

DERBYSHIRE COUNTY COUNCIL
CABINET MEMBER FOR YOUNG PEOPLE

5 February 2019

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

HOME TO SCHOOL TRANSPORT – HAZARDOUS ROUTE
ASSESSMENT

1. **Purpose of Report** To consider a request for a route between Westhouses and Tibshelf School 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 – Appendix A).

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 (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 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. **Westhouses to Tibshelf School via Alfreton Road, Blackwell and Main Street, Newton**

3.1 Background

The Authority has undertaken a review of transport provision relating to students living in Westhouses travelling to Tibshelf School. The review established that a number of students were currently in receipt of free school transport but the distance between their home address and the School measures less than the statutory walking distance of three miles for a secondary school pupil. As such, parents were advised that assistance with transport would be withdrawn at the end of Autumn Term 2 2018, but given the opportunity to re-apply for assistance on Extended Rights Grounds (benefit entitlement) or ask for the decision not to provide assistance to be Reviewed by a Panel Officers.

A number of parents have raised concerns with regard to the safety of the route for the purposes of home to school transport and requested that an assessment of the route be undertaken 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 B) is attached with the area in question indicated on the attached map (Appendix C), accident data (Appendix D).

The route from Westhouses to Tibshelf School is paved on either one or both sides of the carriageway. It is necessary in some areas to cross from one side of the carriageway to the other to continue along a pavement but, other than this, it is not necessary to walk on the carriageway.

Date of Inspection

Recommendation

13 December 2018

Not hazardous

The Panel appreciated the parents' contributions on the inspection day.

The Panel also recommended improvements to the two crossing points on the route incorporating new signage, possible rumble strips, and ensuring trees and shrubs are cut back.

3.2 Details

If the route between Westhouses and Tibshelf School, through Blackwell and Newton, is declared hazardous for the purposes of home to school

transport, the Authority would re-issue a bus pass on the vehicle currently contracted.

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, Legal, Human Resources 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 recommendation, that the route between Westhouses and Tibshelf School is not hazardous.

DERBYSHIRE COUNTY COUNCIL

Walking Route Assessment Criteria

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.

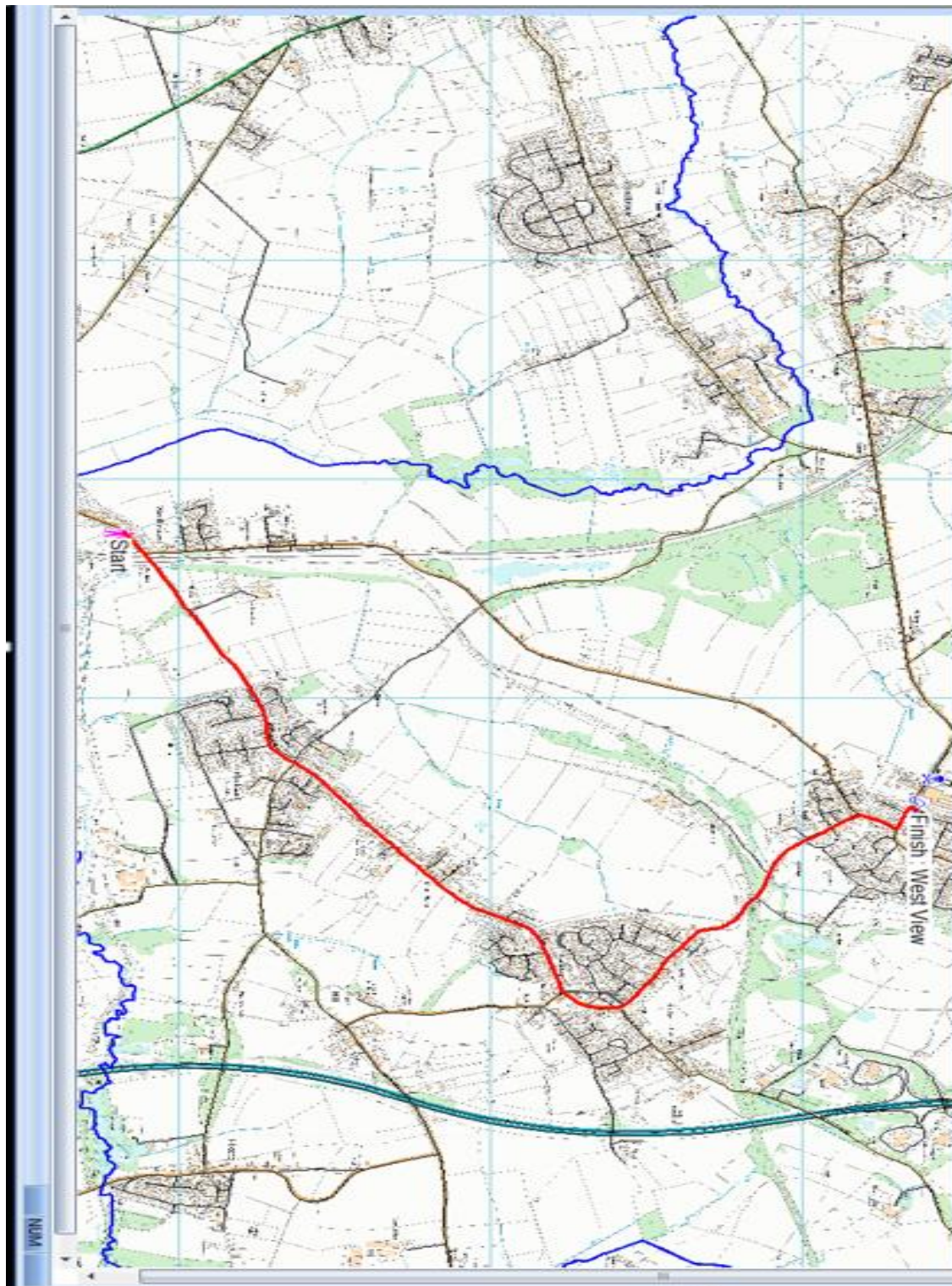
1. It is assumed that the child is accompanied if necessary by a normal caring parent or other responsible person and will be suitably clad.
2. Where a footway or roadside strip of reasonable width and condition, public footpath or bridleway exists, this will normally be assumed to provide a safe route for that part of the journey.
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.
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.
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.
6. Consideration should be given to the relevant accident record of the route with particular regard to the effect on pedestrian movement.
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.

Any routes found unsuitable for a young person to walk, accompanied as necessary, will be referred to the County Highways Authority to look at cost effective adjustments.

Officers of the Authority will use the above factors to assess whether a route is reasonably safe to walk. There will normally need to be a combination of factors present for the route to be considered unavailable for an accompanied

child. A route will not normally be considered unsafe because a short length of it is difficult. It is reasonable to expect special care in particular places.

<u>HOME TO SCHOOL TRANSPORT – WALKING ROUTE ASSESSMENT CRITERIA</u>	<u>ROUTE:</u> Westhouses to Tibshelf 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.	<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 parents in Westhouses following a review of their children's transport eligibility. The review has established that the shortest walking distance between home and school measures less than the statutory walking distance of three miles for a secondary school pupil. As such, transport provision has been withdrawn (from January 2018)
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 a pavement on either one or both sides of the route.	.
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.		Other than road crossings, it is not necessary to walk on the carriageway
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 route is paved on either one or both sides of the carriageway	
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	It is not necessary to walk on the carriageway other than when crossing the road. Traffic / pedestrian movement: Cars – 207 Lorries – nil Bus – 5 Cyclists and pedestrians - 12
6. Consideration should be given to the relevant accident record of the route with particular regard to the effect on pedestrian movement.	Accident data attached	There have been five accidents between Westhouses and Tibshelf School
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 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



APPENDIX D

Details of Personal Injury Accidents for Period - 01/08/2015 to 31/07/2018 (36) months

Selection:

Selected using Manual Selection

Notes:

Collisions on Alfreton Road and Church Hill, Blackwell then through Newton and Newton Green to Tibshelf School on Doe Hill Lane

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:										

0016655/15	Sunday	BLACKWELL C60 ALFRETON ROAD	Veh 1	Car	22	Going ahead	SW to NE	Dri	M	22	Slight
	08/11/2015	at j/w UC, entrance to Westhouse Farm	Veh 1	Car	22	Going ahead	SW to NE	FSP	F	20	Slight
R1: C 60	1155hrs		Veh 2	Car	38	Turning left	NW to NE	Dri	F	38	Slight
R2: U											
E 442,607		Wet/Damp									
N 358,039		Fine without high winds									
		40 mph									

Causation Factor:

1st: Road layout (eg bend, hill etc.)
2nd: Road layout (eg bend, hill etc.)

Participant:

Vehicle 1 Very Likely
Vehicle 2 Very Likely

Confidence:

VEHICLE 1 TRAVELLING TOWARDS BLACKWELL, VEHICLE 2 EXITS FARM ENTRANCE WHICH IS SITUATED ON A LIMITED VIEW BEND, VEHICLE 1 IMPACTS INTO FRONT OFFSIDE OF VEHICLE 2.

0018080/16	Friday	Blackwell C60 Alfreton Road	Veh 1	Goods < 3.5t	Parked	0	to	0			
	19/02/2016		Veh 2	Car	19	Going ahead	SW to NE	FSP	F	10	Slight
R1: C 60	1935hrs		Veh 2	Car	19	Going ahead	SW to NE	Dri	F	19	Slight
		Darkness: street lights present a									
E 443,489		Wet/Damp									
N 358,547		Raining without high winds									
		30 mph									

Causation Factor:

1st: Distraction in vehicle

Participant:

Vehicle 2 Very Likely

Confidence:

V1 WAS STATIONARY UNATTENDED AND PARKED HALF ON THE KERB AND HALF ON THE ROAD FACING ON COMING TRAFFIC. V2 WAS TRAVELLING IN THE DIRECTION OF TIBSHELF DURING WHICH SHE CHANGED THE TRACK ON HER CD RADIO. AS A RESULT OF THIS THE DRIVER V2 TOOK HER EYES OFF THE ROAD MOMENTARILY RESULTING IN THE COLLISION. THE FRONT NEARSIDE OF V2 COLLIDED WITH THE FRONT NEARSIDE OF V1 CAUSING DAMAGE TO BOTH VEHICLES.

0018225/16	Tuesday	Blackwell C230 Hildcote Lane at j/w UC, Fordbridge Lane	Veh 1	Car	40	Going ahead	E	to	W		
	01/03/2016		Veh 2	Car	74	Turning right	W	to	S	Dri	M 74 Slight
R1: C 230	0708hrs										
R2: U											
E 443,850		Wet/Damp									
N 358,255		Raining without high winds									
		60 mph									

Causation Factor:

1st: Failed to look properly
2nd: Slippery road (due to weather)

Participant:

Vehicle 2 Very Likely
Vehicle 2 Very Likely

Confidence:

THE DRIVER OF VEHICLE 1 WAS DRIVING FROM HILCOTE TOWARDS BLACKWELL WHEN DRIVER OF VEHICLE 2 WHO WAS DRIVING ALONG HILCOTE LANE FROM BLACKWELL TURNED RIGHT ONTO FORDBRIDGE LANE INTO THE PATH OF VEHICLE 1.

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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:

0018555/16 Tuesday Blackwell C231 Church Hill at j/w C230, Veh 1 M/C < 125 cc18 Going ahead NE to SW Dri M 18 Slight
22/03/2016 Hilcote Lane
R1: C 231 1900hrs
R2: C 230
E 444,089 Dry
N 358,283 Fine without high winds
60 mph

Causation Factor:

1st: Poor or defective road surface

Participant:

Vehicle 1

Confidence:

Possible

V1 IS MOTORCYCLE TRAVELLING DOWN CHURCH HILL TOWARDS HILCOTE, SKIDDED ON GRAVEL, COLLIDED WITH POT HOLES ON ROAD WHICH CAUSED TO FALL OFF BIKE.

1700676 Tuesday BLACKWELL C231 CHURCH HILL AT ENTRANCE TO CHURCH Veh 1 Car 51 Going ahead N to S
07/02/2017 Veh 2 Car 37 Going ahead N to S FSP F 28 Slight
R1: C 0930hrs
Daylight:street lights present
E 444,398 Dry
N 358,448 Fine without high winds
40 mph

Causation Factor:

1st: Road layout (eg bend, hill etc.)

Participant:

Vehicle 1

Confidence:

Possible

2nd: Poor or defective road surface

Vehicle 1

Possible

V1 HAS INDICATED TO PULL IN TO LET V2 PASS HOWEVER V2 HAS RUN INTO THE REAR OF V1. PASSENGER OF V1 COMPLAINS OF WHIPLASH/BACK PAIN AND CHECKED OVER BY AMBULANCE. DETAILS EXCHANGED.

1700575 Tuesday TIBSHELF B6026 NEWTON RD J/W ST THOMAS CLOSE (IPQA) Veh 1 Car 48 U turn NW to NW
28/03/2017 Veh 2 M/C < 125 cc24 O/take m/veh o/side NW to SE Dri M 24 Slight
R1: B 6026 1950hrs
R2: U Daylight:street lights present
E 443,584 Dry
N 360,096 Fine without high winds
30 mph

Causation Factor:

1st: Failed to signal/Misleading signal

Participant:

Vehicle 1

Confidence:

Possible

2nd: Failed to look properly

Vehicle 1

Possible

3rd: Failed to judge other persons path or speed

Vehicle 2

V1 MAKING U TURN ON NEWTON ROAD USING MOUTH OF OFFSIDE JUNCTION OF ST THOMAS CLOSE. MEANWHILE V2, MOTORCYCLE, OVERTAKES WHILST V1 IS STARTING TO TURN. (IPQA)..

Details of Personal Injury Accidents for Period - 01/08/2015 to 31/07/2018 (36) months

Selection:

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Notes:

Collisions on Alfreton Road and Church Hill, Blackwell then through Newton and Newton Green to Tibshelf School on Doe Hill Lane

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:

1701099 Wednesday BLACKWELL C80 ALFRETON ROAD - Veh 1 Pedal cycle 57 Going ahead NE to SW Dri M 57 Serious
31/05/2017 IPQA
R1: C 0900hrs
Daylight:street lights present
E 443,256 Dry
N 358,327 Unknown
30 mph

CAME OFF MY PUSH BIKE ON WEDNESDAY 31/05/17 9:00. DO NOT KNOW WHAT HAPPENED I JUST WOKE UP ON THE GRASS VERGE. I KNOW I WAS KNOCKED UNCONSCIOUS AND A MOP STOPPED TO ASSIST ME.

1800874 Friday NEWTON C60 ALFRETON RD ON Veh 1 Goods < 3.5t 34 Going ahead RH bend SW to E Dri M 34 Serious
29/06/2018 BEND LOC N/V (IPQA-5144)
R1: C 0033hrs
Darkness: street lights present a
E 444,065 Dry
N 359,134 Fine without high winds
30 mph

Causation Factor:

Participant:

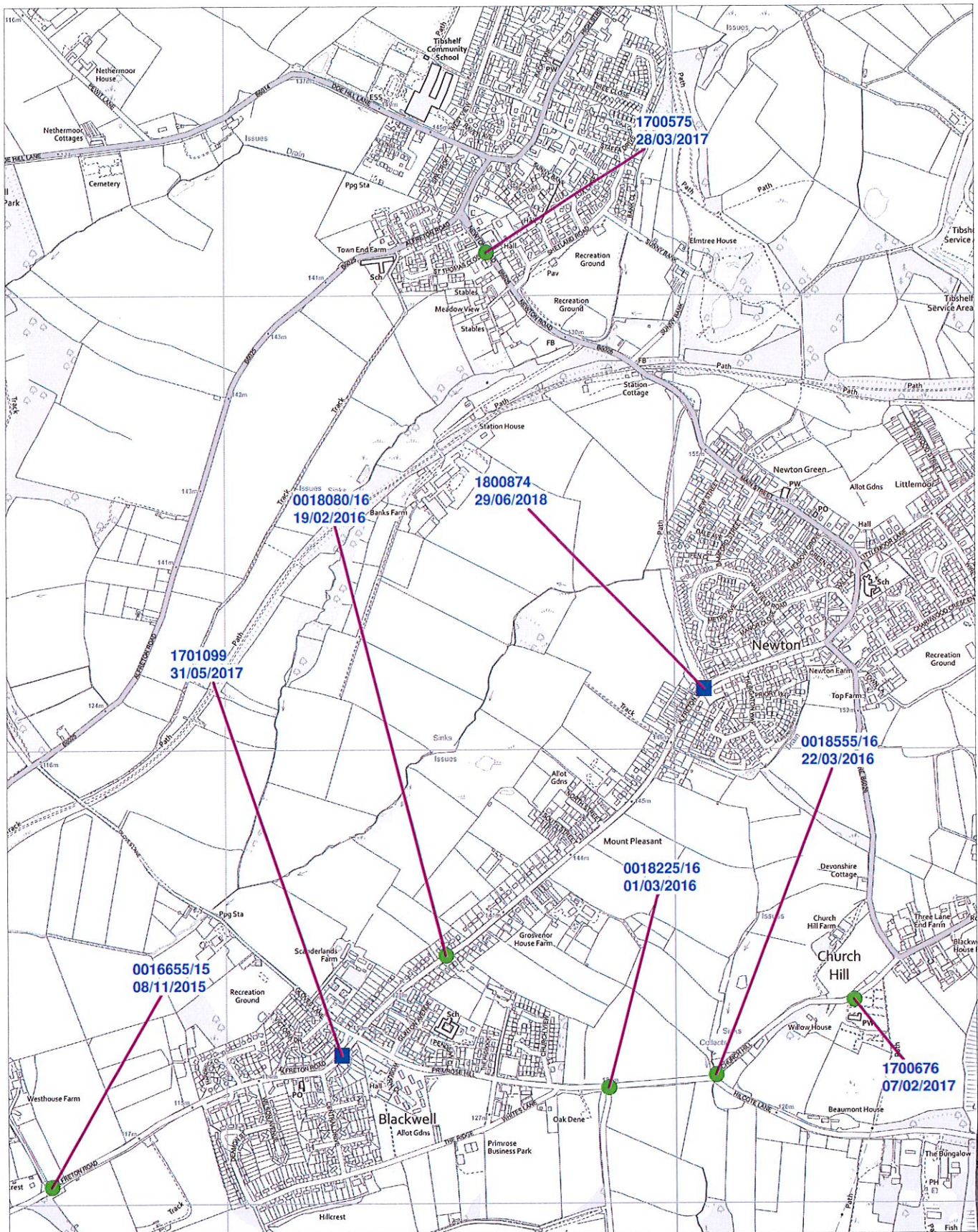
Confidence:

1st: Exceeding speed limit

Vehicle 1

Very Likely

VEHICLE 1 LOST CONTROL ON SLIGHT BEND OF THE ROAD, COLLIDED WITH A LAMP POST AND ENDED UP INVERTED IN A DITCH. (IPQA-5144)



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Collisions on Alfreton Road and Church Hill, Blackwell then
through Newton and Newton Green to Tibshelf School on
Doe Hill Lane 01/08/2015 - 31/07/2018

SCALE 1 : 11500

DATE 12/11/2018

DRAWING No.

DRAWN BY

