

Long Itchington to Southam College


Executive summary

An assessment of the most suitable walking route between Long Itchington and Southam College, has been assessed in accordance with the guidance issues by Road Safety GB in their document "Assessment of Walked Routes to School". This is in accordance with the WCC policy for Home to School Transport.

This assessment has been carried out in October 2015, by Atkins Consultants working on behalf of Warwickshire County Council.

This report identified two areas where improvements should be made to enable a safe walking route to be established.

These improvements are ongoing, and are expected to be completed by March 2017.

Signature:- .....

Carolyn Burrows

Team Leader

Traffic and Road Safety

Signature:- .....

Mark Ryder

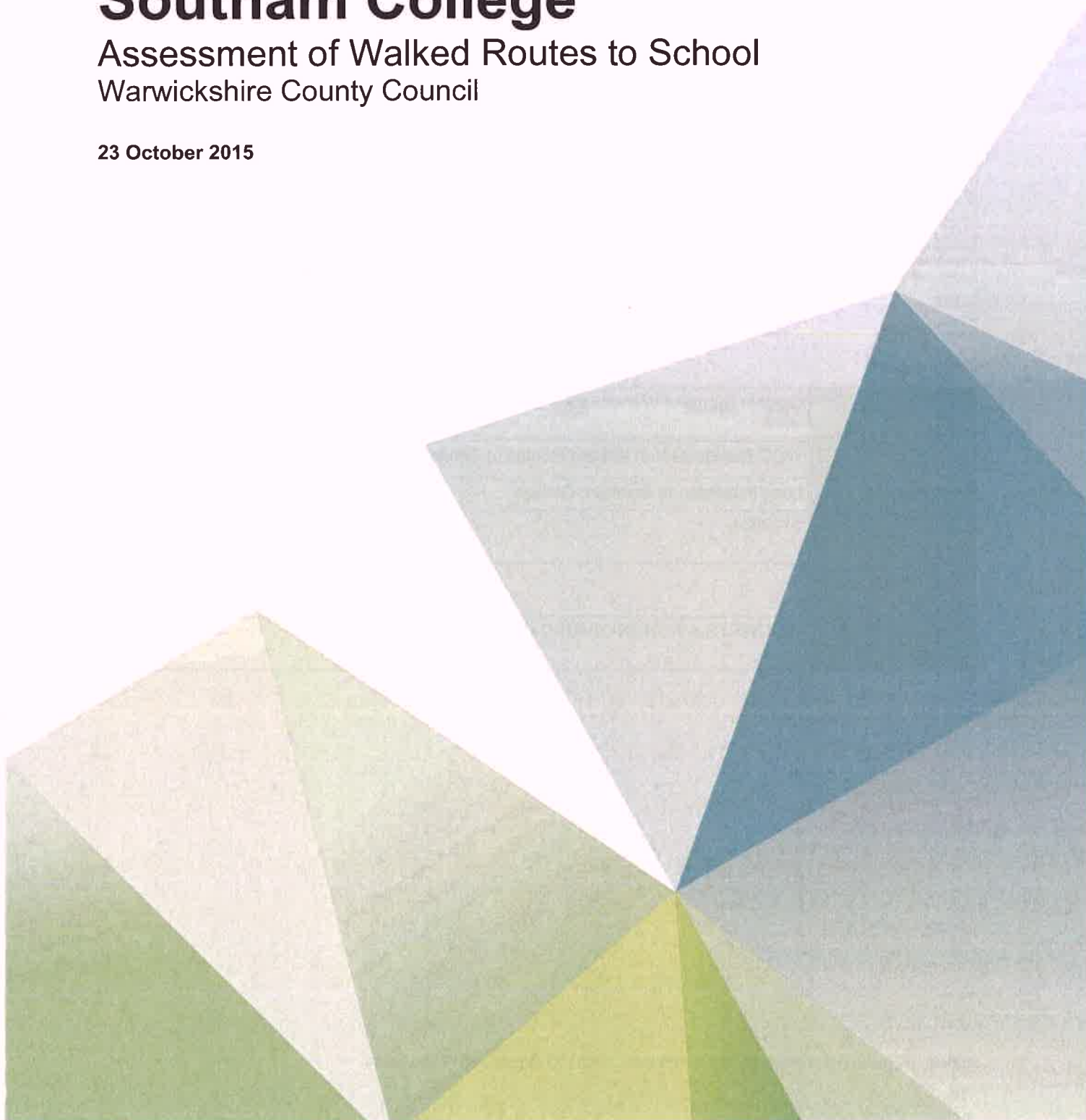
Head of Transport & Economy

Date: 22/7/2016

Long Itchington to Southam College

Assessment of Walked Routes to School
Warwickshire County Council

23 October 2015



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This document has **22** pages including Appendices and covers.

Document history

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Client signoff

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1. Introduction

1.1. Commission and Terms of Reference

Atkins Highways and Transportation has been commissioned by Warwickshire County Council to undertake an assessment of the walking routes available from Long Itchington to Southam College.

The team undertaking the assessment was as follows:

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The reviewer for this document was:

Aleksandra Jadanowska	CEng CIHT WMHA Framework Quality Coordinator, Atkins Transportation
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The assessment comprised a desktop review of the information provided in the assessment brief and site visits, which were carried out during daylight hours on 18/06/15, 19/06/15, 16/07/15, 11/09/15, 15/09/15, 05/10/15 and 15/10/15. During the site visits it was warm, dry and bright.

Atkins was provided with base mapping and route origin information by Graham Stanley of Warwickshire County Council. Details of the information provided are included in **Appendix A**.

Traffic count locations along the route are indicated on the plan included in **Appendix B**.

Traffic counts undertaken during peak periods are included in **Appendix C**.

Photograph locations along the route are indicated on the plan included in **Appendix D**.

Photographs referred to in the Appendix D plan are included in **Appendix E**.

1.2. Scope

Warwickshire County Council (WCC) currently provide free bus services to children attending their nearest qualifying school and who live within a two mile radius for children under the age of eight, extending to a three mile radius for children aged between eight and sixteen. As part of a number of proposed changes to the School Transport Policy moving forward, WCC are considering introducing 'Walking Routes to School' in order to replace the current free school bus service provided and reduce spending on school transport.

Atkins was commissioned to provide a review of the existing walking routes to schools in order to ascertain whether it is feasible and safe to remove the free school bus services. The assessment criteria used to determine the safest route enables an understanding as to the improvements which may be required to improve child safety and security, with the strategy as a whole contributing to the delivery of other benefits such as environmental improvements and health benefits.

The purpose of this report is to identify the most suitable, direct route from Long Itchington to Southam College. Sections of the route which are considered to be unsafe will be identified in order to give WCC the opportunity to review the findings in the report, and develop potential solutions. Atkins has based the assessment on criteria defined in the 'Assessment of Walked Routes to School' document, produced on behalf of Road Safety GB. These guidelines have been compiled based on existing health and safety legislation, best practice and case law.

1.3. Notes and clarifications

Atkins carried out a preliminary desktop review of the routes available from Long Itchington to Southam College. Atkins then carried out an on-site assessment of the routes, this assessment consisted of:

- walking the most suitable, direct route;
- identifying acceptable and unacceptable sections along the route in accordance with 'Assessment of Walked Routes to School' guidelines;
- measuring footway and verge widths;
- determining visibility at existing and potential crossing points;
- identifying and recording speed limits along the route;
- observing and recording the nature of prevailing traffic and pedestrian movements during both AM and PM peak times (in terms of vehicles per minute and number of acceptable gaps in the traffic) at key point(s) along each route (where appropriate), including revisiting the busiest period, and
- driving the route (where appropriate) at both AM and PM peak times.

The safest walking route was identified with consideration to the guidelines as detailed above and can be seen in both Appendix B (showing traffic count locations) and Appendix D (showing photograph locations).

This report herein provides a summary of the route shown in drawing WCCWRTS-ATK-HGN-07-DR-D-0011 (Appendix B) from Long Itchington to Southam College and should be read in conjunction with drawing WCCWRTS-ATK-HGN-07-DR-D-0012 (Appendix D) which provides the locations at which the photographs referenced within this report were taken. Appendix C contains traffic flow data obtained at the site.

A 'Red, Amber, Green' system has been used in drawings WCCWRTS-ATK-HGN-07-DR-D-0011 (Appendix B) and WCCWRTS-ATK-HGN-07-DR-D-0012 (Appendix D) in order to identify sections of the route which are 'safe', those that could be made 'safer' with investment, and sections of the route where it would not be cost effective to make any safer.

2. Route from Long Itchington to Southam College

2.1. Section A

2.1.1. Description of route

Section A is approximately 2.7km long and begins on the western footway of The Green in Long Itchington. The route continues southbound and pedestrians are required to cross Leather Street (refer to Figure 1 Appendix E), a single lane residential road, where the road name becomes A423 Southam Road.

Pedestrians continue southbound along the western footway, over the Grand Union Canal Bridge and to the junction with Model Village. At this point the western footway terminates opposite the access to the Cemex Cement Works and pedestrians are required to cross to the eastern footway of A423 Coventry Road.

The route continues along the eastern footway until it reaches roundabout junction of A426 Rugby Road / A423 Coventry Road / Coventry Road / A423 (refer to Figure 6 Appendix E).

At the roundabout pedestrians are required to cross A423 Coventry Road arm onto the western footway (refer to Figure 4 in Appendix E). Dropped kerbs are provided without tactile paving and a pedestrian refuge is available.

Pedestrians continue southbound along the western footway of A423 Coventry Road until reaching the dropped kerbs provided on Coventry Road arm of the roundabout (refer to Figure 5 in Appendix E). At this point pedestrians are required to cross Coventry Road to join the eastern footway. At this point the speed limit changes to 30mph and Section A ends.

The speed limit through this section varies from 30mph increasing to 40mph at the crossing over Grand Union Canal Bridge and to 50mph when passing the Long Itch Diner on A423 Southam Road.

The speed limit changes to National Speed Limit (60mph for cars on a single lane carriageway) approximately 30m prior to the roundabout junction of A426 Rugby Road / A423 Coventry Road / Coventry Road / A423 (refer to Figure 6 in Appendix E).

2.1.2. Available Footway / Verge width

The footway width varies between 0.6m and 1.5m throughout this section of route (refer to Figure 2 in Appendix E).

The footways throughout this section of route are of adequate width for pedestrians with consideration to the 'Assessment of Walked Routes to School' guidelines.

2.1.3. Traffic flow

This section of route experiences low to medium traffic flows during AM and PM peaks (refer to Appendix B for traffic count locations and Appendix C for traffic count data).

2.1.4. Crossings

Along the section of the route there is a requirement to cross Leather Street, a single lane residential road, at the junction with the A423 Southam Road. Dropped kerbs are present at both sides of the road and there is a central island available to allow pedestrian refuge (refer to Figure 1).

Pedestrians are also required to cross A423 Southam Road to join the western footway approximately prior to the access to The Two Boats Inn. Pedestrians will cross from the eastern footway to the western footway. No dropped kerbs or tactile paving is provided.

Pedestrians are then required to cross A423 Coventry Road at the junction with Model Village (refer to Figure 3 Appendix E). Pedestrians will cross from the western footway to the eastern footway where there are no dropped kerbs or tactile paving provided.

Pedestrians are required to cross the access to the Cemex Cement Works approximately 80m south of Model Village where no dropped kerbs or tactile paving are provided.

At the roundabout junction of A426 Rugby Road / A423 Coventry Road / Coventry Road / A423, pedestrians are required to cross both A423 Coventry Road arm and Coventry Road arm. Both crossings provide dropped kerbs but no tactile paving.

2.1.5. Route Suitability

With consideration to the 'Assessment of Walked Routes to School' guidelines the majority of this section of route has been assessed as an acceptable and highlighted as Green on drawings.

The locations at which pedestrians are required to cross A423 Southam Road have been assessed as requiring improvement and therefore highlighted as Amber on the drawings. This is due to restricted visibility around the bends in A423 Southam Road.

The location at which pedestrians are required to cross Coventry Road arm of roundabout junction A426 Rugby Road / A423 Coventry Road / Coventry Road / A423 has also been assessed as requiring improvement and highlighted as Amber on the drawings. This is also due to restricted visibility where the telecommunication equipment is present.

2.2. Section B

2.2.1. Description of route

Section B is approximately 930m long and starts on the eastern footway of Coventry Road where the speed limit changes to 30mph (refer to Figure 6 Appendix E).

The route continues southbound along Coventry Road into Southam, where pedestrians are required to cross the junctions of Merestone Close and Toll Gate Road.

Having crossed Toll Gate Road, pedestrians are required to cross to the western footway at the controlled pedestrian crossing which is provided shortly after the junction. At this point Coventry Road becomes Coventry Street. Having crossed the carriageway, pedestrians are required to turn right onto the northern footway of Welsh Road West.

Pedestrians then continue westbound along the northern footway of Welsh Road West crossing side roads of Grange Close and Springs Crescent (at two separate locations) (refer to Figure 7 Appendix E) until they reach Southam College where the route ends.

Welsh Road West is 30mph residential road with road humps throughout.

The speed limit throughout this section of route is 30mph.

Visibility is acceptable throughout this section.

The route continues along the northern footway, crossing the following side roads: Grange Close and Springs Crescent (on two separate locations).

The speed limit throughout this section is 30mph and visibility is acceptable.

2.2.2. Available Footway / Verge width

The footway width varies between 0.8m and 1.5m throughout this section of route.

The footways throughout this section of route are of adequate width for pedestrians with consideration to the 'Assessment of Walked Routes to School' guidelines.

2.2.3. Traffic flow

This section of route experiences medium to heavy traffic flows during AM and PM peaks (refer to Appendix B for traffic count locations and Appendix C for traffic count data).

2.2.4. Crossings

In this section of route pedestrians are required to cross the junction with Merestone Close where dropped kerbs are provided but not tactile paving.

There is also a requirement for pedestrians to cross the junction with Tollgate Road which does not feature either dropped kerbs or tactile paving.

Pedestrians are also required to cross Coventry Street where a controlled crossing is provided.

Once on the western footway of Coventry Street pedestrians turns right into Welsh Road West where the route runs along the northern footway. Pedestrians are required to cross the following side roads: Grange Close and Springs Crescent (both locations). At these side roads there are relatively low vehicle speeds with a speed limit of 30mph, sufficient gaps were observed in the traffic flow with visibility enabling enough opportunity to cross safely.

The side road junctions of Grange Close and Springs Crescent (both locations) are crossed via dropped kerbs and tactile paving.

2.2.5. Route Suitability

With consideration to the 'Assessment of Walked Routes to School' guidelines this section of route has been assessed as an acceptable walking route and highlighted as Green on the drawings. This is due to the availability of footways and adequate visibility at crossing points.

Appendices

Appendix A.

Drawings provided by Warwickshire County Council

The following is a list of drawings provided to the assessment team by Warwickshire County Council.

Drawing Number	Revision	Title
H2S100-01	-	Home to School Southam College 3 mile radius



Key:

- 3 Mile Radius.
- Southam College.
- Student Collection Areas and Numbers.

	Drawing title	HOME TO SCHOOL SOUTHAM COLLEGE 3 MILE RADIUS			
Drawn by	Checked by				
PW	GS	Date	June 2015		
Scale	NTS @ A3_L				Drawing number
		H2S100-01			Project title
		HOME TO SCHOOL			
REV	DATE	BY	CHK	AMENDMENT	NOTES
-	-/-	-	-	-	-
-	-/-	-	-	-	-
-	-/-	-	-	-	-
-	-/-	-	-	-	-
<p>H:\RoadSales\H\H\SRTS\Home to School Routes\Stratford\Southam\H2S100-01 - 3M Radius Southam College.dwg Based on Ordnance Survey mapping with the permission of the Controller of HMSO © Crown Copyright and database right 2011. Ordnance Survey 100018230 Unauthorised reproduction infringes copyright and may lead to prosecution in civil proceedings. Warwickshire County Council</p>					
<p>COMMUNITIES Media Strategy Strategic Director for Communities Graeme Filson BSc, MSc, C.Eng, MICE Head of Transport for Warwickshire communities@warwickshire.gov.uk www.warwickshire.gov.uk</p>					

Appendix B.

Traffic Count Locations

Long Itchington to Southam College

(WCCWRTS-ATK-HGN-07-DR-D-0011)

Appendix C. Traffic Counts

Traffic counts were undertaken at a number of locations during AM and PM peaks. Refer to Table 1 for traffic count data. In accordance with the 'Assessment of Walked Routes to School' Guidelines, Table 2 defines the traffic count classification and passenger car equivalent values.

The number of gaps in each 5 minute period at each location and at each time exceeded the sufficient number (4 gaps) suggested in the 'Assessment of Walked Routes to School' Guidelines which suggests that the roads can be crossed without too much delay.

Count	Location	AM or PM Peak	Date	Time	Count per 5 min							
					Car	Van	Bus	Lorry	M/C	Cycle	Ped	
1	THE GREEN	AM	16/07/2015	08:25	30	0	0	0	0	0	0	5
		PM	16/07/2015	15:10	25	3	0	0	0	0	0	2
		AM	15/10/2015	08:25	21	1	0	0	0	0	0	3
2	A423 SOUTHAM ROAD	AM	16/07/2015	08:45	50	7	2	4	0	0	0	1
		PM	16/07/2015	15:30	42	13	2	4	0	0	0	0
		AM	05/10/2015	08:45	42	13	2	4	0	0	0	0
3	COVENTRY STREET SOUTHAM	AM	18/06/2015	08:45	43	5	1	2	1	0	0	5
		PM	18/06/2015	15:15	50	11	3	0	0	0	0	15
		PM	11/09/2015	15:15	39	1	1	0	0	0	0	33
4	WELSH ROAD WEST	AM	19/06/2015	08:10	55	8	6	0	1	2	23	
		PM	19/06/2015	15:30	60	3	5	0	0	0	77	
		AM	15/09/2015	08:10	39	6	4	0	0	0	1	19

Table 1 Traffic count data (refer to drawing WCCWRTS-ATK-HGN-07-DR-D-0011 for traffic count locations)

Count	Location	AM or PM Peak	Date	Time	Equivalent veh / hour	Suggested flow level classification	Passenger car equivalent values (PCUs) per hour	Gaps per 5 min
1	THE GREEN	AM	16/07/2015	08:25	360	Low traffic flow	360	> 4 gaps
		PM	16/07/2015	15:10	336	Low traffic flow	408	> 4 gaps
		AM	15/10/2015	08:25	264	Low traffic flow	288	> 4 gaps
2	A423 SOUTHAM ROAD	AM	16/07/2015	08:45	756	Medium traffic flow	876	> 4 gaps
		PM	16/07/2015	15:30	732	Medium traffic flow	852	> 4 gaps
		AM	05/10/2015	08:45	732	Medium traffic flow	852	> 4 gaps
3	COVENTRY STREET SOUTHAM	AM	18/06/2015	08:45	624	Medium traffic flow	678	> 4 gaps
		PM	18/06/2015	15:15	768	Medium traffic flow	804	> 4 gaps
		PM	11/09/2015	15:15	492	Medium traffic flow	504	> 4 gaps
4	WELSH ROAD WEST	AM	19/06/2015	08:10	864	Heavy traffic flow	914	> 4 gaps
		PM	19/06/2015	15:30	816	Medium traffic flow	876	> 4 gaps
		AM	15/09/2015	08:10	600	Medium traffic flow	640	> 4 gaps

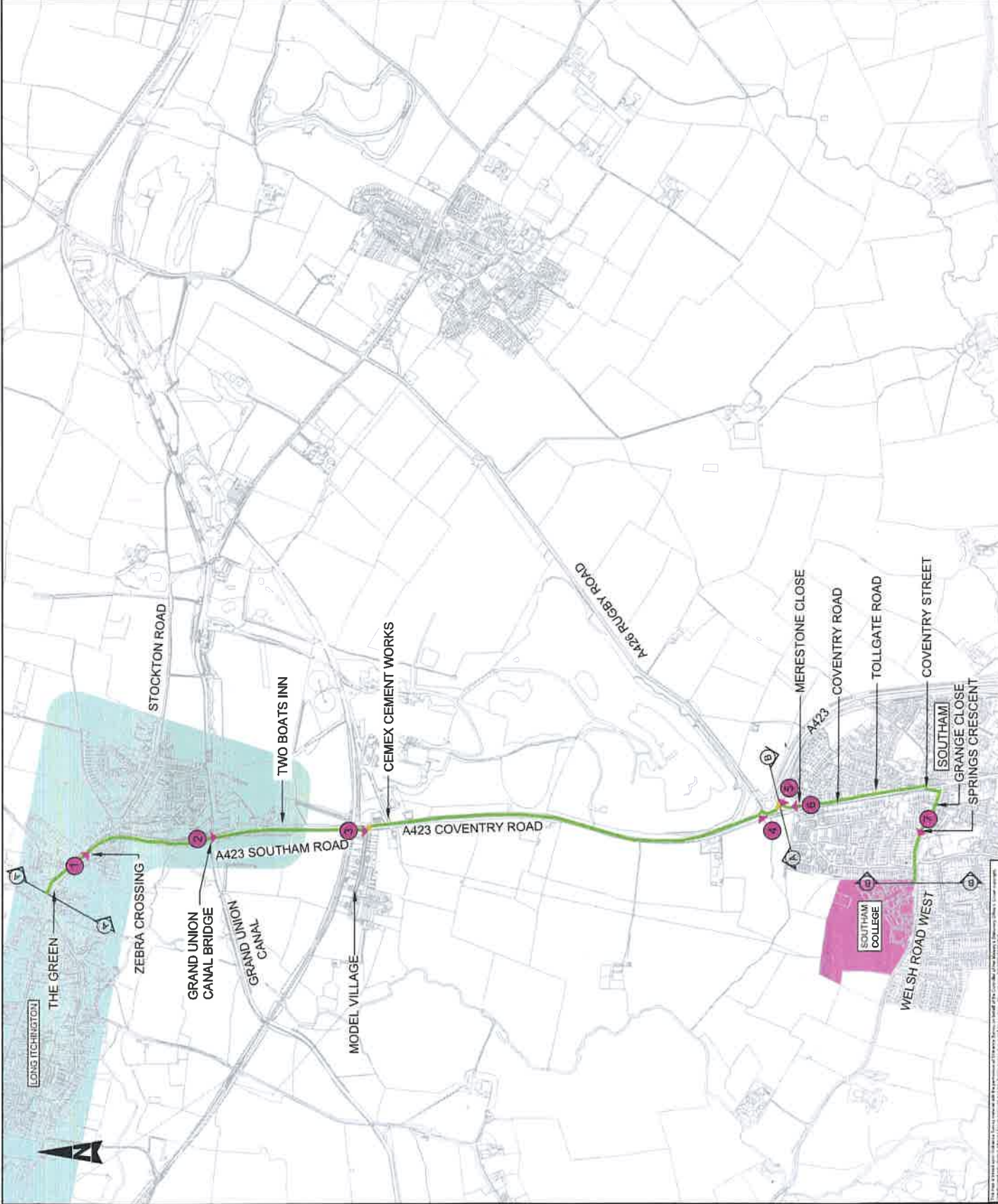
Table 2 'Assessment of Walked Routes to School' traffic count classification, passenger car equivalent values (PCUs) and gaps in traffic flow (refer to drawing WCCWRTS-ATK-HGN-07-DR-D-0011 for traffic count locations)

Appendix D.

Photograph Locations

Long Itchington to Southam College

(WCCWRTS-ATK-HGN-07-DR-D-0012)



- NOTES**
1. THIS DRAWING IS NOT TO BE SCALED.
 2. WALKING ROUTES HAVE BEEN ASSESSED USING THE SCHOOL DOCUMENT PRODUCED ON BEHALF OF ROAD SAFETY GB.
 3. DRAWING TO BE READ IN CONJUNCTION WITH REPORT REFERENCE WCCWRRTS-ATK-19-0008.



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

The information in this document is intended to provide a general overview of the route and is not intended to be used as a substitute for a detailed assessment of the route. The route is intended to be used as a guide only and is not intended to be used as a substitute for a detailed assessment of the route.

Section	Start	End	Distance	Notes
1	0.0	0.5	0.5	Unacceptable walking route
2	0.5	1.0	0.5	Section of route requires improvement
3	1.0	2.0	1.0	Route complies with current route

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Warwick Road to School

LONG ITCHINGTON TO SOUTHAM COLLEGE

APPENDIX D - PHOTOGRAPH LOCATIONS

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Appendix E. Photographs

(Refer to drawing WCCWRTS-ATK-HGN-07-DR-D-0012 for photograph locations)



Figure 1 Existing crossing location at Leather Street junction with the A423 Southam Road



Figure 2 Footway on A423 Southam Road over Grand Union Canal Bridge



Figure 3 Junction of Model Village with the A423 Southam Road



Figure 4 View looking east from the western footway of the A423 Coventry Road



Figure 5 View looking west over the splitter island from the eastern side of Coventry Road at the roundabout junction



Figure 6 View looking west over the splitter island from the eastern side of Coventry Road at the roundabout junction



Figure 7 Northern footway on Welsh Road West at the first junction with Springs Crescent

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