

**FAO: Phil Curd**  
**Walked School Routes -**  
**Robert Blake Science**  
**College, Bridgwater**  
SA-8-0039-002-1  
December 2016

# **Walked School Routes - Robert Blake Science College, Bridgwater**

**SA-8-0039-002-1**

**On behalf of**

**Admissions and Entitlements Team**

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## Revision History

This document has the following history:

Version No.	Version Date	Summary of Changes	Changes marked
1	December 2016		

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# 1 INTRODUCTION

## 1.1 Commissioning and Terms of Reference

### 1.1.1 Commissioning

This report has been prepared in response to an instruction from the Admissions and Entitlements Team, requiring an evaluation of a safe route to/from school to be carried out from North Petherton to Robert Blake Science College, Bridgwater.

### 1.1.2 The Route

Free school transport is provided to children who attend their transport area or nearest school and live more than the statutory distance from that school. The statutory walking distance is two miles for children aged under eight years old and three miles for children eight years old and over.

Somerset County Council (Education) have measured the shortest available walking route from the child's home address to school to be less than the aforementioned statutory walking distance.

### 1.1.3 This Assessment (SCC Traffic and Transportation Group)

This assessment considers whether the measured statutory walking route is a suitable route which a child accompanied as necessary can walk with reasonable safety to school.

### 1.1.4 Assessment Criteria

Assessments must look at the relationship between pedestrians and traffic only. Personal safety and security issues of children travelling to school alone are not considered.

The route has been assessed against the following criteria:

- That the child will be accompanied.
- Road width, visibility and severity of bends.
- Existence of 'safe refuge': footpaths and verges, road markings at the side of the road.
- The volume of traffic at the relevant period of the day.
- The type of traffic and its relative speed.
- Difficulty of road crossings.
- Nature of road (urban / rural) and driver expectation.
- The presence or otherwise of speed limits and other warning signs.
- The accident record along the route.

This assessment does not take into account individual circumstances, for instance 'personal availability of a parent / carer to walk their child to school', or 'the fact that younger children or prams may impede those travelling to school'.

This report does not take into account the following:

- Parental finances.
- Local weather conditions – Severe weather would be regarded as a reason for a pupil to be absent from school.
- Transient events – Road closures, construction work, flooding.
- Lack of street lighting – The majority of roads in Somerset do not have streetlights and lighting is not an issue all year round.
- Lack of pavements – The lack of a paved footpath is not necessarily a reason to grant a route unsuitable.
- The presence of uncut hedges.
- Difficult terrain / arduousness of the route – Steep hills are not a hazard.
- Practicality or the time taken to walk the route.

### 1.1.5 Expectations

This walked route assessment is based on the following expectations:

- **Behaviour of the Road User.** It is presumed that all road users will behave reasonably and responsibly.
- **Street Lighting.** The presence or absence of street lighting on a route is not considered to be a factor.
- **Road Accident Record.** The accident record over a minimum period of three years is taken into consideration. The existence of an accident record does not necessarily indicate that the route is unsafe for the journey to school; this would depend on the type, nature and relevance of the incidents. Advice from colleagues working in road casualty data may have been obtained.
- **Traffic Flow.** Where the two way (one way of a dual carriageway) traffic flow is below 240 vehicles per hour the road is assessed as safe to cross. Road Safety GB & RoSPA publication 'Assessment of Walked Routes to School Guidelines' acknowledges this to comply with the 'County Road Safety Officers Association Criteria' and is equivalent to 1 vehicle every 15 seconds and allows a reasonable gap time to cross a 7m wide road at a walking speed of 3ft per second. A written record of any vehicle counts is incorporated within this report.

### 1.1.6 Definitions

Definitions are set out below, in accordance with the Road Safety GB & RoSPA publication 'Assessment of Walked Routes to School guidelines':

- **Available Route.** An available route is any highway or public right of way that is maintained by the Local Authority. Maintained in this sense means a responsibility to keep open to the public and includes any highway, public right of way or other path or track which public access is permitted and the use of which does not constitute trespass. This includes roads, surfaced or un-surfaced, footpaths, bridleways or public land.

- **Footway.** A footway or roadside strip is one that is of adequate usable walking width for the circumstances. To be usable it should be clear overgrowth, i.e. shrubs and trees obstructing the footway.
- **Highways.** Highways include all public rights of way on public roads.
- **Public Bridleway.** Bridleways are highways over which the right of way is on foot, bicycle or on horseback.
- **Public Byway.** Byways are open to all traffic; however they are primarily used for walking and riding.
- **Public Footpath.** Footpaths are highways over which the right of way is on foot only.
- **Public Rights of Way.** Public Rights of Way are public footpaths, bridleways and bridleways and byways open to all traffic.
- **Public Roads.** Roads include motorways, trunk roads, A, B and C class roads as well as other unclassified roads that may or may not be surfaced.
- **Pupil.** A child of compulsory school age (that is between 5 and 16 years old).
- **Sight Lines.** A sight line is important when crossing the road or walking along the roadway. **For a route to be non-hazardous:**
  - Lines of sight for a pedestrian must be enough for them to see oncoming vehicles and have sufficient time to safely take avoiding action. Vehicle speeds on individual roads would need to be taken into account.
  - Lines of sight for a driver (measured from a height of 1.05m) must be enough for them to see pedestrians walking along the carriageway and have sufficient time to safely take avoiding action at whatever speed they are travelling. As an absolute minimum this must be the overall minimum stopping distance for traffic at the recorded 85<sup>th</sup> %ile speed of traffic on that road. (85<sup>th</sup> %ile speed is the speed below which 85 % of vehicles travel in normal free flow conditions – a speed survey may need to be carried out to find this information).
- **Visibility.** The unobstructed distance you can see when measures from the viewpoint of a driver, measured at 1.05m from the road surface. The unobstructed distance a pedestrian can see from the point at which they have to cross the road or can see traffic when walking on the roadway.
- **Step Off.** A “step off” is where pedestrians can step clear of the roadway onto a reasonably even and firm surface such as a road side verge.
- **Traffic Interrupter.** Any feature in the highway or environment that create gaps in the traffic flow e.g. traffic lights, roundabouts etc.

### 1.1.7 Initial Assessment (SCC Admissions and Entitlements Team)

Where a parent or carer considers the route to be unsuitable, an initial assessment is carried out by Somerset County Council’s ‘Admissions and Entitlements Team’.

A member of the ‘Admissions and Entitlements Team’ will have walked the route and determined the route to be suitable / safe and as a consequence issued an instruction for this report to be conducted by an SCC Road Safety Auditor.

### 1.1.8 Terms of Reference

This assessment has been prepared in accordance with the requirements of Somerset County Council intranet publication '[Request a road danger assessment for schools route](#)' and '[Request review of school transport decision](#)'

Other relevant publications include:

- [Home to school travel and transport guidance](#). Statutory guidance for local authorities. July 2014.
- Assessment of Walked Routes to School – Guidelines Road Safety GB, RoSPA

Somerset County Council's GIS mapping system will be used to access the following data:

- ✓ Determined Dangerous Routes

### 1.1.9 Legislation

The courts have defined "A route to be 'available' must be along which a child accompanied as necessary can walk and walk with reasonable safety to school. It does not fail to qualify as 'available' because of dangers which could arise if the child is unaccompanied."

### 1.1.10 Guidelines

The recommendation in this report takes into consideration the Department of Education (formally Department of Education and Skills) Home to School Travel. Consideration has also been given to the Transport Guidance and the Safety GB / ROSPA Assessment of Walked Routes to School.

## 2 ITEMS RAISED BY THIS WALKED ROUTE ASSESSMENT

### 2.1 Assessment Information

#### 2.1.1 Assessment Details

The Road Safety Officer has walked the whole route from the child's home to the school at a time children would normally be travelling to or from school.

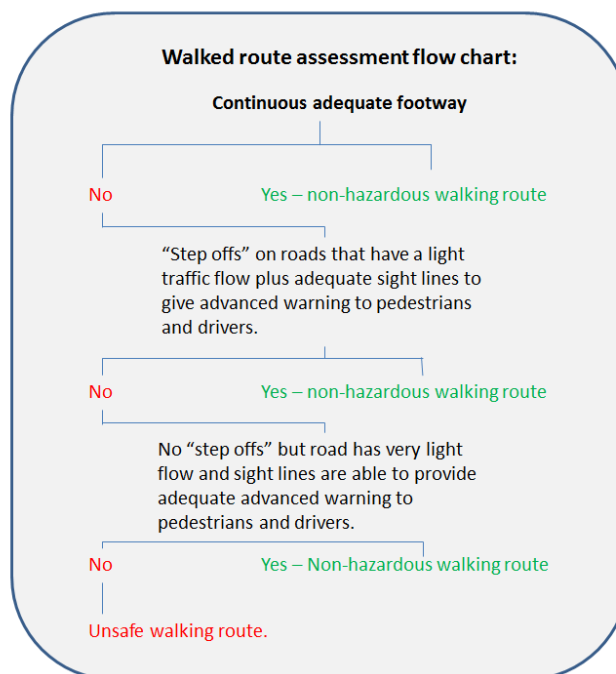
Starting point:	North Petherton (various streets)
Finishing Point:	Robert Blake Science College, Bridgwater
Date of Visit:	Various (see route description)
Time of Visit:	AM (see route description)
Weather:	Various (see route description)

#### 2.1.2 Consideration has been given to:

- When considering the safety of an “available route”, only the potential risk created by traffic, the highway and topographical conditions has been considered.
- Each case is considered on its own merits.
- It is assumed that children are accompanied as necessary by a responsible parent or carer.
- A footway, roadside strip of reasonable width and condition, a public footpath or bridleway will all normally be assumed to provide an available route for that part of the journey.
- On a road with light traffic flow, a verge that can be stepped on by a child and accompanying parent when traffic is passing can normally be assumed to provide an available route. This is known as “step off”.
- It is assumed that the road will be crossed to use a footway or road side strip.
- Many available routes may lie along roads that have neither a footway nor a verge. On these roads the width of the carriageway, traffic speed and type (e.g. frequent long or heavy goods vehicles) as well as visibility / sight lines that may be affected by sharp bends, high hedgerows or other obstructions must be considered. It is likely that if a route is found to be lacking in ‘Step offs’ then it is also likely to have issues with adequate visibility – the features that affect the availability of ‘step offs’ often impact on visibility – hedges, gradients etc. However, there may be exceptions to this.
- Where roads need to be crossed, the availability of crossing facilities such as central refuges, pedestrian crossings or traffic signals should be taken into consideration. Where no crossing facilities exist the risk assessment of the route should include consideration of each road crossing, bearing in mind traffic speed and flows, sight lines etc.
- Road casualty record along the route.

- j. A written record of this assessment is retained on the Road Safety Audit database and archives.

### 2.1.3 Walked Route Assessment Flow Chart:



The RoSPA guidance for walked routes requires an assessment to determine either ‘**an unsafe walking route**’ or ‘**a non-hazardous walking route**’.

In 2013, over a third of people killed or seriously injured on Britain’s roads were pedestrians. Almost 7 in 10 children badly hurt on the roads were on foot.

It is not always possible to eliminate risk altogether, as there are often many contributory factors associated with road traffic collisions *e.g. road user behaviour, environmental conditions, the highway layout etc.*

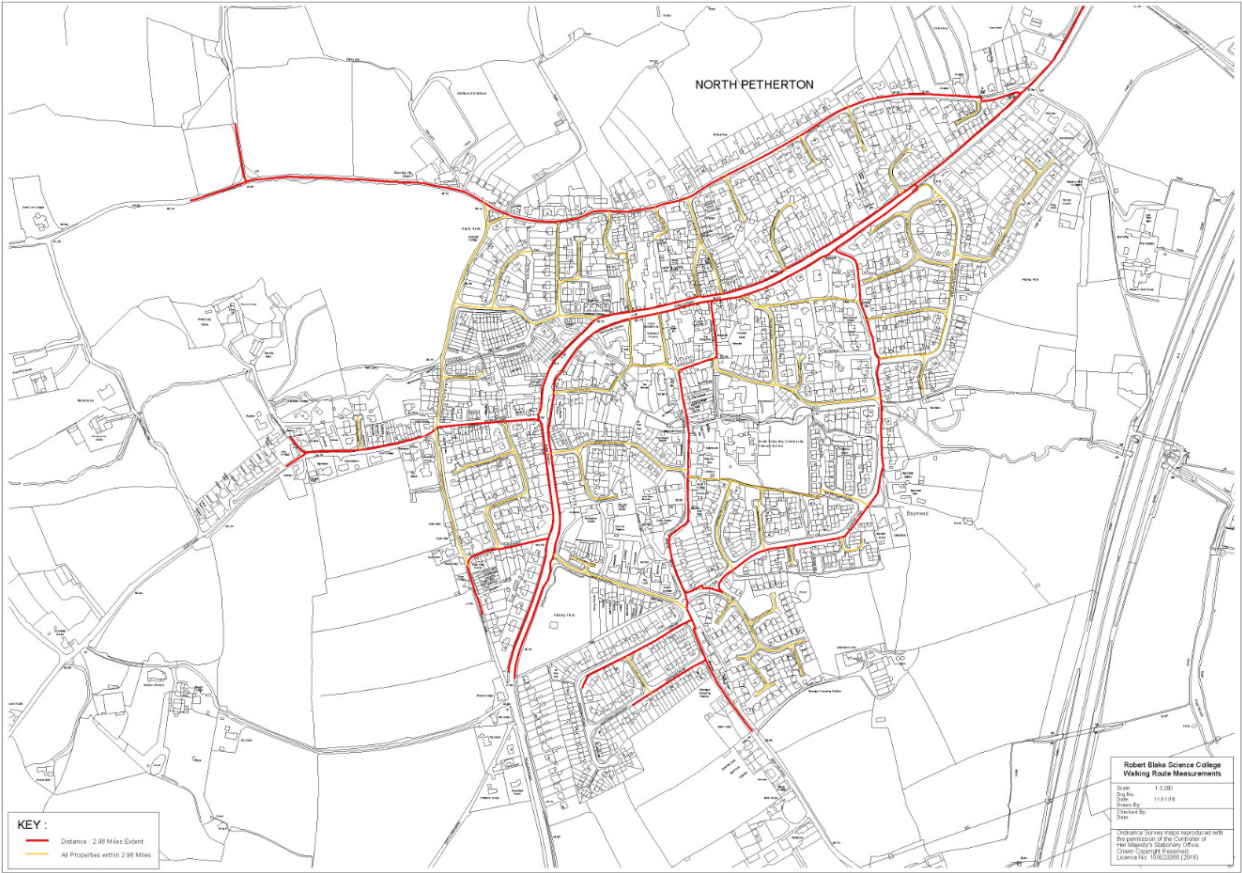
Somerset County Council’s view expressed within this report has been based on a Road Safety Officer walking the route and making an assessment of the information provided. Therefore, a determination which concludes ‘a non-hazardous walking route’ does not imply that the hazard or likelihood of a collision is eliminated altogether.

The assessment considers the highway conditions, at the time of inspection, not to present a significant hazard to young pedestrians, whom are appropriately equipped (e.g. high visibility clothing, torch and an appreciation for road safety) and supervised by a responsible adult.



# 2.2 Detailed Route Description

## 2.2.1 Route Map







### **2.2.2.1 Newton Road, Baymead Lane, Broadlands Avenue, Bridgwater Road (A38), Taunton Road (A38), Chepstow Avenue, Kent Avenue, Hamp Street**

This section of the walked route was carried out on Thursday 17<sup>th</sup> November 2016. The RSO commenced the walked route from outside Batts Farm at 07:25hrs. The weather was raining and the road surface was wet.

There was no footway outside Honeysuckle Mews. The RSO noted that at the time of inspection traffic flow was considered to be very low. Visibility was considered to be acceptable, based on the observed speed of traffic.



The inserted plan below shows the 30mph speed limit shaded in green.



The footway commences at the 30mph speed limit terminal signs. The RSO crossed Portman Road, then crossed Newton Road (at the school crossing patrol warning sign) to join the footway on the north easterly side of the road. The RSO crossed Baymead Lane using the pedestrian refuge (near junction with Dyers Green).



Continuing along Baymead Lane footway, the RSO crossed several minor roads (Mc Greath Close, Beggs Close, Baymead Meadow) most equipped with dropped kerbs and tactile uncontrolled crossing points.

The footway stops outside No.1 – The RSO noted a culvert running under the carriageway, at this point where the carriageway narrows to a single lane. Vehicles were observed to ‘give and take’. The RSO noted a grass verge, layby and edge line, provide pedestrians with the opportunity to step off the carriageway.



Continuing along the route, there is a short section of footway after the junction with School fields.



The RSO considered the very low traffic flow, visibility and short distance of walking in the carriageway to be acceptable.

The RSO crossed the road into Broadlands Avenue. The footway continues, the RSO crossed St. Marys Crescent.



At the junction of Baymead Lane with Bridgwater Road A38, the A38 can be crossed via an uncontrolled pedestrian refuge. The A38 at this point has a heavy traffic flow in accordance with the definition contained within the RoSPA guidelines.



The refuge enables the pedestrian to cross the carriageway in two stages, thus aiding the availability of suitable gaps in each direction of traffic flow. The RSO observed traffic speed (30mph speed limit) and volume and considered visibility, to be in excess of 46m (Highway Code), at the crossing. Therefore, visibility was considered sufficient, to allow a vehicle to stop.



The RSO considered this facility to be adequate for normal pedestrian usage.

The traffic island width of 1.4m and carriageway width of 3.2m afford reasonable lateral clearance between traffic and pedestrians. The RSO did not observe any pedestrians using the crossing at the time of the inspection.



The RSO continued along footway on westerly side of A38, to the bus stop and junction to Clavelshay. Crossing Old Road to join a segregated (cycle and pedestrian) route. Pedestrians are adjacent to the highway boundary, affording suitable lateral clearance between the pedestrians and traffic.



The RSO noted that the speed limit remains at 30mph and is signed with 30mph and safety camera signs at this point.



Approaching the signalised junction to 'Sedgemoor Auction Centre' traffic speeds were observed to be controlled and slow. Cyclists and pedestrians were witnessed using the route.



A new junction is being constructed opposite 'The White Willow' and 'Skoda garage'. At the time of the inspection the crossing was uncontrolled and the new side road closed to through traffic. This junction will be signalised and incorporate a controlled crossing for pedestrians and cyclists in the future.





Approaching Huntworth Roundabout the RSO observed the uncontrolled pedestrian island outside of the Compass Tavern, and two lanes of traffic north easterly bound. At this point the route becomes shared. No longitudinal safety line is provided to define an area of lateral clearance between non-motorised users and traffic. It was also noted that other lines were missing associated with a bus stop. It is recommended that necessary road markings be provided; this will be considered by the Stage 3 Road Safety Auditors. The segregated route recommences at the get in lane signs in advance of the roundabout. Terminal signs inform motorists that they are entering a 40mph speed limit. The RSO observed both pedestrians and cyclists using the route.



At the time of this inspection works were being carried out to re-align the pedestrian route across the roundabout splitter island. An additional inspection of this section of the route was carried out following completion of the road works. The RSO crossed with caution and continued along segregated route adjacent to the A38.



Traffic merges from two lanes down to one lane. Traffic queues are formed and traffic moves at a crawling pace. At Wren Gardens the RSO observed cyclists and pedestrians using the route. The footway diverges into housing estate via 'Phoebe Walk' and continuing into 'Chantilly Walk' and 'Stockmoor Path' segregated from A38 traffic.



At 'Showground Roundabout' the RSO crossed at the uncontrolled crossing, located on a 'table top' traffic calming feature. Young people accompanied by adults were observed using this section of the segregated route. Over a short length of route, bollards have been utilised to provide a physical separation / reminder to NMUs.





Approaching Bridgwater, the RSO observed the town name plate sign and pedestrians using the route. The RSO crossed Wills Road and continued to Ringwood Road / Chepstow Avenue. Traffic flow on the residential streets was very low.



The RSO continued through the estate roads and at the junction with Ludlow Close linked to the footpath adjacent to 'Mansfield Playing Field'.





The RSO continued on footways negotiating residential streets – Playstone Avenue, Kent Avenue, Rhode Lane and Hamp Street arriving at Robert Blake Science College at 09:02hrs.

The RSO observed traffic calming and associated 20mph zone outside of the school. Traffic flows and speeds appeared to be very low and suitable crossing points available to cross roads.





### 2.2.2.2 Portman Road, Portman Terrace, Portman Crescent, Portman Drive

An assessment was carried out on Friday 18<sup>th</sup> November 2016. There was slight rain and the road surface was wet at the time of the inspection. The walked route commenced at 07:13hrs along Portman Road, North Petherton. There are footways on both sides of the residential streets and on street parking. The RSO crossed over minor side roads.







The route was completed at 07:21 hrs.

### 2.2.2.3 Dyers Green

An assessment was carried out on Friday 18<sup>th</sup> November 2016. There was slight rain and the road surface was wet at the time of the inspection. The walked route commenced at 07:26 hrs along Dyers Green (from its junction with Baymead Lane), North Petherton. The route commenced with footways on both sides and on street parking.



The footways discontinue. Pedestrians were observed using this section of the route. The RSO noted a very low traffic flow and considered visibility to be acceptable.



The pedestrian footway continues on the offside around a right hand bend and on to the left hand bend where the footway switches to the inside of the bend.



The footway discontinues for a short length, pedestrians walk in the carriageway. The RSO considered traffic flow and speeds to be low. Visibility was considered to be acceptable.



The RSO crossed over the minor road of Crosswell Close. The footway continues to North Petherton Community Primary School. From this point the RSO walked in the carriageway.



The RSO noted on street parking and very narrow streets. Traffic flow and speed was very low at the time of the assessment. The RSO considered visibility to be acceptable and noted that the occasional vehicle passed.



The road bends around to the right, narrow footways and on street parking on Mill Street.





Turning left at the end of the street, the RSO proceeded towards the junction with the main road (A38). A footway on the offside terminates. An offset yellow line provides a pseudo footway for approximately 20m, to link with near side footway.



The RSO considered that this section of the route to be a 'non-hazardous walking route' in accordance with the RoSPA guidelines.

At 07:49hrs the RSO continued on the footway adjacent to the A38 towards Tappers Lane.

At 07:55hrs the RSO walked Tappers Lane. At the entrance to Tappers Lane (at its junction with the A38) is an uncontrolled tactile crossing. A narrow footway is located on the southern side of Tappers Lane, vehicles parked adjacent to the kerb.



The RSO crossed a side road (Hyde Park Avenue) and continued along the route, via a footway to junction with Shovel Lane.



Crossing over Shovel Lane and continuing into Cliff Road. Minor roads (Brook Close), crossed, the RSO considered the traffic flow to be very low and visibility acceptable.



The footway terminates at the junction of Cliff Road with Hulkshay Lane (no through road). Walking along Hulkshay Lane, the RSO did not observe any traffic, visibility was considered acceptable.





Returning to Cliff Road, the RSO observed a pedestrian (and runners) using the route. Vehicles passed with caution and afforded sufficient lateral clearance.



The RSO completed the walked route at 08:17hrs.

#### **2.2.2.4 Old Road, North Petherton**

An assessment was carried out on Wednesday 22<sup>nd</sup> November 2016. The weather was raining and road surface wet. The walked route commenced at 07:45 hrs.



The walked route commenced in a country lane with no surrounding properties. It is recommended that the School Assessment Team re-consider the extent of the route length, as the western end of Dancing Hill is single track road, bound by hedges with no available step offs. There are bends in the road (near the Woolmersdon and Durleigh junction) that reduce visibility between traffic and pedestrians.



It is recommended that the route commences near Dancing Hill Farm entrance, where step offs become available for pedestrians. The RSO noted from Dancing Hill Farm there is a verge on the near side and the carriageway bends around to the right.



The 30mph speed limit terminal signs define the limits of the restricted road status. Driveways provide regular step offs and a junction to Clavelshay.



Continuing the route along North Street, there is a left hand bend. The near side is bounded by a wall. Further along the route there are walls bounding both sides of the carriageway. The RSO considered the traffic flow to be very low and there to be sufficient visibility and room for vehicles to pass.







The RSO noted a lane (Pilots Helm) off to the right. There is a narrow verge on the offside leading to a footway.



Crossing a side road (Ivors Way) the RSO noted an adult accompanying a young person on a cycle. The RSO continued along the footway crossing side roads (Clarence Street, Queens Street) as necessary.



The RSO walked in the carriageway to Butts Corner, noting parked cars on the near side.



A footway commenced at property number 23.



Nearing the junction with the A38 the footway switches from the northern side of the carriageway to the southern side of the carriageway. The RSO crossed the road, visibility was considered acceptable for the observed traffic speeds and the traffic flow was considered to be very low.

The RSO reviewed the visibility at the uncontrolled tactile paving landing area at the southern side of old road, looking back towards northeast bound traffic on the A38 and noted 6no. 6m hazard marking modules could be viewed, therefore an approximate visibility distance of 36m.





#### 2.2.2.5 Shovel Lane and Hyde Park

An assessment was carried out on Wednesday 23<sup>rd</sup> November 2016. The weather was fine and road surface wet. The walked route commenced at 07:30 hrs.

Shovel Lane is a very narrow, single track lane. There was a considerable amount of on street parking. At the time of inspection very few vehicles were driving along the lane. The RSO noted that there was limited step offs available and commenced the walked route in the carriageway. Visibility between traffic and pedestrians was considered acceptable.





The RSO turned from Shovel Lane into Hyde Park.



The start of Hyde Park the carriageway is bounded by boundary walls.



A footway commenced opposite the junction of Hyde Park with Hyde Park Avenue.



Pedestrians were observed walking in the carriageway. The footway continues to the junction of the A38.

At the junction with the A38 a footway continues northbound towards North Petherton Town Centre. A footway southbound leads to a bus stop, where young people were waiting for a bus.



This section of the route was completed at 07:40hrs. The RSO concluded that the non-hazardous walking route in accordance with the RoSPA guidelines.

#### **2.2.2.6 Junction of A38 with Shovel Lane**

An assessment was carried out Wednesday 25<sup>th</sup> November 2016. The weather was fine and road surface dry. The walked route commenced at 07:17hrs.

The RSO walked on the footway located on the westerly side of the A38 and continued in a northerly direction.

Vehicles parked on the footway force pedestrians to walk adjacent to the kerb line increasing the risk of them being struck by passing vehicles. Such parking would completely obstruct the passage of mobility impaired pedestrians (inc. wheelchair and pushchair users). Near the junction of Hyde Park is a bus stop. There is a tactile paved uncontrolled crossing across Hyde Park.





The footway widens, with a hedge slightly overgrowing the boundary wall and leads to the controlled zebra crossing. The zebra crossing was conspicuous with illuminated poles and beacons. The RSO noted visibility to be acceptable and considered the crossing to be an appropriate form of controlled crossing of the major road.



Continuing on the western footway the footway narrows between the Zebra crossing and the shop. The RSO crossed Tappers Lane; at this point the footway is at a lower level than the carriageway, constructed using a system of back to back kerbs and a longitudinal drainage channel.





The RSO observed a layby where road users have adopted an echelon parking format. The footway widens near the bus stop.



Continuing along the route (outside No. 21), a concrete plinth grade separates the footway from the carriageway. Hatching commences in the centre of the carriageway for a right turn lane.



Crossing Watery Lane, there is no formal uncontrolled crossing (normally identified by tactile paving). When walking north bound the RSO noted that visibility to the left was restricted. The RSO crossed with caution. Young people crossing this carriageway, within the walked route guidance should be accompanied, as necessary. When accompanied, the RSO considered that this uncontrolled crossing could be crossed by a young person in reasonable safety. Further consideration may be given to improving this crossing in the future. The School Admissions Team should liaise with the SCC T&TDG LSTF schemes engineer, to discuss the feasibility of any engineering solutions to improve safety at this crossing point. The volume of traffic using Watery Lane at the time of the inspection was very low.



There is a pelican controlled crossing outside of the Library. Visibility at the pedestrian crossing landing areas appeared acceptable for the observed approach speed of traffic.

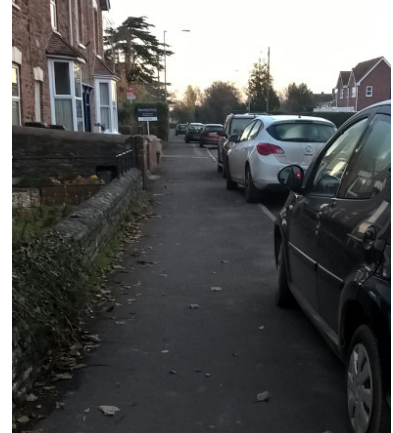


Approaching the Walnut Tree hotel, there is a school 'patrol' warning signs and associated wig-wag lights. Parked vehicles create a physical segregation between moving traffic and pedestrians on the footway.





The RSO crossed several minor side streets (Clare St, Queen St, King Alfred Close) with restricted traffic flow and speed. The RSO noted vehicles parking on the footway and the footway widening out at the bus stop (see previous comments about inconsiderate footway parking).



The RSO noted that the footways widened out at the bus stop and an uncontrolled tactile paving crossing is set in to Heathfield Close.



Route on the north westerly footway was completed at 07:58hrs.

**2.2.2.7 Junction of A38 with Baymead Lane proceeding in a south-westerly direction to junction of A38 with Shovel Lane, Footway on south-easterly side of the carriageway**

An assessment was carried out Wednesday 25<sup>th</sup> November 2016. The weather was fine and road surface dry. The walked route commenced at 07:59 hrs.

Walking from the pedestrian refuge (A38 near junction with Baymead Lane).



The RSO noted that the back edge of the footway was bounded by hedgerow.



At the bus stop an intermittent longitudinal line is omitted. The T&TDG LSTF scheme manager should give further consideration to this.



At the junction of Baymead Lane, the RSO noted that it is a wide junction to cross and no tactile paving has been provided in association with the dropped kerbs. The T&TDG LSTF scheme manager should give further consideration to this.



The RSO continued along Fore Street.





The RSO observed 'on street parking' on both sides of the road. The carriageway was side enough to maintain a two way traffic flow.



The RSO crossed lane near 'Cobblers Cottage' (opposite Lamb Inn), there is no tactile paving at this point and restricted visibility westbound, good visibility eastbound. No traffic observed using the lane at the time of the inspection. The T&TDG LSTF scheme manager should give further consideration to this.



The RSO crossed side road to primary school and noted: no tactile, visibility restricted in westbound direction. The T&TDG LSTF scheme manager should give further consideration to this.



The footway narrows over a short length and widens outside the Tesco store.



At the pelican crossing outside Lloyds Pharmacy, visibility was considered acceptable. The vertical alignment (west bound approach) of the carriageway, dips down and into a left hand bend. An advanced warning sign located approximately 60m east of the crossing, heightens driver awareness to the crossing ahead.



Crossing the car park entrance, the RSO noted: the absence of tactile paving. The footway widens at the back of bus stops.

At the bus stop an intermittent longitudinal line is omitted. The T&TDG LSTF scheme manager should give further consideration to this.





An uncontrolled crossing is inset into Hammett Street.



The footway is segregated from the carriageway by a grass verge outside Francis Bastin House.



An uncontrolled tactile crossing inset into Crosswell Close.



There was no uncontrolled tactile crossing of Newton Road. The RSO observed several vehicles turning into Newton Road. A crossing would need to be appropriately located to maximise visibility between pedestrians and motorists negotiating the junction. The T&TDG LSTF scheme manager should give further consideration to this.



Taunton Road A38 – At the bus stop an intermittent longitudinal line is omitted. The T&TDG LSTF scheme manager should give further consideration to this.



Route end at 08:32 at Taunton Road A38 junction with Shovel Lane.

*NB: RSO observed young people accompanied by adults using the footways to walk to Primary School.*

#### **2.2.2.8 Baymead Lane**

An assessment was carried out Wednesday 25<sup>th</sup> November 2016. The weather was fine and road surface dry. The walked route commenced at 08:44 hrs.

Private driveways afforded acceptable step offs. The RSO walked Baymead Lane, uphill, from its junction with Broadlands Lane.



There is a right hand bend bound by verge / hedge. The RSO considered visibility to be acceptable when walking on the outside of the bend. There was a very low traffic flow at the time of the audit.



The predominant amount of vehicles were travelling outbound (northerly direction). A footway commences opposite Baymead College (No.2, Baymead Lane).







The walked route ended 08:54 hrs.

### **2.2.2.9 Huntworth Roundabout**

An additional inspection was carried out at the Huntworth Roundabout site. The inspection commenced at 09:53 hrs on 25<sup>th</sup> November 2016.

The RSO noted that these works have been designed and constructed to provide a defined pedestrian route across the arm of a major roundabout. The crossing is uncontrolled on both the exit and entry to the roundabout. The roundabout design and associated footway infrastructure will be subject to an independent road safety audit.





The RSO observed that some of the works remained incomplete at the time of inspection, for instance, the removal of the old look right markings, reinstatement of a safety line to define a margin of lateral clearance away from the kerb edge for cyclists.



Pedestrians walking in a northerly direction must be vigilant of traffic manoeuvres when using the uncontrolled crossing across the exit to the roundabout. The RSO observed that the nearside, northbound lane is for ahead and left turning traffic. Not all left turning vehicles used their traffic indicators.



Vehicles exiting the roundabout are also controlled by traffic signals on the roundabout.



The RoSPA publication 'Assessment of Walked Routes to School Guidelines' requires, on roads which carry normal to heavy traffic, that for a route to be classed as 'non-hazardous' there needs to be 'a continuous adequate footway' and if there is a need to cross roads there must be: 'sufficient gaps in the in the traffic flow and sight lines to allow enough opportunities to cross safely'; or 'crossing facilities (e.g. zebra pelican crossings), Pedestrian phase at traffic lights (including necessary refuges), pedestrian refuges etc.

The footway across the Huntworth Roundabout is deemed adequate and the roundabout splitter island enables the pedestrian to cross the road in two stages.

At the time of the inspection, there were suitable and sufficient gaps in the traffic flow to cross the carriageway. Young people crossing this carriageway should be accompanied, as necessary (in accordance with the walked route guidance).



When accompanied, the RSO considered that this uncontrolled crossing could be crossed by a young person in reasonable safety.

The School Assessment Team should be aware that the recently constructed works associated with the Huntworth Roundabout improvements will be subject to an independent Stage 3 Road Safety Audit.

The Road Safety Audit is the evaluation of Highway Improvement Schemes during design and at the end of construction (preferably before the scheme is open to traffic). The aim is to identify potential road safety problems that may affect any users of the highway and to suggest measures to eliminate or mitigate those problems.

It is of course possible that the Stage 3 RSA identifies some safety concerns with the operation of this roundabout, including the pedestrian facilities, and any such issues will need to be considered by the scheme promotor as per standard practice.

It is recommended that the School Admissions Team contact the project sponsor to ensure outstanding works (identified through the Road Safety Audit) to address any safety concerns are completed prior to this route being considered acceptable as a suitable walked route.

## 2.2.3 Route Classification and Speed Limit

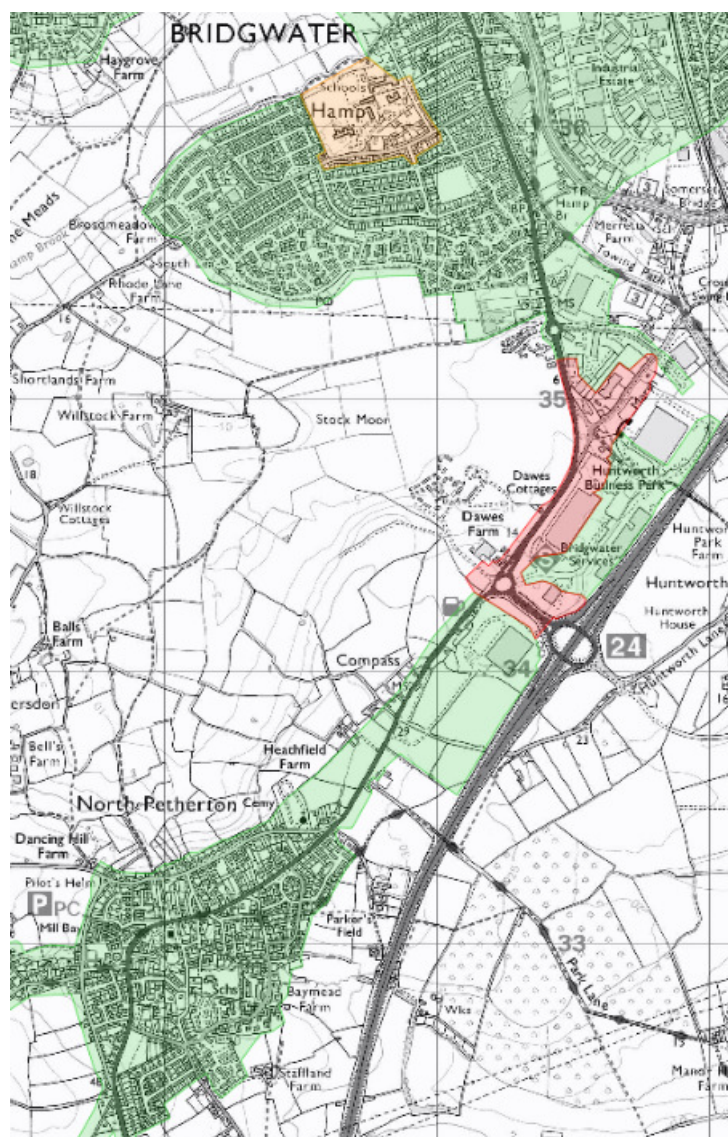
### Route Classification



### Road Class Key

Brown: 'D' Class  
Yellow: 'C' Class  
Green: 'B' Class  
Red: 'A' Class

## Speed Limits



Yellow: 20mph  
Green: 30mph  
Red: 40mph

### 2.2.4 Vehicle and Pedestrian Flow Data

No vehicle and pedestrian flow data has been submitted to the assessor for consideration.



## 2.2.5 Traffic Flow

Traffic flow - Road Safety GB / ROSPA Assessment of Walked Routes to School gives the following suggested traffic flow levels:

Low traffic flow:	Up to 400 vehicles per hour
Medium traffic flow:	400 to 840 vehicles per hour
Heavy traffic flow:	Over 840 vehicles per hour

Based upon on site observations, the minor roads within North Petherton and Bridgwater are considered within this assessment would fall into the category of low traffic flow.

Traffic (all directions) on the A38 was taken from a traffic count (site ref. 05201)

Mon 19 <sup>th</sup> September 2016	
07:00 hrs	1076
08:00 hrs	1153
15:00 hrs	1089
16:00 hrs	1109

Tues 20 <sup>th</sup> September 2016	
07:00 hrs	1104
08:00 hrs	1155
15:00 hrs	1108
16:00 hrs	1134

Wed 23 <sup>rd</sup> September 2016	
07:00 hrs	1094
08:00 hrs	1146
15:00 hrs	1075
16:00 hrs	1020

Thurs 24 <sup>th</sup> September 2016	
07:00 hrs	1064
08:00 hrs	1175
15:00 hrs	1010
16:00 hrs	1187

Fri 25 <sup>th</sup> September 2016	
07:00 hrs	1030
08:00 hrs	1107
15:00 hrs	1189
16:00 hrs	1058

Traffic (all directions) on the A38 was taken from a traffic count (site ref. 304344)

Mon 19 <sup>th</sup> September 2016		
	Northbound Total Vol.	Southbound Total Vol.
07:00 hrs	818	1030
08:00 hrs	754	1107
15:00 hrs	858	1189
16:00 hrs	864	1058

Tues 20 <sup>th</sup> September 2016		
	Northbound Total Vol.	Southbound Total Vol.
07:00 hrs	695	1114
08:00 hrs	703	1023
15:00 hrs	788	878
16:00 hrs	852	855

Wed 21 <sup>st</sup> September 2016		
	Northbound Total Vol.	Southbound Total Vol.
07:00 hrs	837	1088
08:00 hrs	818	1006
15:00 hrs	886	858
16:00 hrs	930	909

Thurs 22 <sup>nd</sup> September 2016		
	Northbound Total Vol.	Southbound Total Vol.
07:00 hrs	831	1104
08:00 hrs	823	994
15:00 hrs	863	835
16:00 hrs	990	895

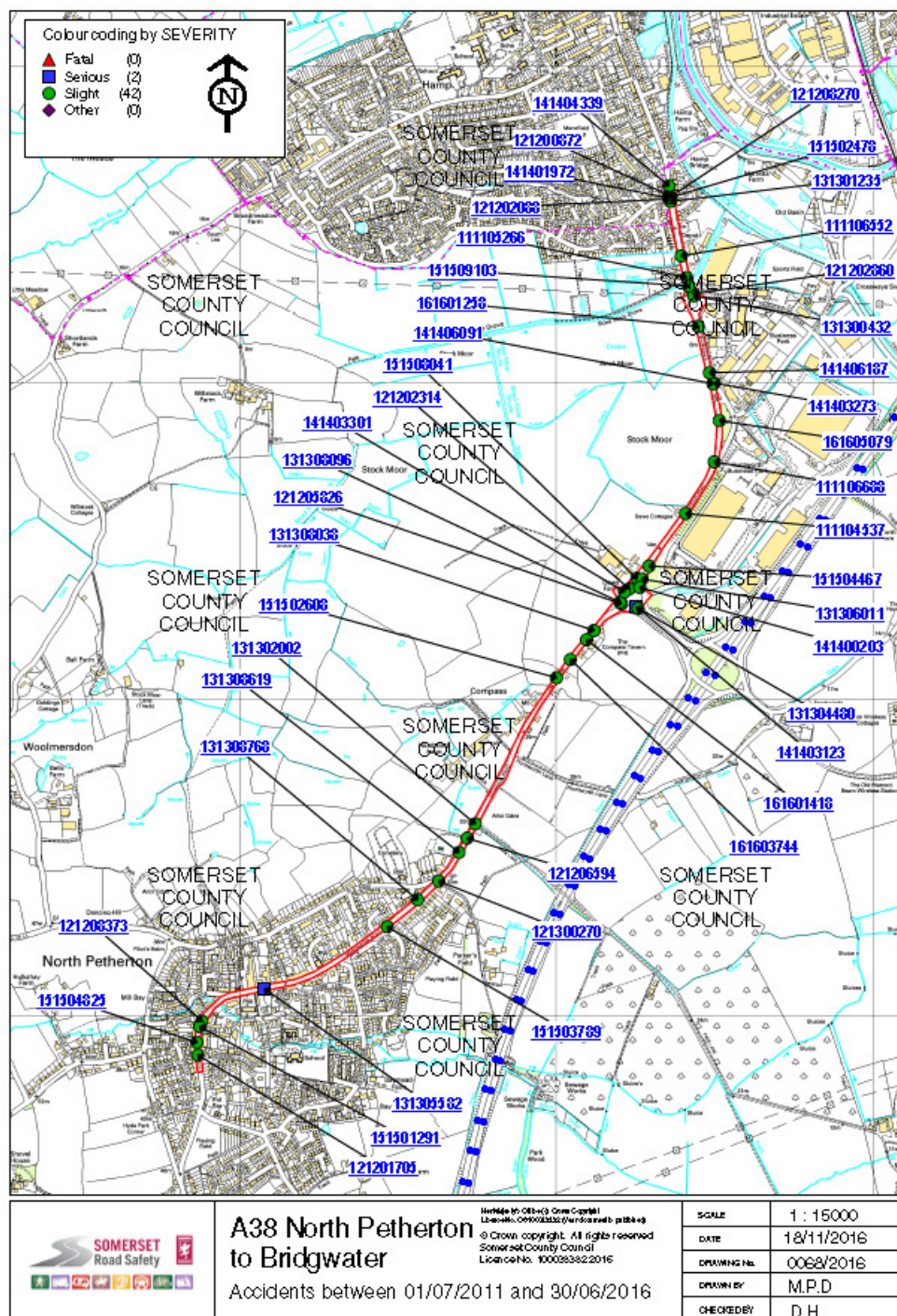
Fri 23 <sup>rd</sup> September 2016		
	Northbound Total Vol.	Southbound Total Vol.
07:00 hrs	801	993
08:00 hrs	759	898
15:00 hrs	950	849
16:00 hrs	930	892

The figures provided demonstrate that the A38 route fall into the heavy traffic flow category. This data provides helps to quantify the difficulty crossing.

The RSO considered the existing controlled crossings to be acceptable

## 2.3 Collision Data

### 2.3.1 Personal Injury Collision Data (5 years)





Accidents between dates 01/07/2011 and 30/06/2016 (60) months

Selection:

Notes:

Selected using Manual Selection

A38 North Petherton to Bridgwater

**DEFAULT VEHICLE GROUPS**

Accidents involving:	Fatal	Serious	Slight	Total	Casualties:	Fatal	Serious	Slight	Total
Motor Vehicles Only	0	1	24	25	Vehicle Driver	0	0	21	21
2-wheeled motor vehicles	0	0	11	11	Vehicle Passenger	0	0	8	8
Pedal Cycles	0	1	7	8	Motorcycle rider	0	0	11	11
Horses & Other	0	0	0	0	Cyclist	0	1	7	8
					Pedestrians	0	1	0	1
Total Accidents	0	2	42	44	Other	0	0	0	0
					Total	0	2	47	49

Accidents between dates 01/07/2011 and 30/06/2016 (60) months

Selection:

Notes:

Selected using Manual Selection

A38 North Petherton to Bridgwater

Table 1 - Accidents by Month

	2011	2012	2013	2014	2015	2016	Total
January	-	-	1	1	-	-	2
February	-	1	1	-	1	2	5
March	-	1	1	1	1	-	4
April	-	2	-	1	1	-	4
May	-	1	-	2	1	1	5
June	-	-	-	1	2	1	4
July	1	-	2	-	-	-	3
August	1	-	-	1	-	-	2
September	-	1	1	1	-	-	3
October	2	1	1	-	-	-	4
November	-	2	1	-	2	-	5
December	-	1	2	-	-	-	3
TOTAL	4	10	10	8	8	4	44

Table 2 - Casualties by Month

	2011	2012	2013	2014	2015	2016	Total
January	-	-	1	1	-	-	2
February	-	1	1	-	2	4	8
March	-	1	1	1	1	-	4
April	-	2	-	1	1	-	4
May	-	1	-	2	1	1	5
June	-	-	-	1	2	1	4
July	3	-	2	-	-	-	5
August	1	-	-	1	-	-	2
September	-	1	1	1	-	-	3
October	2	1	1	-	-	-	4
November	-	2	1	-	2	-	5
December	-	1	2	-	-	-	3
TOTAL	6	10	10	8	9	6	49

Table 3 - All Accidents by Severity

	2011	2012	2013	2014	2015	2016	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	2	0	0	0	2
Slight	4	10	8	8	8	4	42
TOTAL	4	10	10	8	8	4	44

Table 4 - Casualties by Severity

	2011	2012	2013	2014	2015	2016	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	2	0	0	0	2
Slight	6	10	8	8	9	6	47
TOTAL	6	10	10	8	9	6	49

Accidents between dates 01/07/2011 and 30/06/2016 (60) months

Selection:

Notes:

Selected using Manual Selection

A38 North Petherton to Bridgwater

Table 5 - Pedestrian Accidents by Severity

	2011	2012	2013	2014	2015	2016	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	1	0	0	0	1
Slight	0	0	0	0	0	0	0
TOTAL	0	0	1	0	0	0	1

Table 6 - Cycle Accidents by Severity

	2011	2012	2013	2014	2015	2016	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	1	0	0	0	1
Slight	0	2	1	1	2	1	7
TOTAL	0	2	2	1	2	1	8

Table 7 - Motor Vehicle Only Accidents by Severity

	2011	2012	2013	2014	2015	2016	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	4	8	7	7	6	3	35
TOTAL	4	8	7	7	6	3	35

Table 8 - OAP Accidents by Severity

	2011	2012	2013	2014	2015	2016	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	1	0	0	0	1
Slight	1	1	0	0	1	0	3
TOTAL	1	1	1	0	1	0	4

Table 9 - Child Accidents by Severity

	2011	2012	2013	2014	2015	2016	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	1	0	1	0	0	1	3
TOTAL	1	0	1	0	0	1	3

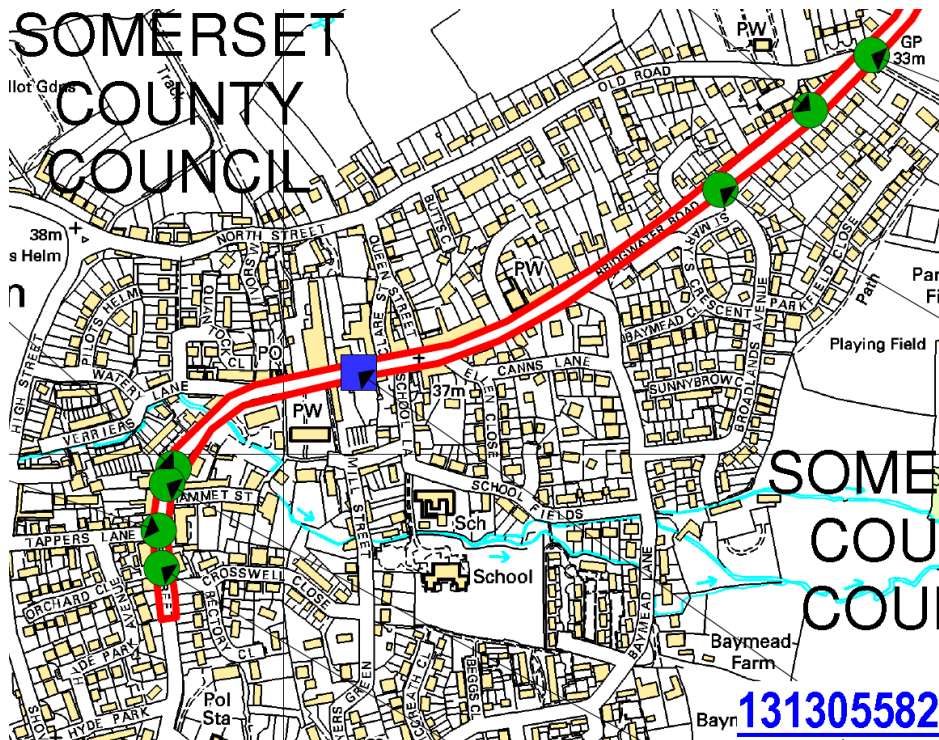
Table 10 - PZW Accidents by Severity

	2011	2012	2013	2014	2015	2016	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	3	2	3	2	0	10
TOTAL	0	3	2	3	2	0	10

Registered to: Somerset Road Safety



## 2.3.2 Number of PIAs involving pedestrians (in same period)



TRAFFMAP

AccsMap - Accident Analysis System

INTERPRETED LISTING

Run on: 18/11/2016

Accidents between dates 01/07/2011 and 30/06/2016 (60) months

Selection:

Notes:

Selected using Manual Selection

A38 North Petherton to Bridgwater

131305582 30/07/2013 Tuesday Time 1643 Vehicles 1 Casualties 1 Serious  
 Fine without high winds Road surface Dry Daylight: street lights present  
 Special Conditions None Road Type Single carriageway  
 V1 TRAVELLING ON A38 TOWARDS BRIDGWATER WHEN A PED STEPPED OUT FROM NEARSIDE,  
 INTO ITS PATH V1 WAS UNABLE TO AVOID COLLISION WITH PED  
 Occurred on A38 FORE ST, NORTH PETHERTON

Vehicle Reference 1 Car  
 Not in restricted lane Going ahead  
 No skidding, jack-knifing or overturning  
 First point of impact Front Age of Driver 49  
 Vehicle direction W to E  
 FRV Not foreign registered vehicle Journey 6  
 Casualty Reference: 1 Age: 74 Female Pedestrian Severity: Serious  
 Pedestrian Direction: SE

## 2.4 Recommendations and Conclusions

### 2.4.1 Recommendation

The NHS Choices web site provides good advice to 'Be safe on foot'

<http://www.nhs.uk/Livewell/Roadsafety/Pages/Pedestrians.aspx>

#### Children and road safety

"Encouraging children to walk to school is a good idea. However, it's important that children and teenagers cross the road safely. The risk of a child pedestrian being involved in a road accident rises when they start school. This risk rises again at the start of secondary school.

**Parents are often best placed to help their children learn how to stay safe while on foot.** But independent sources of information about road safety for children and teenagers can also help".

The site also provides useful links to:

- [Green cross code](#)
- [Think](#)
- [Tales of the road campaign](#)

When conducting a walked route assessment, it is assumed that children are accompanied as necessary.

The Road Safety Officer highly recommends the wearing of high visibility clothing (e.g. jacket / waistcoat) when walking this route. Fluorescent colours help you to be seen in the daytime and near dusk. They work really well in dull or rainy weather and when daylight is fading. Reflective materials work at night by bouncing back the light from a source such as car headlights.

The aforementioned NHS site links to the green cross code and highlights that '*research shows that **young children can't judge how fast vehicles are going and how far away they are***'. It also states '*Research has found **teenagers are easily distracted on the roads**, especially when they're with a group of friends*'... It emphasises that *distractions are a major cause accidents among teenage pedestrians i.e. talking to friends; listening to music; making mobile phone calls; and text messaging.*

The guidance also provides more specific **advice for teenagers**, as follows:

- **Give the road your full attention when you're crossing**, even if you're with a group of friends. Look out for them, too.
- **Don't use your mobile to talk or text** while you're crossing.

- **Don't listen to music while crossing the road** – it's distracting and you won't be able to concentrate properly on the traffic.
- **Don't take chances when you cross the road.** Cars may not be able to stop, so wait for a big gap in the traffic.
- **It's safer if you use a pedestrian crossing** – you'll often find one a short distance away.

Advice for **safe walking on country roads** includes:

*“There are no special rules for walking on or crossing country roads. However, country roads often have no pavement, particularly single track roads. The Highway Code advises that if there is no pavement, you should keep to the right-hand side of the road, so you can see oncoming traffic. You should take extra care, and be prepared to walk single file if there are several of you walking. It is important to keep close to the side of the road on narrow roads or in poor light. The Highway Code also advises that if there is a sharp right hand bend in the road, it may be safer to cross the road well before the bend so oncoming traffic has a better chance of seeing you. Cross back after the bend”.*

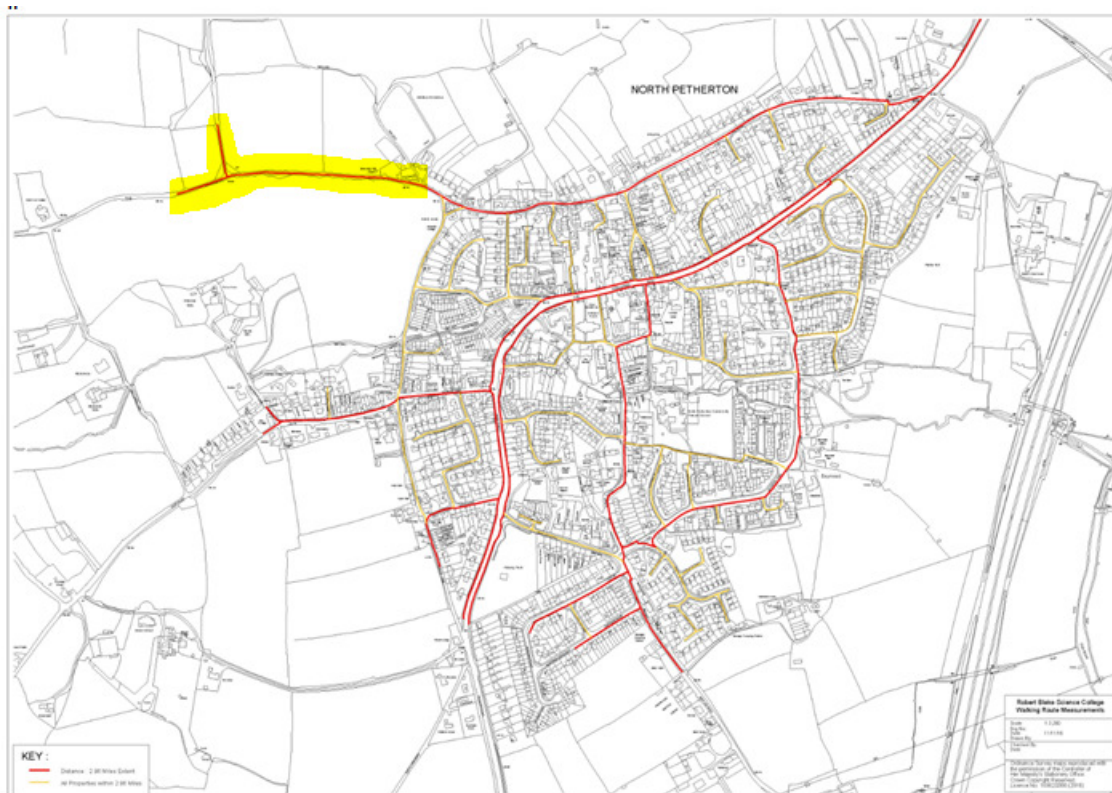
#### **2.4.2 Recommendation**

Item 2.2.2.1 - The independent Road Safety Audit Team will be made aware of the omissions in road markings.

#### **2.4.3 Recommendation**

Item 2.2.2.4 - The School Assessment Team should re-consider the extent of the route length at the western end of Dancing Hill. Due to the restricted visibility and lack of 'step offs', the RSO considered this section of the route to be dangerous in accordance with the RoSPA guidelines. See highlighted insert below.





#### 2.4.4 Recommendation

Item 2.2.2.6 identified several uncontrolled crossing points within North Petherton that would benefit from engineering improvements to assist visually and mobility impaired pedestrians. It also highlighted the omission of intermittent longitudinal safety lines at bus stops. It is recommended that this report be reviewed by the T&TDG LSTF schemes manager.

#### 2.4.5 Recommendation

The uncontrolled pedestrian refuge (near Broadlands Avenue) is considered a suitable crossing in terms of the RoSPA guidelines. Considering a potential increase in pedestrian footfall using the refuge, it is possible that a controlled crossing may be more appropriate in the future. It is therefore recommended that the volume of pedestrians / traffic using the A38 pedestrian refuge in North Petherton is monitored. If pedestrian volumes significantly increase as a result of the walked route to school, it may be appropriate, in the future, to consider different types of controlled crossing at this site.

#### 2.4.6 Recommendation

It is understood that additional 'community infrastructure' funded works are proposed, which may create more desirable routes for young people.

### 2.4.7 Recommendation

Huntworth Roundabout will be subject to an independent Road Safety Audit. The Audit Team will identify any Road Safety problems and provide recommendations to the project sponsor.

It is of course possible that the Stage 3 RSA identifies some safety concerns with the operation of this roundabout, including the pedestrian facilities, and any such issues will need to be considered by the Scheme Promotor as per standard practice.

The School Admissions Team should liaise with the scheme promoter, to ensure all parties are aware of any additional works associated with the pedestrian route which could have an impact of the safe passage of young people to and from school.

### 2.4.8 Conclusions

On the minor roads in North Petherton, some sections have:

- Adequate 'step offs' at locations where the road has a light traffic flow and adequate sight lines to give advanced warning to pedestrians and drivers.
- No 'step offs' is over a relatively short length. This section of the route has a very light flow and sight lines provide adequate advanced warning to pedestrians and drivers.

For the majority of these routes there is a continuous adequate footway.

The main route from North Petherton to Robert Blake Science College, Bridgwater is a footway / cycleway that runs parallel to the A38.

It is evident that there are places (para 2.2.2 above) where, due to the horizontal and vertical alignment of the road, visibility between the motorist and pedestrian would be compromised. The RSO identified a short section of route (ref item 2.4.3 above) that is considered to be a dangerous route.

The Road Safety Officer considers all other red routes (para 2.2.1) to be a 'non-hazardous walking routes' in terms of the RoSPA guidelines (*ref. flow chart para 2.3.1 above*). The routes are deemed suitable for walking to school accompanied as necessary.

### 3 ENVIRONMENTAL MANAGEMENT STATEMENT

Please be advised that any comments on the subject of environmental issues contained within this report are observations only that the client may wish to consider and that this report does not in any way constitute as a formal environmental assessment of the proposals submitted.

This document is also available in Braille, large print, on tape and on disc and we can translate it into different languages. We can provide a member of staff to discuss the details.

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