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Environment & Development Services

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My Reference

AL/KAC

126/RVW

Your Reference

Please ask for:

Andrew Lee

Mrs Morris

Clerk/Finance officer

Orgreave Parish Council

451 Retford Road

Orgreave

SHEFFIELD

S13 9WB

27 April 2012

Dear Mrs Morris

Bus Service to Aston Fence J & I School and Aston Academy

I refer to your letter dated 10 April 2012, addressed to the Council's Chief Executive Martin Kimber, relating to the above Available Walking Route to School Assessment which was undertaken by ourselves in accordance with guidelines set out by LARSOA (Local Authority Road Safety Officers Association), entitled 'Identification of hazards and the assessment of risk of walked routes to school'.

These guidelines, which I will refer to in response to your questions, set out specific criteria for undertaking available walking route to school assessments, and are used across the country to ensure that a consistent approach is adopted by Local Authorities.

1. Within your letter you state that the route detailed in our Available Walking Route to School Assessment 'takes children across the BS6200 which is a dual carriageway at the point of crossing, with a national speed limit'. For the record, the identified crossing point on the B6200 is a 40mph single carriageway road with a central pedestrian island, and this arrangement has been used in undertaking the assessment.
2. At the time of undertaking the assessment there were no traffic movements into or out of the former Laycast site, and this was stated in the report. Should the traffic situation at this access change as a result of the site being developed then a review of this location can be undertaken in accordance with the LARSOA guidelines, as deemed necessary. However, as with any new access, consideration will have been given to future traffic and pedestrian movements in the area.

3. With regard to the amount of visibility pedestrians have of approaching vehicles when crossing the B6200, I advise that this location was assessed in accordance with the LARSOA guidelines which state that 'the available visibility at the location should allow for a vehicle to stop given the 85th percentile speed of the flow of traffic and the stopping distances required for vehicles as stated in the Highway Code'. At this particular location the 85th percentile speed of vehicles (the speed at which the majority of vehicles travel at, or below) exiting the roundabout was 28mph, with a maximum speed of 31mph being recorded. These figures were obtained using a hand-held radar gun under free-flow traffic.
4. Within the Available Walking Route to School Assessment, reference is made to the Jeld-Wed access, which states that this 'junction mouth is relatively wide, however, visibility is good and traffic flows are relatively light, therefore, should not pose any problems'.

Although the Available Walking Route to School Assessments between the Coalbrook Estate and Aston Fence Junior & Infant School / Aston Academy, doesn't take pupils across Sheffield Road outside Aston Fence Junior & Infant School, observations on site indicate that a large number of pupils do actually cross at this location on a daily basis and any decision to use an alternative route other than the one detailed by ourselves would be at the discretion of both the parent and pupil(s).

Within our Available Walking Route to School Assessments, reference was made to the fact that vehicular traffic could increase outside the school if free bus travel was removed from pupils living on the Coalbrook Estate, and this factor would have been taken into consideration by Council Members when reviewing the availability of these walking routes.

To clarify, the LARSOA guidelines state 'it is assumed that the child is accompanied as necessary by a responsible parent or carer and that in assessing the safety of an available route consideration is given only to the potential risk created by traffic, highway and topographical conditions, not personal safety'.

I trust this letter covers the points you raised.

Yours sincerely

Andrew Lee
Planning and Regeneration Service