

Tredington to Shipston High School

Executive summary

An assessment of the most suitable walking route between the village of Tredington and Shipston High School, Shipston, 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 March 2016, by Atkins Consultants working on behalf of Warwickshire County Council.

As detailed within the report, all sections of the route have been assessed as 'Green', and are therefore considered to be safe for an accompanied child to walk to school.

Status – Acceptable Walking Route

Signature:- 

Carolyn Burrows

Team Leader

Traffic and Road Safety

Signature:- 

Mark Ryder

Head of Transport & Economy

Date: 11/10/2016

Tredington to Shipston High School

Assessment of Walked Routes to School
Warwickshire County Council

7 April 2016



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Atkins assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents

This document has 31 pages including Appendices and covers.

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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 walked route available from Tredington to Shipston High School.

The team undertaking the assessment was as follows:

Pavitter Virdi	MEng (Hons) Engineer, Atkins Transportation
Ed Moore	Technician, 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 02/03/2016 and 03/03/2016. The weather conditions during the site visits were cold, wet and windy.

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 'Walked 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 Tredington to Shipston High School. 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

WCC carried out a preliminary desktop review of the routes available from Tredington to Shipston High School. Atkins then carried out a desktop review and on-site assessment of the preferred route, this assessment consisted of:

- walking the preferred 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-16-DR-D-0001 (Appendix B) from Tredington to Shipston High School and should be read in conjunction with drawing WCCWRTS-ATK-HGN-16-DR-D-0002 (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-16-DR-D-0001 (Appendix B) and WCCWRTS-ATK-HGN-16-DR-D-0002 (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 Tredington to Shipston High School

2.1. Section A

2.1.1. Description of route

Section A is approximately 2.56km in length and commences on the eastern footway of A3400 Stratford Road adjacent to a bus stop situated north of an unnamed side road leading to residential properties (refer to Figure 1 Appendix E). The speed limit is 30mph at this location.

Pedestrians proceed southbound on the eastern footway of A3400 Stratford Road for approximately 20m and are required to cross an unnamed side road junction leading to residential properties (refer to Figure 2 Appendix E). The visibility at the crossing location is acceptable from all approaches.

After crossing the unnamed side road pedestrians continue southbound on the eastern footway for approximately 80m and cross an unnamed side road junction leading to 'Fosse View Cottages' (refer to Figure 3 Appendix E). The visibility at the crossing location is poor for vehicles travelling westbound on the unnamed side road. At the time of the site visit low traffic flows were observed at the junction.

Having crossed the unnamed side road junction pedestrians continue southbound on the eastern footway of A3400 Stratford Road and cross three accesses to residential properties. Approximately 120m beyond the unnamed side road junction leading to 'Fosse View Cottages' pedestrians are required to cross another unnamed side road junction leading to residential properties and 'St. Gregory's Church' (refer to Figure 4 Appendix E). The visibility at the crossing location is acceptable and at the time of the site visit low traffic flows were observed.

Continuing southbound on the eastern footway of A3400 Stratford Road for approximately 100m pedestrians cross the access to a residential property named 'Tredington House'. Immediately after the access to 'Tredington House' pedestrians approach a speed limit change (refer to Figure 5 Appendix E). The speed limit changes from 30mph to National Speed Limit (60mph for cars on a signal carriageway) at this location.

Pedestrians continue southbound on the eastern footway of A3400 Stratford Road for approximately 110m and cross the access to a residential property named 'Tall Trees'. After a further 220m (approximate) pedestrians cross a field access.

Having crossed the field access pedestrians continue southbound on the eastern footway for approximately 410m and transition onto a significantly narrower footway within the verge (refer to Figure 6 Appendix E). Pedestrians continue southbound on the narrower footway of A3400 Stratford Road for approximately 310m and transition back onto a wider footway running adjacent to the carriageway. The width of the narrower footway is reduced at several locations due to overgrown verge.

Continuing southbound on the eastern footway of A3400 for approximately 420m pedestrians are required to cross an unnamed side road junction leading to Honington (refer to Figure 7 Appendix E), approximately 10m in width. Visibility is obscured for traffic travelling westbound on the unnamed road by stone pillars, however at the time of the site visit low traffic flow was observed.

Having crossed the unnamed side road junction leading to Honington pedestrians continue southbound on the eastern footway for approximately 50m and transition onto a significantly narrower footway within the verge. Pedestrians continue southbound on the narrower footway of A3400 Stratford Road for approximately 160m and transition back onto a wider footway running adjacent to the carriageway. The width of the narrower footway is reduced at several locations due to overgrown verge.

Continuing southbound on the eastern footway of A3400 Stratford Road for approximately 230m pedestrians cross an access to a residential property named 'Greystones'. Pedestrians continue southbound for a further 230m (approximate) and cross a field access.

Approximately 90m beyond the field access pedestrians approach a speed limit change and the end of Section A (refer to Figure 8 Appendix E). The speed limit changes from National Speed Limit (60mph for cars on a single carriageway) to 30mph at this location.

2.1.2. Available Footway / Verge width

The footway in Section A varies in width from 0.5m to 1.5m. The footway width is reduced at several locations due to overgrown verge.

2.1.3. Traffic flow

Section A experiences 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

Pedestrians are required to cross several side road junctions, accesses to residential properties and field accesses along Section A of the route as follows:

- Pedestrians are required to cross four unnamed side road junctions without dropped kerbs or tactile paving (refer to Figures 2, 3, 4 & 7 Appendix E respectively). At all four crossing locations low traffic flows were observed at the time of the site visit.
 - The visibility at the crossing location at the unnamed road leading to residential properties is acceptable (refer to Figure 2 Appendix E).
 - The visibility at the crossing location at the unnamed road leading to 'Fosse View Cottages' is poor for vehicles travelling westbound (refer to Figure 3 Appendix E).
 - The visibility at the crossing location at the unnamed road leading to residential properties and 'St. Gregory's Church' is acceptable (refer to Figure 4 Appendix E).
 - The visibility at the crossing location at the unnamed road leading to Honington is obscured for westbound traffic by stone pillars (refer to Figure 7 Appendix E).

2.1.5. Route Suitability

With consideration to the 'Assessment of Walked Routes to School' guidelines Section A has been assessed as an acceptable walking route and highlighted as Green on the drawings. This assessment is based on the availability of footway, acceptable visibility at crossing locations and the low traffic flows observed at all crossing locations.

2.2. Section B

2.2.1. Description of route

Section B is approximately 1.20km in length and commences on the eastern footway of A3400 Stratford Road at the speed limit change (refer to Figure 8 Appendix E). The speed limit at this location is 30mph.

Pedestrians continue southbound on the eastern footway of A3400 Stratford Road for approximately 110m and cross an access road leading to a housing development site (refer to Figure 9 Appendix E). At the time of the site visit construction works were taking place and the access road was in frequent use by construction plant and vehicles.

Continuing southbound on the eastern footway of A3400 Stratford Road for approximately 50m pedestrians are required to cross the side road junction of Caudlewell Drive (refer to Figure 10 Appendix E). The visibility at the crossing is acceptable.

Immediately after crossing the side road junction of Caudlewell Drive pedestrians cross an access to a car parking area to the rear of residential properties.

Continuing southbound on the eastern footway of A3400 Stratford Road for approximately 25m pedestrians transition onto a narrower footway separated from the carriageway by a verge. Pedestrians continue southbound on the narrower footway for approximately 65m and are then required to cross the side road junction of River Way (refer to Figure 11 Appendix E). The visibility at the crossing location is acceptable.

Having crossed the side road junction of River Way pedestrians continue southbound on the eastern footway of A3400 Stratford Road and cross three accesses to 'Ellen Badger Hospital' at respective distances of 60m, 90m and 125m from the side road junction of River Way.

Approximately 10m south of the third access to 'Ellen Badger Hospital' pedestrians are required to cross A3400 Stratford Road using the uncontrolled crossing point and pedestrian refuge (refer to Figure 12 Appendix E). The visibility at the crossing location is acceptable.

Pedestrians proceed southbound on the western footway of A3400 Stratford Road and cross a number of accesses to residential properties. Approximately 90m beyond the uncontrolled crossing point pedestrians are required to turn right onto the northern footway of Watery Lane (refer to Figure 13 Appendix E). The footway width is significantly reduced locally at the junction of A3400 Stratford Road and Watery Lane (refer to Figure 14 Appendix E).

Continuing westbound on the northern footway of Watery Lane pedestrians cross a number of accesses to residential properties. After approximately 140m pedestrians reach the junction of Station Road and are required to cross the carriageway onto the western footway (refer to Figure 15 Appendix E). The visibility at the crossing location is acceptable from all approaches.

Having crossed Station Road pedestrians continue southbound on the western footway and immediately approach the junction of Tilemans Lane. Pedestrians are required to cross the junction of Tilemans Lane onto the southern footway (refer to Figure 16 Appendix E).

Pedestrians proceed westbound on the southern footway of Tilemans Lane for approximately 230m and cross the vehicular access to 'Shipston Primary School'.

Continuing westbound on the southern footway for approximately 65m pedestrians are required to cross the side road junction of Brickfield Drive (refer to Figure 17 Appendix E). The carriageway crossing width of Brickfield Drive is approximately 10m and the visibility is acceptable.

Having crossed Brickfield Drive pedestrians continue westbound on the southern footway of Tilemans Lane and cross a number of accesses to residential properties. After approximately 70m pedestrians are required to turn left onto a public footpath (refer to Figure 18 Appendix E). The footway width on Tilemans Lane is reduced at several locations along this section of the route due to lamp columns.

Pedestrians continue southbound on the public footpath for approximately 150m and approach the eastern footway of Darlingscote Road (refer to Figure 19 Appendix E). Pedestrians turn right and immediately approach a zebra crossing and are required to cross Darlingscote Road using the controlled crossing onto the western footway (refer to Figure 20 Appendix E).

Having crossed Darlingscote Road pedestrians continue southbound on the available footpath within the verge for approximately 50m and approach the eastern footway of Hay Meadow.

Pedestrians turn left onto the eastern footway of Hay Meadow and immediately approach an uncontrolled crossing point. Pedestrians are required to cross Hay Meadow onto the western footway using the uncontrolled crossing point (refer to Figure 21 Appendix E). The visibility at the crossing location is acceptable.

Having crossed Hay Meadow onto the western footway pedestrians continue westbound for approximately 10m and approach their destination, Shipston High School.

2.2.2. Available Footway / Verge width

The footway in Section B varies in width from 0.5m to 2.0m. The footway width is reduced at several locations due to street lighting columns being positioned within the footway.

The footpath in Section B between Tilemans Lane and Darlingscote Road and Darlingscote Road and Hay Meadow is 1.5m wide.

2.2.3. Traffic flow

Traffic counts were taken at three locations in Section B;

- A3400 Stratford Road (junction of Watery Lane) 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).
- Station Road (junction of Watery Lane) experiences low traffic flows during AM and PM peaks (refer to Appendix B for traffic count locations and Appendix C for traffic count data).
- Hay Meadow (adjacent to Shipston High School) experiences medium 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

Pedestrians are required to cross several side road junctions and accesses to residential properties and commercial premises along Section B of the route as follows:

- Pedestrians are required to cross a number of accesses to residential properties, a housing development site and three accesses to Ellen Badger Hospital.
- Pedestrians are required to cross the side road junction of Caudlewell Drive (refer to Figure 10 Appendix E). The crossing has dropped kerbs and tactile paving and visibility is acceptable.
- Pedestrians are required to cross the side road junction of River Way (refer to Figure 11 Appendix E). The crossing has dropped kerbs without tactile paving and visibility is acceptable.
- Pedestrians are required to cross A3400 Stratford Road (refer to Figure 12 Appendix E). The crossing location features dropped kerbs without tactile paving and a pedestrian refuge. The visibility at the crossing location is acceptable.
- Pedestrians are required to cross Station Road (refer to Figure 15 Appendix E). The crossing does not feature dropped kerbs or tactile paving. The visibility at the crossing location is acceptable.
- Pedestrians are required to cross Tilemans Lane (refer to Figure 16 Appendix E). The crossing point features dropped kerbs with tactile paving and the visibility is acceptable.

- Pedestrians are required to cross Brickfield Lane (refer to Figure 17 Appendix E). The crossing point features dropped kerbs with tactile paving and the visibility is acceptable.
- Pedestrians are required to cross Darlingscote Road using the controlled zebra crossing with tactile paving (refer to Figure 20 Appendix E). The visibility at the crossing location is acceptable.
- Pedestrians are required to cross Hay Meadow using the controlled crossing point featuring dropped kerbs and tactile paving (refer to Figure 21 Appendix E). The visibility at the crossing location is acceptable.

2.2.5. Route Suitability

With consideration to the 'Assessment of Walked Routes to School' guidelines Section B has been assessed as an acceptable walking route and highlighted as Green on the drawings. This assessment is based on the availability of footway and acceptable visibility at crossing locations.

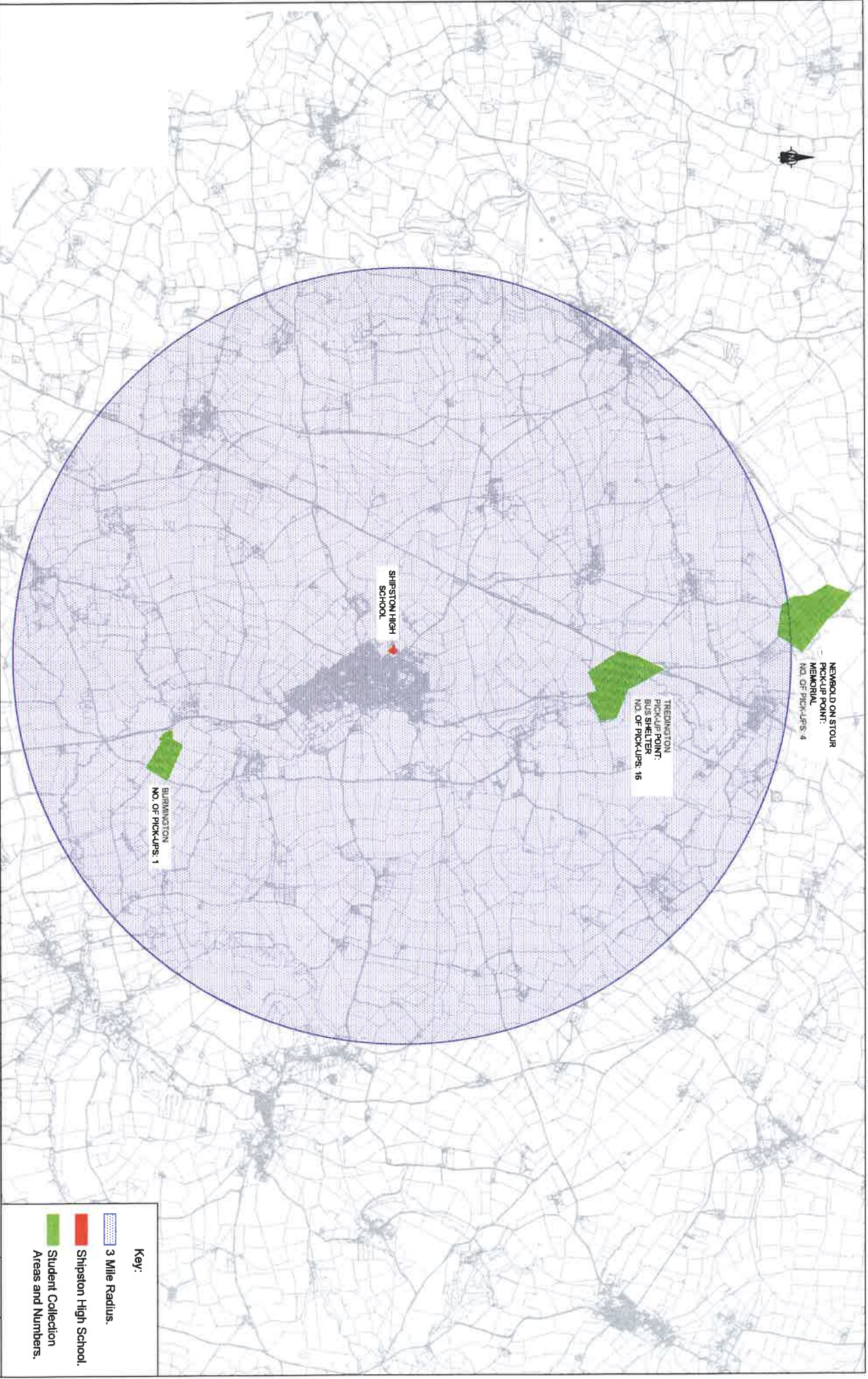
Appendices

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
H2S100-14	-	Home to School Shipston High School 3 Mile Radius



Key:

- 3 Mile Radius.
- Shipston High School.
- Student Collection Areas and Numbers.

Warwickshire County Council PO Box 43, 10th Floor Warwick, CV34 4XZ Tel: (01925) 410416 Fax: (01925) 410416 www.warwickshire.gov.uk public.communications@warwickshire.gov.uk		COMMUNITIES Mentor Property Strategic Director for Communities Graeme Phipps BSc, MSc, C Eng, MICE Head of Transport for Warwickshire		
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Drawing title HOME TO SCHOOL SHIPSTON HIGH SCHOOL 3 MILE RADIUS				Drawn by PW
Project title HOME TO SCHOOL				Checked by GS
Date June 2015				Scale NTS @ A3_L
Drawing number H2S100-14				

Appendix B.

Traffic Count Locations

(WCCWRTS-ATK-HGN-16-DR-D-0001)



1. THE DRAWING IS NOT TO BE SCALED
2. WALLS AND DOORS HAVE BEEN MEASURED USING THE 2" X 4" STUDS AND DOORS MEASURED USING THE 2" X 6" STUDS. DOCUMENT PRODUCED ON BASIS OF HAND SURVEY OR.
3. DRAWING TO BE READ IN CONJUNCTION WITH REPORT REFERENCE WORKMAN'S DRAWING (H-1000)
4. PER LENGTH AND SPEED LIMIT DETAILS OF SECTIONS A & B. REFER TO TABLE 1.

B

DELINQUENT BEHAVIOR MATTERS

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Source: *Journal of the American Statistical Association*, 1997, Vol. 92, No. 439, pp. 1092-1103.

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Wainwrightshire County Council
Walked Routes to School

Drumming Title

TREDINGTON TO

SHIPSTON HIGH SCHOOL
APPENDIX B - TRAFFIC COUNT LOCATIONS

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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	A3400 Stratford Road (adjacent to The White Lion PH)	AM	02/03/16	08:00	44	6	0	1	0	0	3
		PM	02/03/16	15:40	41	3	2	3	1	0	0
		AM	03/03/16	08:00	57	8	1	3	0	0	2
2	A3400 Stratford Road (junction of Watery Lane)	AM	02/03/16	08:10	53	6	1	2	0	0	1
		PM	02/03/16	15:30	41	6	1	0	0	1	0
		AM	03/03/16	08:10	67	11	1	4	0	0	1
3	Station Road (junction of Watery Lane)	AM	02/03/16	08:20	25	2	2	2	0	0	18
		PM	02/03/16	15:20	27	1	2	0	0	0	30
		AM	03/03/16	08:20	17	7	1	0	0	0	9
4	Hay Meadow (adjacent to Shipston High School)	AM	02/03/15	08:30	62	1	2	0	0	0	30
		PM	02/03/16	15:10	39	2	2	0	0	0	45
		AM	03/03/16	08:30	60	3	1	1	0	0	42

Table 1 Traffic count data (refer to drawing WCCWRTS-ATK-HGN-16-DR-D-0001 for traffic count locations)

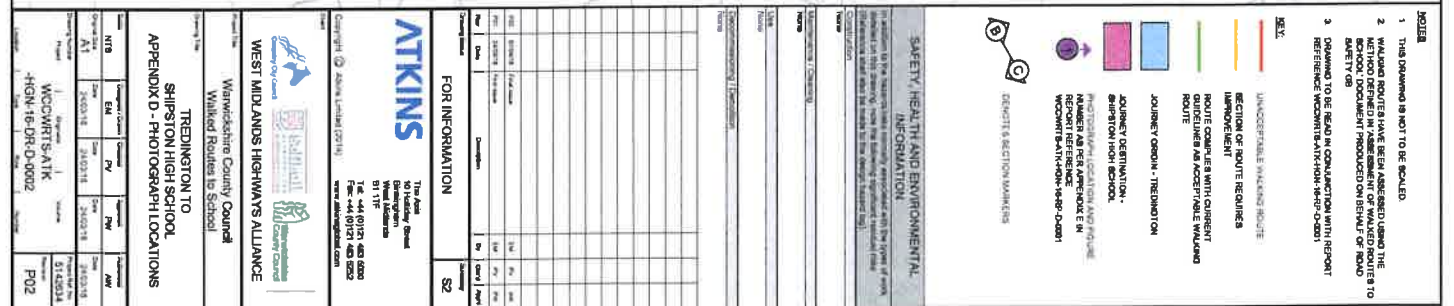
Count	Location	AM or PM Peak	Date	Time	Equivalent veh / hour	Suggested flow level classification	Passenger car equivalent values (PCUs) per hour	Gaps per 5 min
1	A3400 Stratford Road (adjacent to The White Lion PH)	AM	02/03/16	08:00	612	Medium traffic flow	636	> 4 gaps
		PM	02/03/16	15:40	600	Medium traffic flow	690	> 4 gaps
		AM	03/03/16	08:00	828	Medium traffic flow	912	> 4 gaps
2	A3400 Stratford Road (junction of Watery Lane)	AM	02/03/16	08:10	744	Medium traffic flow	804	> 4 gaps
		PM	02/03/16	15:30	588	Medium traffic flow	592	> 4 gaps
		AM	03/03/16	08:10	996	Heavy traffic flow	1104	> 4 gaps
3	Station Road (junction of Watery Lane)	AM	02/03/16	08:20	372	Low traffic flow	444	> 4 gaps
		PM	02/03/16	15:20	360	Low traffic flow	384	> 4 gaps
		AM	03/03/16	08:20	300	Low traffic flow	312	> 4 gaps
4	Hay Meadow (adjacent to Shipston High School)	AM	02/03/15	08:30	780	Medium traffic flow	804	> 4 gaps
		PM	02/03/16	15:10	516	Medium traffic flow	540	> 4 gaps
		AM	03/03/16	08:30	780	Medium traffic flow	816	> 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-16-DR-D-0001 for traffic count locations)

Appendix D.

Photograph Locations

(WCCWRTS-ATK-HGN-16-DR-D-0002)



Appendix E. Photographs

(Refer to drawing WCCWRTS-ATK-HGN-016-DR-D-0002 in Appendix D for photograph locations)



Figure 1: Start of route, eastern footway of A3400 Stratford Road



Figure 2: Junction of A3400 Stratford Road and unnamed side road leading to residential properties



Figure 3: Junction of A3400 Stratford Road and unnamed side road leading to 'Fosse View Cottages'



Figure 4: Junction of A3400 Stratford Road and unnamed side road leading to residential properties and 'St. Gregory's Church'



Figure 5: Speed limit change on A3400 Stratford Road taken from eastern footway



Figure 6: Narrowing of eastern footway of A3400 Stratford Road



Figure 7: Junction of A3400 Stratford Road and unnamed side road leading to Honington



Figure 8: Start of Section B, speed limit change on A3400 Stratford Road taken from eastern footway



Figure 9: Access road leading to housing development site on A3400 Stratford Road



Figure 10: Junction of Caudlewell Drive with A3400 Stratford Road



Figure 11: Junction of River Way with A3400 Stratford Road



Figure 12: Crossing location on A3400 Stratford Road

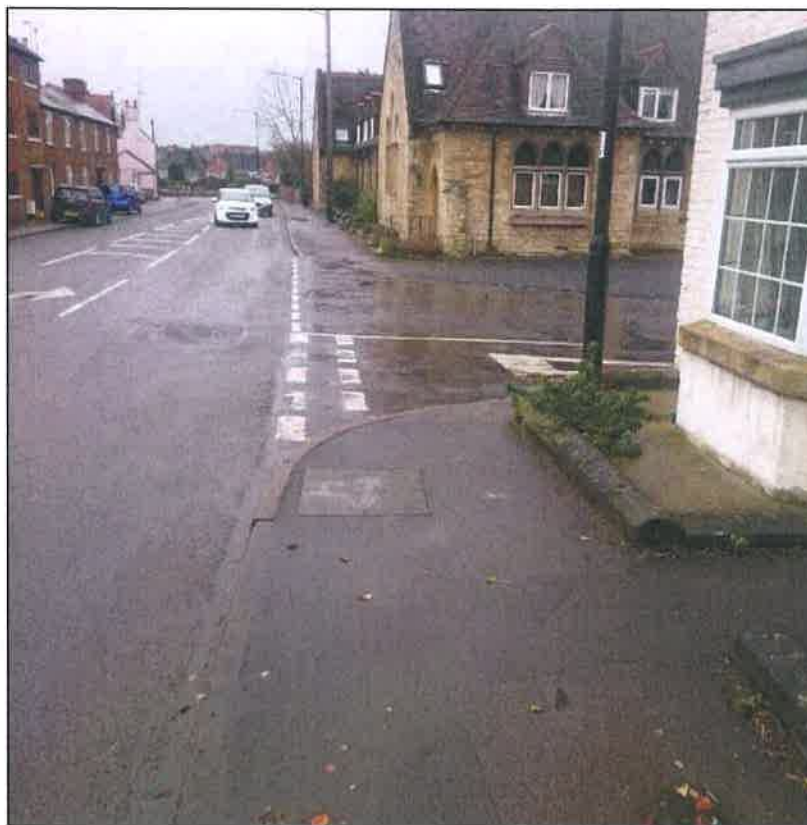


Figure 13: Junction of Watery Lane with A3400 Stratford Road

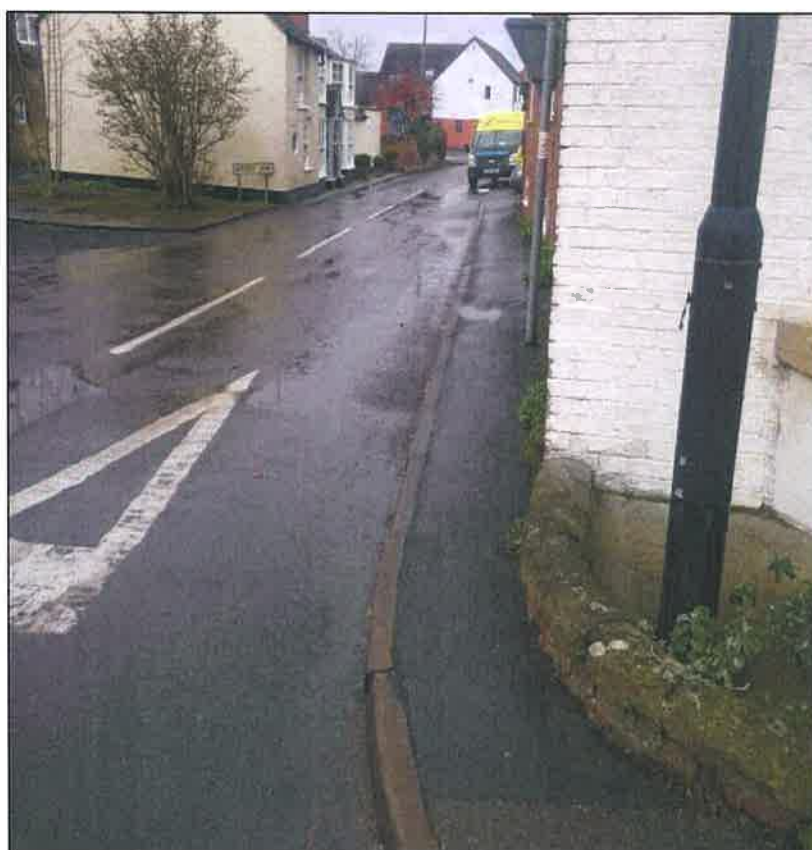


Figure 14: Narrow northern footway of Watery Lane



Figure 15: Crossing location on Station Road taken from the southern footway on Watery Lane



Figure 16: Uncontrolled crossing point on Tilemans Lane taken from the southern footway on Watery Lane



Figure 17: Junction of Brickfield Lane with Tilemans Lane



Figure 18: Public footpath, taken from Tilemans Lane



Figure 19: End of public footpath and eastern footway of Darlingscote Road



Figure 20: Zebra crossing on Darlingscote Road



Figure 21: Uncontrolled crossing point on Hay Meadow and end of route, Kineton High School

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