

To: Clare Buckingham, Education Officer (Transport Policy & Strategy), CYPS
From: Andy Swallowe, SCP Service Manager
Report Date: 4th January 2011
Location: Route assessment from Lode Post Office to Bottisham Primary School

1. Introduction

1.1 An initial gap analysis was conducted in 2009 and found the route, where it crosses the B1102, to be unsafe because it did not meet the ROSPA/LARSOA safe gap analysis best practice i.e. there were insufficient gaps in the vehicle flows for child/adult pedestrians to cross the road safely. Following the recent installation of a signalised pedestrian crossing at the main crossing point, I received a request from Education Transport to conduct a home to school route assessment at the above location.

2. Purpose of the Report

2.1 To determine if the route is deemed safe according to the Home to School Transport Policy and to determine if there were sufficient gaps in vehicle flows to allow children to cross the road safely.

2.2 The route was assessed using 'The criteria for assessing availability of route within walking distance' from the Home to School/College Transport Policy. The LARSOA/ROSPA Traffic Census and Gap Analysis best practice was considered when assessing the safety of this route.

3.0 Background Information

3.1 Bottisham Primary School
Morning start time 09.00
Afternoon finish time 15.20/15.25

3.2 Bottisham Village College
Morning start time 08.45
Afternoon finish time 15.05

3.3 The route was assessed between the hours of 08.00 – 08.45 and 15.00 – 15.45. Distance of route 1.7 miles was measured as the shortest available route to Bottisham Village College.
Distance of route was 1.922 miles measured as the shortest available route to Bottisham Primary School

4.0. Route from Lode Post Office to Bottisham Primary School.

4.1 Depart from Lode Post Office and continue on the footpath crossing Fossage Close. Continue on the footpath and cross Millards Lane. Continue on the footpath and cross Northfields. Continue on the footpath, bear left and continue to the Puffin crossing. Cross the B1102 via the Puffin crossing and bear right on the footpath.

Continue on the footpath and bear left into Lode Road.
Continue on the footpath until you reach the bus stop where the footpath ends.
Cross Lode Road to gain access to the adjacent footpath.
Continue on the footpath which leads into Bottisham.
At this point pupils attending Bottisham Village College bear right into the college grounds.
Children attending the primary school should continue along the footpath on Lode Road crossing at the junctions of Bradfords Close and Bell Road.
Cross Lode Road and bear left into the second turning into Beechwood Avenue.

5.0 Results of the morning/afternoon peak period traffic counts conducted on the 8th December 2010.

The B1102 was the busiest road to cross and produced the following vehicle flows:

Morning vehicle flow between 08.00 and 08.45 was 870.

Afternoon vehicle flows between 15.00 and 15.45 was 521.

6.0 Local Features

6.1

- Approximate road width is 6 metres
- Approximate footpath width is between 1.6 and 2 metres.
- A Pelican crossing is present near the junction of the B1102 and Lode Road.
- Drop kerbs are present on both sides of the Puffin crossing.
- Speed limit of 40 mph
- Approximate visibility of 400 metres on both approaches
- Street lighting is present from Lode Post Office to the junction of the B1102 and Lode Road which leads into Bottisham.
- The remainder of the route is unlit

6. Conclusions

6.1 Traffic count at the junction of Lode Road and B1102.

The results of the morning survey show a vehicle flow total of 870 in a 45 minute period. This represents approximately 19 vehicles per minute or a 3.5 second gap. The minimum gap required to cross a road 6 metres wide is 6 seconds for a majority of pedestrians. This can extend to between 10 to 12 seconds for the elderly, visually impaired or disabled. However, the static crossing facility has a pedestrian phase of between 9 and 12 seconds which is acceptable to all pedestrian groups.

6.2 The results of the afternoon survey show a vehicle flow of 521 in a 45 minute period. When analysed this total produces an 11.6 second gap in vehicle flows. Therefore there were sufficient gaps for child/adult pedestrian to cross the road safely, even without the use of the signalised crossing facility.

7. Recommendations

7.1 When applying Cambridgeshire County Council's Home to School Transport Policy I find this route to be safe.

7.2 When considering ROSPA/LARSOA Traffic Census and Gap Analysis Best Practice document I find this route safe.