



# **Simon Balle School, Hertford**


**Assessment of Walked Route to School**

**May 2019**



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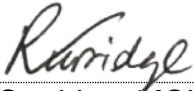
## Assessment of Walked Route to School May 2019

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## **1. Background**

This report was produced on behalf of the Strategy and Policy Manager, Admissions and Transport Children's Services of Hertfordshire County Council.

The site was visited in the morning peak hours of Thursday 23<sup>rd</sup> May 2019.

A previous assessment for a route between Simon Balle School and Hertford Heath was carried out in February 2019. This earlier report followed the same route to Hertford Heath as the route under consideration in this assessment.

The previous route assessment followed the Road Safety GB guidelines and assessed the route as safe.

The route assessment for this report was commenced at Simon Balle School, Hertford and terminated at The War Memorial at the junction of London Road with Vicarage Causeway in Hertford Heath and followed the route detailed in section 5 of this report.

The conclusions within this report are based solely on the identified route and the existing facilities and do not take personal security into consideration.

The route has been assessed on the basis that a child would be accompanied as necessary by an adult.

## 2. Terms of reference

This route assessment has been conducted as per the guidelines set out in the Road Safety GB document “Assessment of Walked Routes to School” published in 2016.

As defined in the Road Safety GB document “Assessment of Walked Routes to School” for a walking route to be classed as non-hazardous there needs to be both

*“A continuous adequate footway on roads which carry normal to heavy traffic”*

and

*“if there is the need to cross roads there must be sufficient gaps in the traffic flow and sight lines to allow enough opportunities to cross safely or crossing facilities (e.g. zebra, pelican crossings).”*

Within the document there is no definition of what constitutes “adequate footway.” An informed judgement has therefore been made by the assessor based on the traffic flows/speeds, nature of the route, expected highway maintenance regimes and current HCC design guidance Roads in Herts 3<sup>rd</sup> edition.

The assessor has over 25 years of safety engineering experience.

### **3. Speed Limits and Traffic Flows**

The posted speed limit along the route is predominately 40mph, with a short section of 30mph reducing to a 20mph zone at the westernmost end of the route. The speed limit also reduces to 30mph close to the eastern terminal point of the route.

London Road has a number of different road classifications along the route:

- A414 London Road a dual carriageway primary distributor
- U1619 London Road an unclassified local access road
- B197 London Road a single carriageway two lane secondary distributor

Traffic flows are high especially during the morning and evening peak periods for the A414 and B197 sections of London Road.

There was no survey information available regarding the classification of vehicles. However, on site observation, confirmed that numerous heavy goods vehicles use the A414 section of the route.

A system of street lighting is in place from the western end of the route to the junction where the unclassified section London Road meets with the B197 section.

#### 4. Collision History and Brief Analysis

To enable the assessor to gain an understanding of the personal injury collision history of the route, a period of 120 months (10 years) has been chosen for analysis, together with the standard 36 month (3 years) collision period that is conventionally used for carrying out collision analysis.

The collision analysis is based upon the reported personal injury collisions and does not take account of “damage only collisions” that did not result in injury.

During the 120 month investigation period (01/10/2008 – 30/09/2018) 17 injury collisions were recorded, 2 serious and 15 slight). These resulted in 2 serious and 26 slight casualties.

Table 1 shows the collision numbers and casualty severity for the 120 month investigation period.

Year	Number of Collisions	Number of Casualties	Severity of Casualties			
			Fatal	Serious	Child Serious	Slight
2008*	2	2	0	1	0	1
2009	1	2	0	1	0	1
2010	2	2	0	0	0	2
2011	3	8	0	0	0	8
2012	0	0	0	0	0	0
2013	2	2	0	0	0	2
2014	4	7	0	0	0	7
2015	1	2	0	0	0	2
2016	0	0	0	0	0	0
2017	2	3	0	0	0	3
2018*	0	0	0	0	0	0
<b>Total</b>	<b>17</b>	<b>28</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>26</b>

Table.1. Collision Severity per 12 month period. \* Part year data

Brief analysis of the collision data shows:

- There were 22 contributory factors associated with the collisions with “driver failed to look”, “slippery surface due to weather” and “loss of control” being the most commonly reported factors.
- Two collisions occurred during the weekday morning or evening peak hours.
- Two collisions were associated with the junction with Vicarage Causeway.
- Three collisions occurred in the vicinity of Foxholes Farm entrance/ access to Jenningsbury. Two of these collisions involved driver impairment.
- Two collisions were associated with vehicles turning right through the central reserve on the A414 London Road dual carriageway section.
- Four collisions were associated with northeast bound vehicles on the dual carriageway section of London Road in the vicinity of the left turn slip road into Mangrove Road.
- One collision involved an adult pedestrian being struck by a manoeuvring light goods vehicle they were directing.
- None of the collisions involved pedal cycles or powered two wheelers.
- Five child slight casualties, all vehicle passengers, were recorded.
- Ten collisions occurred on a wet/icy road surface.
- Six collisions occurred during the hours of darkness.



During the 36 month investigation period (01/10/2015 – 30/09/2018) 2 injury collisions were recorded which resulted in 3 slight injury casualties.

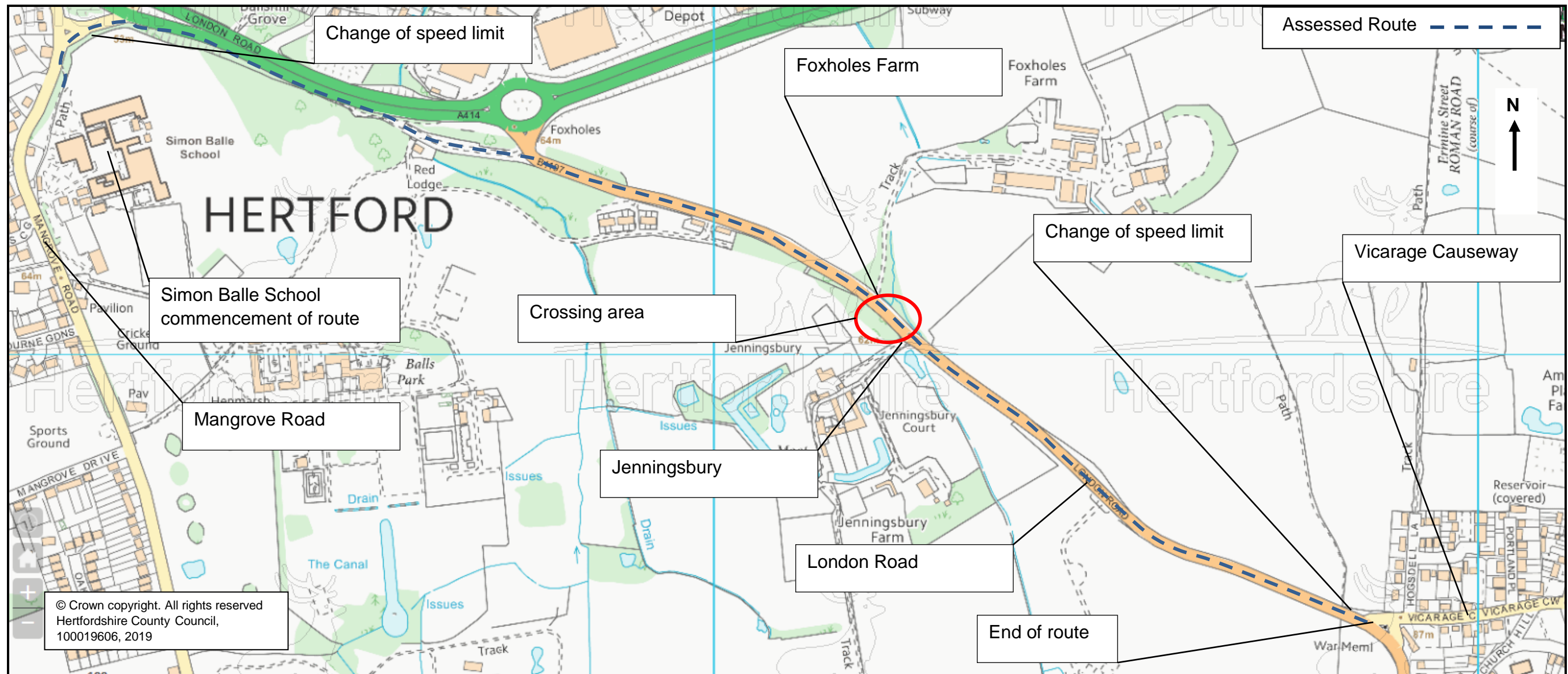
Year	Number of Collisions	Number of Casualties	Severity of Casualties			
			Fatal	Serious	Child Serious	Slight
2015*	0	0	0	0	0	0
2016	0	0	0	0	0	0
2017	2	3	0	0	0	3
2018*	0	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>

Table.2. Collision Severity per 12 month period. \* Part year data

Brief analysis of the collision data shows:

- One collision was associated with a vehicle turning right through the central reserve on the A414 London Road dual carriageway section.
- One collision was associated with a vehicle turning right out of the entrance with Foxholes Farm.
- None of the collisions occurred during the weekday morning or evening peak hours.
- None of the collisions involved pedestrians and no child casualties were reported.
- Two collisions occurred during the hours of darkness.

### 5. The Assessed Route

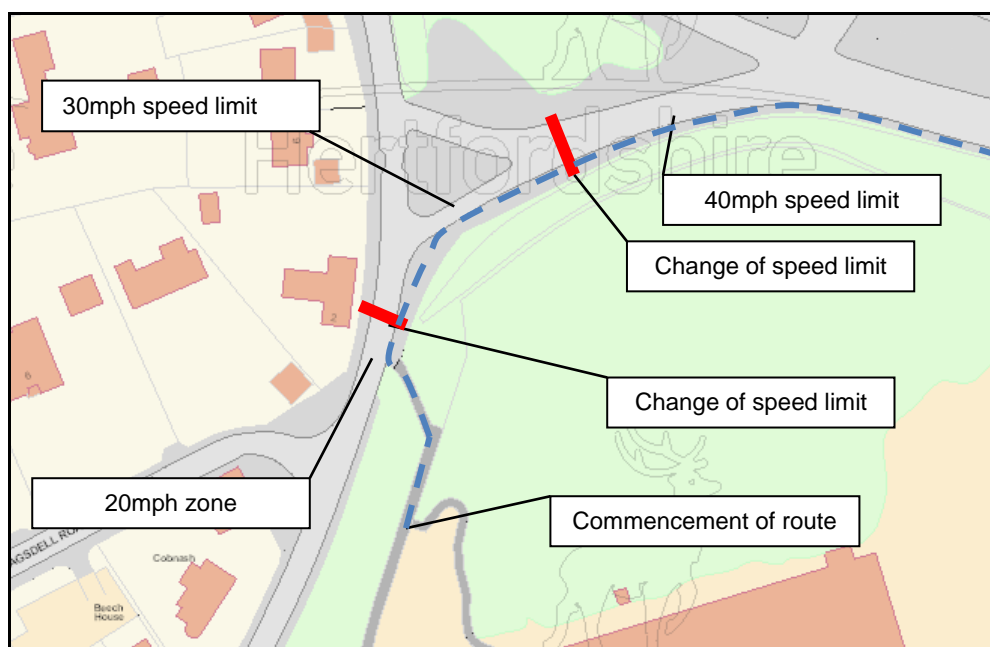


For this report the start of the route commenced at Simon Balle School pedestrian entrance located on Mangrove Road. The route terminates at the war memorial in Hertford Heath located at the junction of London Road with Vicarage Causeway

The route involves crossing London Road in the vicinity of the entrances to Foxholes Farm and Jenningsbury.

## 6. Walking Route Assessment

### 6.1 Mangrove Road to A414 London Road



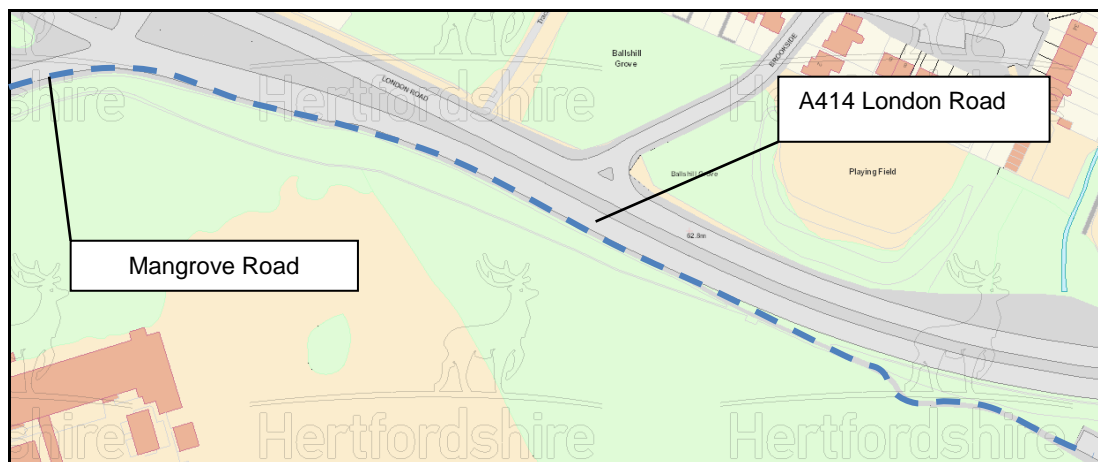
The assessed route starts at the entrance to Simon Balle School on the eastern side of Mangrove Road and continues in a northern direction to London Road.

The initial section of route is a footpath which leads to a section of footway which runs parallel to Mangrove Road. This section of route is within a 20mph zone and separated from the carriageway by areas of dense vegetation or grass verge.

The footway route continues eastwards, adjacent to a one way section of Mangrove Road, separated from the carriageway by grass verge, and changes in status to an unsegregated shared use path. The speed limit on this section of the route is 30mph.

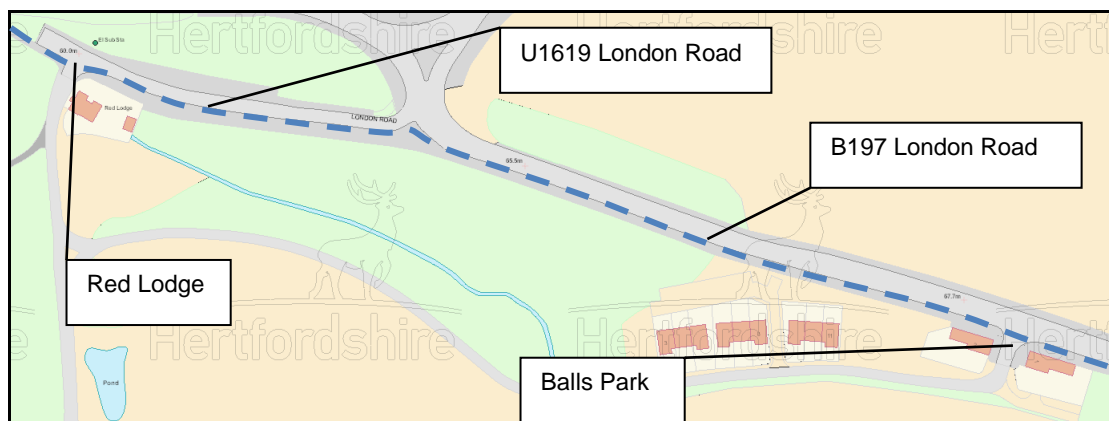
The route continues eastwards adjacent to the carriageway to London Road. The speed limit on this section of the route is 40mph.

## 6.2 A414 London Road



This section of London Road is the A414 dual carriageway with a 40mph speed limit. The footway route continues south eastwards on the unsegregated shared use path adjacent to the A414, where it then diverts away from the A414 towards an unclassified section of carriageway also known as London Road.

### 6.3 London Road - U1619 to the entrance to Balls Park

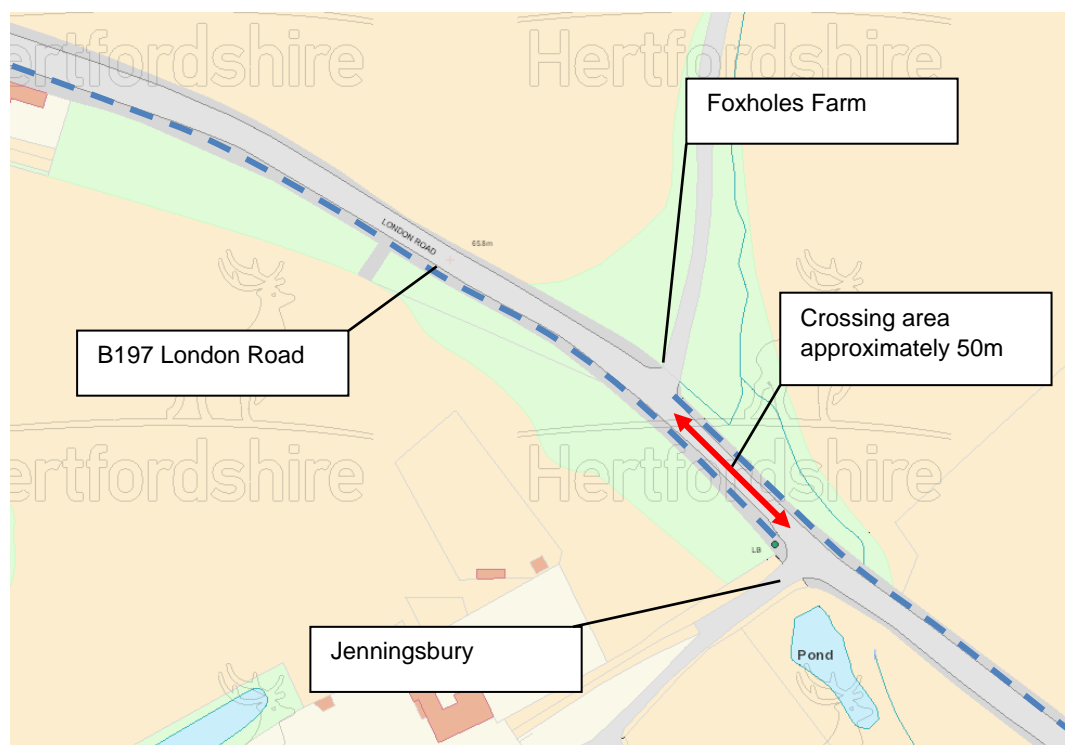


This section of the unsegregated shared use route continues adjacent to the carriageway on the southern side of the unclassified section of London Road and the B197 section of London Road. Dropped kerbs with tactile paving are provided on both sides of the entrance to Red Lodge and Balls Park. The status of the route changes from an unsegregated shared use route to a footway where the unclassified section of London Road meets the B197 section.

#### Potential Improvements:

Trimming back and siding out vegetation in some areas would be beneficial.

## 6.4 London Road - B197 to crossing point



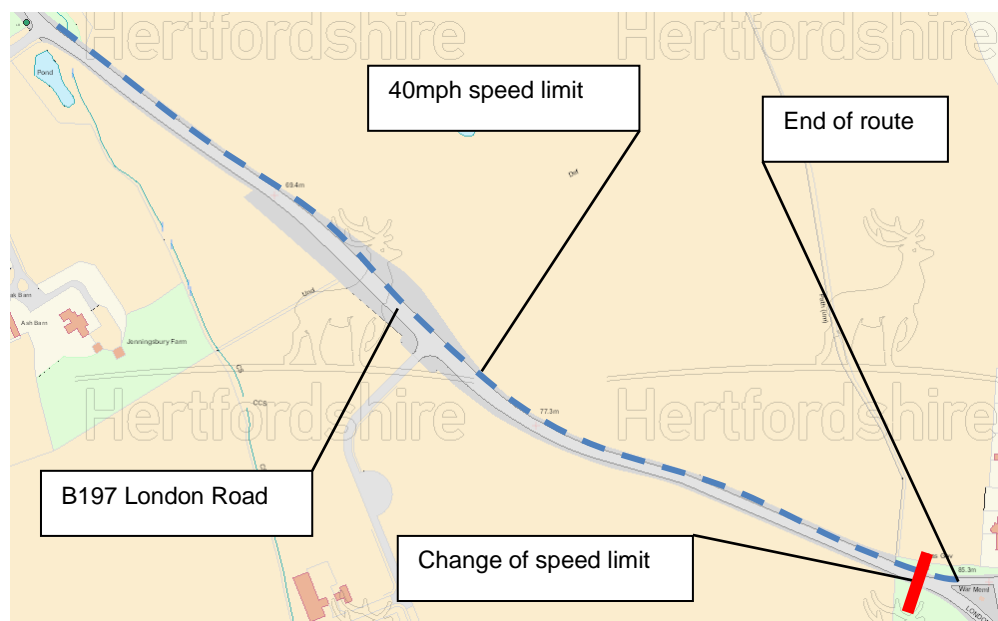
The footway route continues along the southern side of this section of London Road until the entrance to Jenningsbury where the footway terminates.

The footway route to Hertford Heath continues on the opposite side of London Road from the entrance to Foxholes Farm.

There is an approximate 50m length of London Road where there is a footway on both sides of the carriageway. No dropped kerbs or tactile paving have been provided as a fixed crossing point within this area and pedestrians are expected to make an informed judgement as to the most suitable location to cross. Due to the horizontal and vertical alignments of London Road, sight lines for pedestrians differ depending on the direction of travel.

On the day of the site inspection, Thursday 23<sup>rd</sup> May 2019, traffic was free flowing with sufficient gaps for pedestrians to cross in both directions. Numerous unaccompanied school pupils were observed crossing at this location without issue.

## 6.5 London Road crossing point to the Hertford Heath war memorial.



The footway route continues along the northern side of the carriageway within the 40mph section of London Road up to the junction with Vicarage Road, where the speed limit reduces to 30mph and the walking route ends.

Pedestrians then have a choice of alternative routes to access the village.

## **7. Conclusions**

Using the Walking Route Assessment Flow Chart set out in Road Safety GB document “Assessment of Walked Routes to School” the route between Simon Balle School and Hertford Heath is classed as a safe walking route.