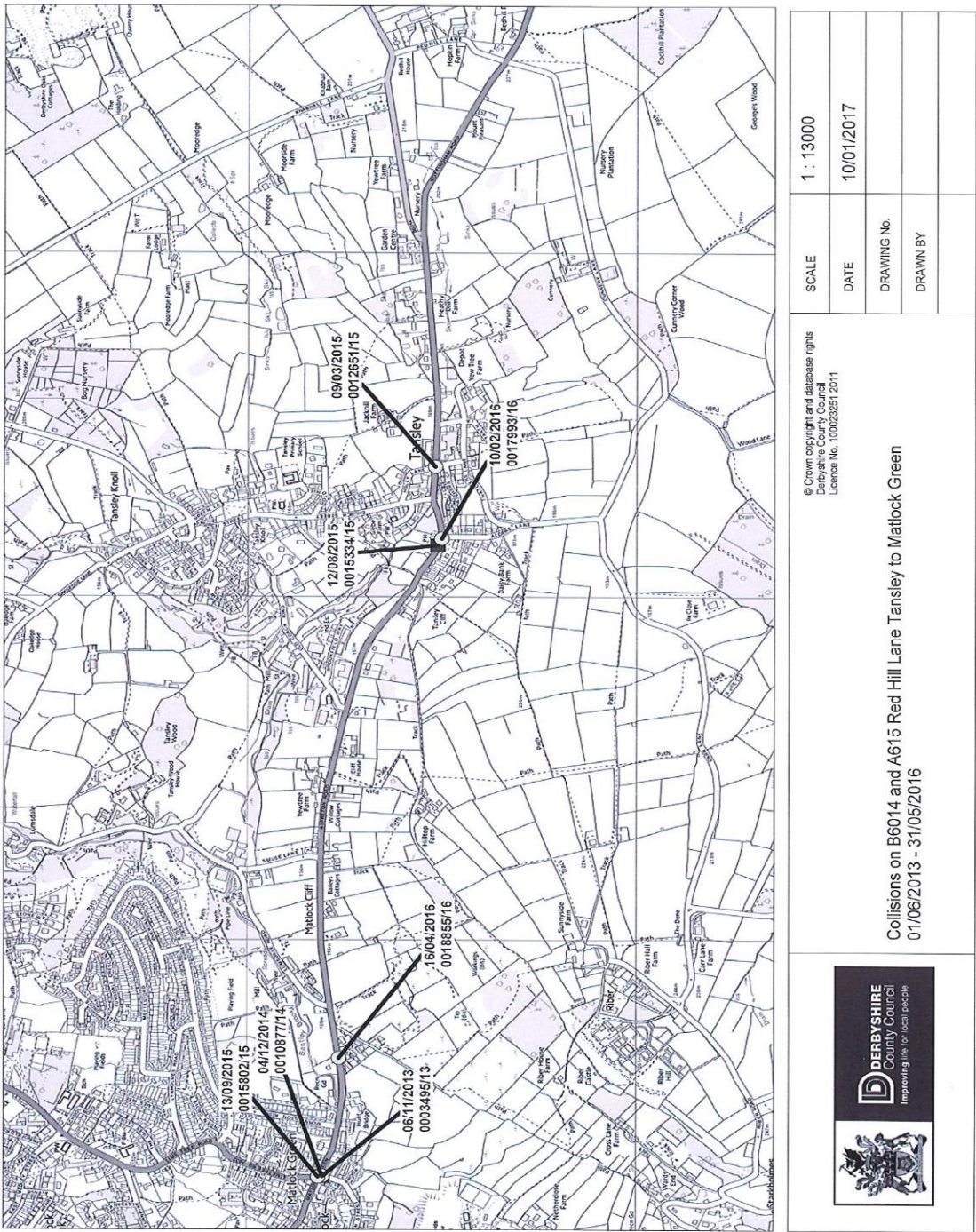
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Appendix F

Accident data





CONTROLLED

TRAFFMAP  
AccusMap - Accident Analysis System

INTERMEDIATE ACCIDENT REPORT

Run on: 10/01/2017

Details of Personal Injury Accidents for Period - 01/06/2013 to 31/05/2016 (36) months

Selection:

Notes:

Collisions on B6014 and A615 Red Hill Lane Tansley to Matlock Green 01/06/2013 - 31/05/2016

Police Ref.	Dty	Location Description	Veh No	Type	Age	Sex	Dir	Class	Confidence	Sta	Age	Sex
Road No. 1	Date											
2nd Date No.	Time											
Grid Ref.	DL											
	R.S.D.											
	Weather											
	Speed											
	Amount of Accident											
Causation Factor:												

0003495/13 Wednesday Matlock C291 Church Street at j/w A615, 06/11/2013 Matlock Green Veh 1 Car 25 Turning right NW to SW Ped F 34 Serious  
R1: C 291 1715 hrs  
R2: A 615 Darkness; street lights present a  
E 430,314 Wet/Damp  
N 359,805 Raining without high winds  
30 mph

Causation Factor:

Participants:

Confidence:

1st: Poor turn or manoeuvre

Vehicle 1

Very Likely

DRIVER OF VEHICLE ONE TURNS RIGHT OFF MAIN ROAD INTO SIDE ROAD WHERE THE FRONT OF THE VEHICLE STRIKES A PEDESTRIAN WHO IS ATTEMPTING TO CROSS THE ROAD. THE PEDESTRIAN IS CARRIED SOME DISTANCE BEFORE VEHICLE COMES TO A STOP.

0010877/14 Thursday Matlock C291 Church Street at j/w A615, 04/12/2014 Matlock Green Veh 1 Car Starting SW to NW Ped F 25 Slight  
R1: C 291 1155 hrs  
R2: A 615  
E 430,316 Dry  
N 359,806 Fine without high winds  
30 mph

Causation Factor:

Participants:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

IF CROSSING CHURCH STREET AT MATLOCK TOWARDS MATLOCK GREEN GARAGE V1 WAITING AT JUNCTION TO PULL OUT OF CHURCH STREET TURNING LEFT. V1 RECKONS IF ACROSS ROAD HOWEVER WHEN IP IS STILL IN FRONT OF V1, V1 ACCELERATES AWAY CLIPPING IP ON HER HAND AND IS DE CAUSING MINIMAL INJURY.

0012651/15 Monday Tansley A615 Nottingham Road at j/w 09/03/2015 UC, Thatchers Lane Veh 1 Car 46 Wait to turn right W to S Dri F 46 Slight  
R1: A 615 0930 hrs Veh 2 Car 44 Golfend W to E  
R2: U  
E 432,380 Dry  
N 359,518 Fine without high winds  
20 mph

Causation Factor:

Participants:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 2

Very Likely

V1 TRAVELLING ALONG A615 FROM MATLOCK TOWARDS TANSLEY. V1 ATTEMPTS TO MAKE RIGHT HAND TURN AT WHICH POINT V2 DRIVES INTO THE REAR OF V1.

Registered to: Derbyshire County Council

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TRAFFMAP  
AccsMap - Accident Analysis System

INTERMEDIATE ACCIDENT REPORT

Run on: 10/01/2017

Details of Personal Injury Accidents for Period - 01/06/2013 to 31/05/2016 (36) months

Selection:

Notes:

Collisions on B6014 and A615 Red Hill Lane Tansley to Matlock Green 01/06/2013 - 31/05/2016

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:											

0015334/15      Wednesday Tansley A615 Alfreton Road at j/w UC,  
12/08/2015      Alders Lane  
R1: A 615      1048 hrs      Veh 1 Car      70      Go/ahead LH bend      NW to E      FSP M 68 Serious  
R2: U      Veh 2 Car      69      Wait to turn right      NW to S      Dri F 69 Slight  
E 432,151      Dry  
N 359,511      Fine without high winds  
30 mph

Causation Factor:

Participant:

Confidence:

1st: Loss of control

Vehicle 1

Possible

VEHICLE 1 WAS DRIVING BEHIND VEHICLE 2 HEADING INTO TANSLEY. VEHICLE 2 INDICATES TO PULL INTO ALDERS LANE. VEHICLE 1 COLLIDES WITH THE REAR OF VEHICLE 2 AS VEHICLE 2 STOPS TO TURN RIGHT.

0015802/15      Sunday Matlock A615 Matlock Green at j/w  
13/09/2015      A632, Lime Tree Road  
R1: A 615      1558 hrs      Veh 1 Car      50      Go/ahead      N to S      Dri M 50 Slight  
R2: A 632      Veh 2 M/C < 125 cc      21      Go/ahead      E to W      Dri M 21 Slight  
E 430,313      Dry  
N 359,816      Fine without high winds  
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 1

Very Likely

V1 LEAVING JUNCTION AT BOTTOM OF LIME TREE ROAD, MATLOCK EDGING OUT SLOWLY BEFORE BEING HIT BY MOTORCYCLE FROM THE LEFT. MOTORCYCLIST THROWN OVER CAR RESULTING IN BROKEN WRIST.

0017993/16      Wednesday Tansley A615 ALFRETON ROAD at j/w  
10/02/2016      UC, ALDERS LANE  
R1: A 615      1600 hrs      Veh 1 Car      Go/ahead      E to W      Ped F 14 Slight  
R2: U  
E 432,171      Wet/Damp  
N 359,501      Raining without high winds  
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Possible

V1 TRAVELLING NORTH ALONG A615, ALFRETON ROAD, TANSLEY. ONCE AT THE JUNCTION WITH ALDERS LANE, TWO JUVENILE PEDESTRIANS WERE WALKING ALONG THE PAVEMENT WHEN V1 HAS DRIVEN PAST THEM AT SPEED CAUSING THE FEMALE PEDESTRIAN'S HANDBAG TO BECOME WRAPPED AROUND V1'S WING MIRROR. THE PEDESTRIAN HAS KEPT HOLD OF HER HANDBAG, WHICH CAUSED HER ARM TO 'JERK' AND SUSTAIN A SOFT TISSUE INJURY TO HER RIGHT FOREARM.

TRAFFMAP  
AccesMap - Accident Analysis System

INTERMEDIATE ACCIDENT REPORT

Run on: 10/01/2017

Details of Personal Injury Accidents for Period - 01/06/2013 to 31/05/2016 (36) months

Selection:

Notes:

Collisions on B6014 and A615 Red Hill Lane Tansley to Matlock Green 01/06/2013 - 31/05/2016

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

0018855/16	Saturday	Matlock A615 Alfreton Road at j/w UC,										
	16/04/2016	Park Close	Veh 1	Car	34	Go/head	E	to W	Dri	F	34	Slight
R1: A 615	1310 hrs		Veh 2	Car	39	Go/head	E	to W				
R2: U												
E 430,659	Dry											
N 359,763	Fine without high winds											
	40 mph											

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 1

Possible

V001 WAS FOLLOWING V002 FROM THE DIRECTION OF TANSLEY TOWARDS MATLOCK, V002 STOPPED SUDDENLY WHEN THE VEHICLE IN FRONT OF THAT STOPPED SUDDENLY, THIS VEHICLE DID NOT STOP BUT THEN DROVE OFF. V002 WAS STATIONARY FOR A MOMENT WHEN V001 WAS NOT ABLE TO STOP IN TIME AND COLLIDED WITH THE REAR OF V002.