

Pailton to the Revel C of E Primary School

Executive summary

An assessment of the most suitable walking route between the village of Pailton and the Revel C of E Primary School at Monks Kirby has, has been assessed in accordance with the guidance issued 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.

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 & Road Safety

Signature:



Mark Ryder

Head of Transport & Economy

Date:-11/16/2016.....

Pailton to The Revel C of E Primary School

Assessment of Walked Routes to School
Warwickshire County Council

21 October 2015



Notice

This document and its contents have been prepared and are intended solely for Warwickshire County Council's information and use in relation to WCC Walked Routes to School.

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 Page 20 pages including Appendices and covers.

Document history

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Client signoff

Client	Carolyn Burrows, Warwickshire County Council
Project	WCC Assessment of Walked Routes to School
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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 between Pailton and The Revel C of E Primary School in Rugby.

The team undertaking the assessment was as follows:

Mike Neal	BSc (Hons), EngTech TMICE Assistant Engineer, Atkins Transportation
Ed Moore	Technician, Atkins Transportation

The checker for this document was:

Briony Mucklow	BSc (Hons), MSoRSA Road Safety Engineer, Atkins Transportation
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The independent checker for this document was:

Philip Williams	BSc (Hons), EngTech TMICE Engineer, Atkins Transportation
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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 17/06/2015 and 16/09/2015. During the site visits it was 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 '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 Pailton to The Revel C of E Primary 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

Atkins carried out a preliminary desktop review of the routes available from Pailton to The Revel C of E Primary School. 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 and sight lines 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-02-DR-D-0003 (Appendix B) from Pailton to The Revel C of E Primary School and should be read in conjunction with drawing WCCWRTS-ATK-HGN-02-DR-D-0004 (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-02-DR-D-0003 (Appendix B) and WCCWRTS-ATK-HGN-02-DR-D-0004 (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 Pailton to The Revel C of E Primary School

2.1. Section A

2.1.1. Description of route

Section A of the route begins in Pailton on the northern footway of B4027 Coventry Road in the vicinity of property number 30 and heads west along the northern side of B4027 Coventry Road. Section A is approximately 260m in length and provides a safe route through the village of Pailton. Section A terminates at the Pailton District Ex Servicemens Club, where the route joins a footpath on the northern side of the carriageway.

The speed limit throughout Section A is 30mph and visibility is acceptable throughout the section.

2.1.2. Available Footway / Verge width

The majority of Section A has a minimum footway width of 1.5m (refer to Figure 1 Appendix E) which reduces to 1.0m for the final 40m of this section. The footway is of adequate width for the traffic volumes and footfall observed

The footway throughout this section is an 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 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

There is no requirement to cross the carriageway as part of this section.

2.1.5. Route Suitability

With consideration to the 'Assessment of Walked Routes to School' guidelines, this section of route has been assessed as acceptable and highlighted as Green on the drawings. This assessment is due to sufficient footway widths being available to pedestrians on this medium trafficked section of route.

2.2. Section B

2.2.1. Description of route

Section B of the route begins at the start of the public footpath where it meets B4027 Coventry Road, adjacent to the Pailton District Ex Servicemens Club, and is approximately 910m in length. Section B follows the off carriageway public footpath to the point at which it meets Bell Lane (refer to Figure 2 Appendix E). Section B ends at Severn Trent Water Pump House on Bell Lane, where it meets Section C (refer to Section 2.3.1) and is entirely off carriageway.

Visibility is acceptable throughout the section.

2.2.2. Available Footway / Verge width

The footpath provides a sealed surface of 1.2m width until it meets a gravel footpath. The gravel footpath varies in width, with a minimum available width of approximately 0.8m. There is an electric

fence adjacent to the gravel section of the footpath with warning signs provided (refer to Figure 3 Appendix E).

2.2.3. Traffic flow

No flow of traffic was observed along the footpath.

2.2.4. Crossings

Section B follows an off carriageway route so there is no requirement to cross the carriageway as part of this section.

2.2.5. Route Suitability

With consideration to the 'Assessment of Walked Routes to School' guidelines, this section of route has been assessed as acceptable and highlighted as Green on the drawings. This assessment is due to sufficient footway widths being available to pedestrians on this off carriageway section of route.

2.3. Section C

2.3.1. Description of route

Section C of the route begins at the Severn Trent Water Pump House on Bell Lane where pedestrians are required to walk alongside the carriageway for approximately 75m until a footway develops on the eastern side of Bell Lane. At the junction of Bell Lane / Main Street pedestrians are required to turn right onto Main Street and travel along a footway on the southern side of Main Street which turns into Brockhurst Lane in Monks Kirby. Pedestrians continue on the southern footway of Monks Kirby until they reach the school.

Section C is approximately 670m in length. The footway throughout the section links the end of the public footpath to the junction of Main Street. The footway remains unobstructed until it reaches the school and is approximately 1.5m wide for the majority of the route, reducing to 1.1m along Main Street (refer to Figure 4 Appendix E)..

The speed limit throughout Section C is 20mph. The latter part of Section C from the junction with Main Street to the point at which it meets the school also forms part of the route between Stretton under Fosse to The Revel C of E Primary School (Section 2.4.1 in document ref. WCCWRTS-ATK-HGN-02-RP-D-0001).

Visibility is acceptable throughout the section.

2.3.2. Available Footway / Verge width

The footway on Bell Lane, where available, has a minimum width 1.5m. The footway on the southern side of Main Street and Brockhurst Lane has a minimum width of 1.1m. The footway width widens to between 1.5m and 1.8m around the junction of Main Street / Brockhurst Lane. The footway then continues along Brockhurst Lane towards The Revel C of E Primary School with a minimum width of 1.1m (refer to Figure 5 Appendix E).

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

2.3.3. Traffic flow

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

2.3.4. Crossings

There is no requirement to cross the carriageway as part of Section C as the school is on the southern side of the carriageway. Pedestrians would need to cross two side roads, one leading to Smite Close and the second to the school car park. Pedestrians are able to cross safely within the extents of the village where low traffic speeds and large gaps in the traffic enable adequate crossing opportunities.

2.3.5. Route Suitability

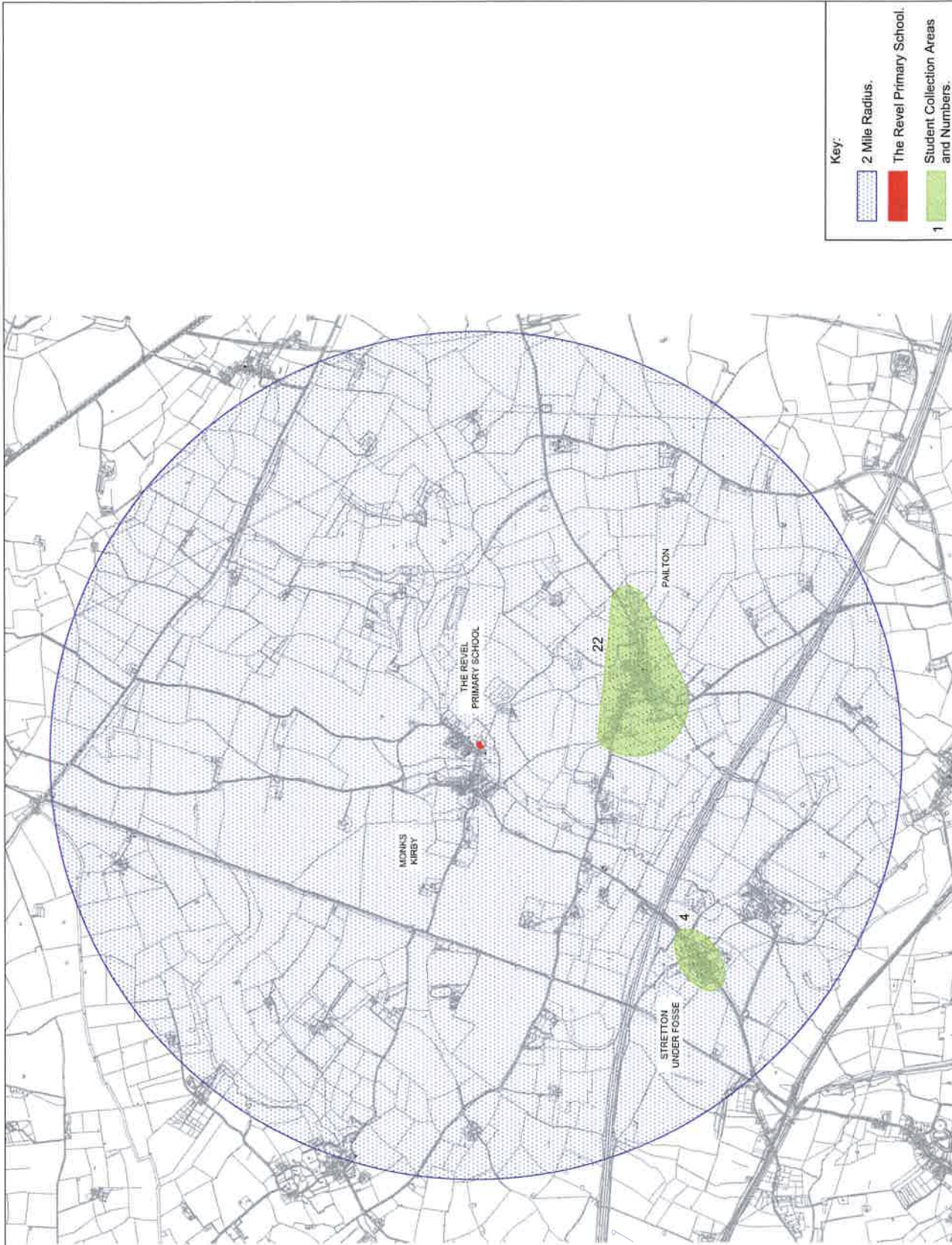
With consideration to the 'Assessment of Walked Routes to School' guidelines this section of route has been assessed as acceptable and highlighted as Green on the drawings. This is due to sufficient footway widths being available to pedestrians on this low trafficked section of route.

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
H2S200-01	-	Home to School The Revel Primary School 2 mile radius



Key:

- 2 Mile Radius.
- The Revel Primary School.
- Student Collection Areas and Numbers.

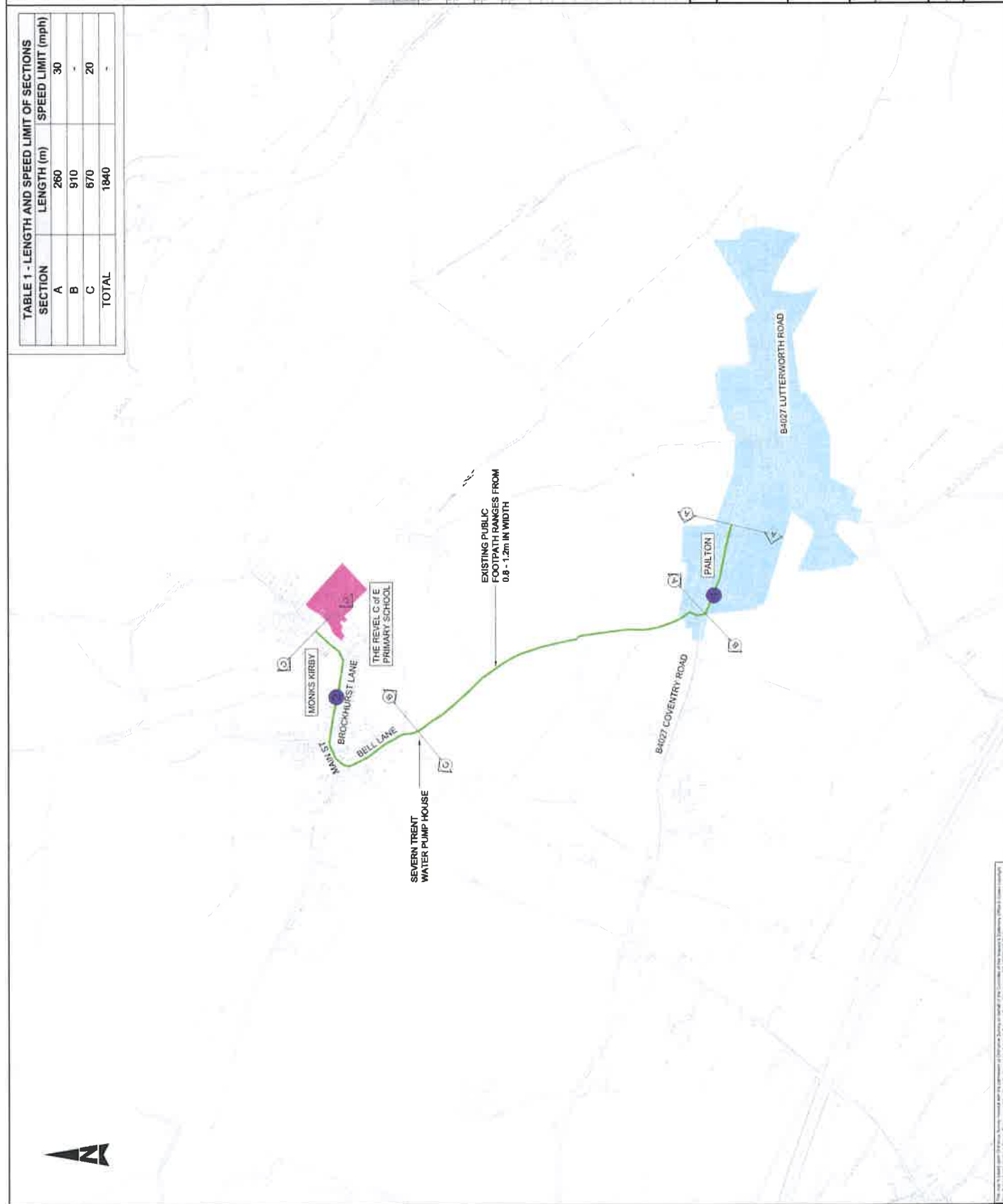
<div><div>Warwickshire County Council</div><div>PO Box 63, Biers Hall Warwick, CV21 4AB Tel: (01926) 419410 Fax: (01926) 491865 www.warwickshire.gov.uk mailto:transport@warwickshire.gov.uk</div></div> <div>COMMUNITIES Monica Fogarty Strategic Director for Communities Graham Filton BSc, MSc, C Eng, MICE. Head of Transport for Warwickshire</div>	NOTES																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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Appendix B.

Traffic Count Locations

Pailton to The Revel C of E Primary School

(WCCWRTS-ATK-HGN-02-DR-D-0003)



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.

Counts	Location	AM or PM Peak	Date	Time	Count per 5 min						
					Car	Van	Bus	Lorry	M/C	Cycle	Ped
1	B4027 COVENTRY ROAD (PAILTON)	AM	17/06/2015	08:20	44	2	2	1	1	0	0
		PM	17/06/2015	15:35	32	4	2	0	0	0	0
		AM	16/09/2015	08:20	29	4	1	0	0	0	0
2	BROCKHURST LANE	AM	17/06/2015	08:45	27	3	1	0	0	0	12
		PM	17/06/2015	15:10	10	0	0	0	0	0	0
		AM	16/09/2015	08:45	18	0	0	0	0	0	7

Table 1 Traffic count data (refer to drawing WCCWRTS-ATK-HGN-02-DR-D-0003 for traffic count locations)

Counts	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	B4027 COVENTRY ROAD (PAILTON)	AM	17/06/2015	08:20	600	Medium traffic flow	642	> 4 gaps
		PM	17/06/2015	15:35	456	Medium traffic flow	480	> 4 gaps
		AM	16/09/2015	08:20	408	Medium traffic flow	420	> 4 gaps
2	BROCKHURST LANE	AM	17/06/2015	08:45	372	Low traffic flow	384	> 4 gaps
		PM	17/06/2015	15:10	120	Low traffic flow	120	> 4 gaps
		AM	16/09/2015	08:45	216	Low traffic flow	216	> 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-02-DR-D-0003 for traffic count locations)

Appendix D.

Photograph Locations

Pailton to The Revel C of E Primary School

(WCCWRTS-ATK-HGN-02-DR-D-0004)

Appendix E. Photographs

(Refer to drawing WCCWRTS-ATK-HGN-02-DR-D-0004 for photograph locations)



Figure 1 Minimum 1.5m footway width through Pailton



Figure 2 Off carriageway footpath leading to Bell Lane

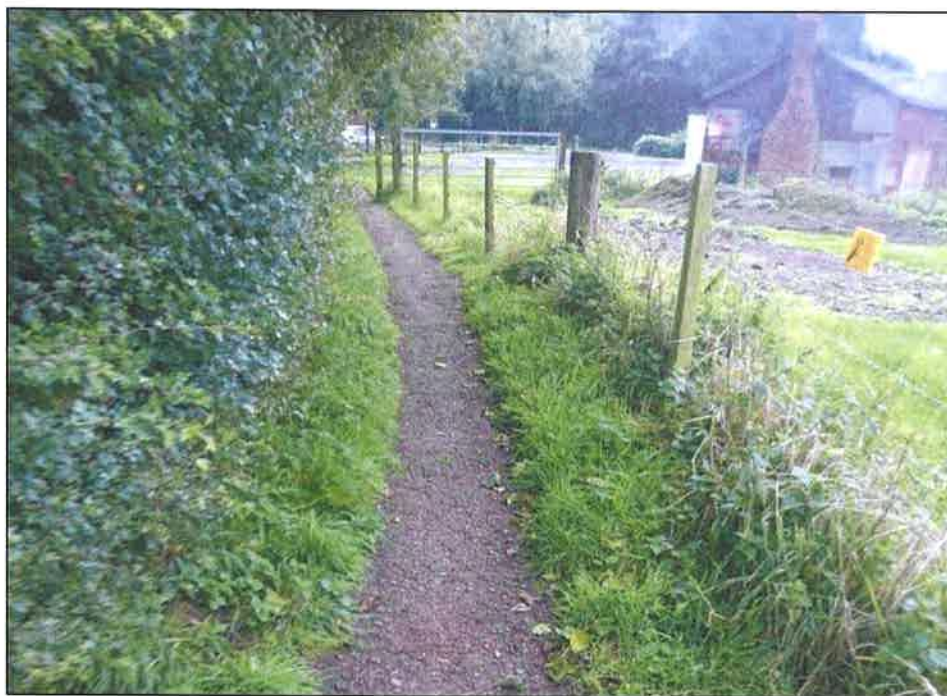


Figure 3 Electric fence and warning sign adjacent to footpath



Figure 4 Minimum footway width of 1.1m on Main Street



Figure 5 Minimum 1.1m footway width on Brockhurst Lane
(between Main Street and The Revel C of E Primary School)

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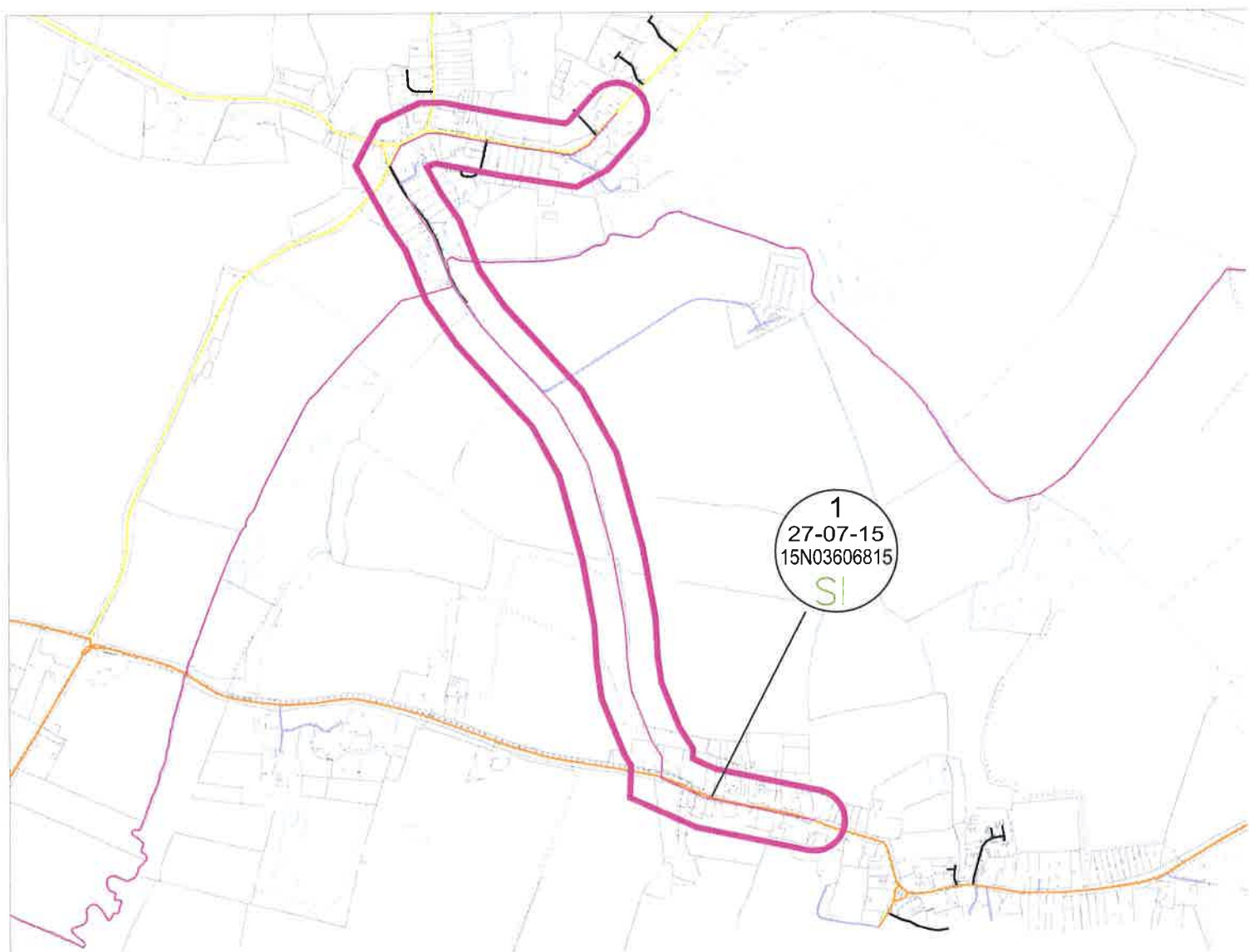


**Pailton to The Revel C of E Primary
School
27 Jul 2015 to 27 Jul 2015**

Report produced: 09/11/2015

As of 21/9/16 no new accidents.

Road Safety Intelligence Team
Tel: 01926 412740
Email: rsinfo@warwickshire.gov.uk



1
27-07-15
15N03606815
SI

ALL ROAD USERS - ACCIDENTS

Year	Fatal	Serious	Slight	Total	Time	Fatal	Serious	Slight	Total	District	Fatal	Serious	Slight	Total
2015	0	0	1	1	0000-0059	0	0	0	0	Rugby	0	0	1	1
Month	Fatal	Serious	Slight	Total		Fatal	Serious	Slight	Total	Road Class	Fatal	Serious	Slight	Total
January	0	0	0	0	0100-0159	0	0	0	0	M	0	0	0	0
February	0	0	0	0	0200-0259	0	0	0	0	A(M)	0	0	0	0
March	0	0	0	0	0300-0359	0	0	0	0	A	0	0	0	0
April	0	0	0	0	0400-0459	0	0	0	0	B	0	0	1	1
May	0	0	0	0	0500-0559	0	0	0	0	Other	0	0	0	0
June	0	0	0	0	0600-0659	0	0	0	0	Speed Limit	Fatal	Serious	Slight	Total
July	0	0	0	0	0700-0759	0	0	1	1	20	0	0	0	0
August	0	0	1	1	0800-0859	0	0	0	0	30	0	0	1	1
September	0	0	0	0	0900-0959	0	0	0	0	40	0	0	0	0
October	0	0	0	0	1000-1059	0	0	0	0	50	0	0	0	0
November	0	0	0	0	1100-1159	0	0	0	0	60	0	0	0	0
December	0	0	0	0	1200-1259	0	0	0	0	70	0	0	0	0
	0	0	0	0	1300-1359	0	0	0	0	Obstruction (Veh Totals)	Fatal	Serious	Slight	Total
Day	Fatal	Serious	Slight	Total		Fatal	Serious	Slight	Total	Sign/Signal	0	0	0	0
Sunday	0	0	0	0	1400-1459	0	0	0	0	Lamp Post	0	0	0	0
Monday	0	0	1	1	1500-1559	0	0	0	0	Pole	0	0	0	0
Tuesday	0	0	0	0	1600-1659	0	0	0	0	Tree	0	0	0	0
Wednesday	0	0	0	0	1700-1759	0	0	0	0	Bus Stop	0	0	0	0
Thursday	0	0	0	0	1800-1859	0	0	0	0	Barrier	0	0	0	0
Friday	0	0	0	0	1900-1959	0	0	0	0	Other	0	0	0	0
Saturday	0	0	0	0	2000-2059	0	0	0	0	Junction Type	Fatal	Serious	Slight	Total
Ped Crossing	Fatal	Serious	Slight	Total		Fatal	Serious	Slight	Total	Not at Junction	0	0	0	0
Not at crossing	0	0	1	1	2100-2159	0	0	1	1	Roundabout	0	0	0	0
Zebra	0	0	0	0	2200-2259	0	0	0	0	Mini R'about	0	0	0	0
Pelican	0	0	0	0	2300-2359	0	0	0	0	T or Staggered	0	0	0	0
Ped Phase	0	0	0	0	Weather	Fatal	Serious	Slight	Total	Slip Road	0	0	0	0
Footbridge	0	0	0	0	Fine without high winds	0	0	1	1	Crossroads	0	0	0	0
Refuge	0	0	0	0	Raining without high winds	0	0	0	0	Multiple Junct	0	0	0	0
Unknown	0	0	0	0	Snowing without high winds	0	0	0	0	Private Drive	0	0	1	1
Bends (Veh Totals)	Fatal	Serious	Slight	Total		Fatal	Serious	Slight	Total	Other Junction	0	0	0	0
Left Hand Bend	0	0	0	0	Fine with high winds	0	0	0	0	Unknown	0	0	0	0
Right Hand Bend	0	0	0	0	Raining with high winds	0	0	0	0					
					Snowing with high winds	0	0	0	0					
					Fog or mist - if hazard	0	0	0	0					
					Other	0	0	0	0					
					Unknown	0	0	0	0					
Road Surface	Fatal	Serious	Slight	Total		Fatal	Serious	Slight	Total					
Dry	0	0	0	0		0	0	0	0					
Wet/Damp	0	0	1	1		0	0	1	1					
Snow	0	0	0	0		0	0	0	0					
Frost/Ice	0	0	0	0		0	0	0	0					
Flood	0	0	0	0		0	0	0	0					
Unknown	0	0	0	0		0	0	0	0					

ALL ROAD USERS - CASUALTIES

Year	Fatal	Serious	Slight	Total	Time	Fatal	Serious	Slight	Total	District	Fatal	Serious	Slight	Total
2015	0	0	3	3	0000-0059	0	0	0	0	Rugby	0	0	3	3
Month	Fatal	Serious	Slight	Total		Fatal	Serious	Slight	Total	Road Class	Fatal	Serious	Slight	Total
January	0	0	0	0	0100-0159	0	0	0	0	M	0	0	0	0
February	0	0	0	0	0200-0259	0	0	0	0	A(M)	0	0	0	0
March	0	0	0	0	0300-0359	0	0	0	0	A	0	0	0	0
April	0	0	0	0	0400-0459	0	0	0	0	B	0	0	3	3
May	0	0	0	0	0500-0559	0	0	0	0	Other	0	0	0	0
June	0	0	0	0	0600-0659	0	0	0	0					
July	0	0	0	0	0700-0759	0	0	0	0	Speed Limit	Fatal	Serious	Slight	Total
August	0	0	3	3	0800-0859	0	0	3	3	20	0	0	0	0
September	0	0	0	0	0900-0959	0	0	0	0	30	0	0	3	3
October	0	0	0	0	1000-1059	0	0	0	0	40	0	0	0	0
November	0	0	0	0	1100-1159	0	0	0	0	50	0	0	0	0
December	0	0	0	0	1200-1259	0	0	0	0	60	0	0	0	0
					1300-1359	0	0	0	0	70	0	0	0	0
Day	Fatal	Serious	Slight	Total		Fatal	Serious	Slight	Total	Obstruction	Fatal	Serious	Slight	Total
Sunday	0	0	0	0	1400-1459	0	0	0	0	Sign/Signal	0	0	0	0
Monday	0	0	3	3	1500-1559	0	0	0	0	Lamp Post	0	0	0	0
Tuesday	0	0	0	0	1600-1659	0	0	0	0	Pole	0	0	0	0
Wednesday	0	0	0	0	1700-1759	0	0	0	0	Tree	0	0	0	0
Thursday	0	0	0	0	1800-1859	0	0	0	0	Bus Stop	0	0	0	0
Friday	0	0	0	0	1900-1959	0	0	0	0	Barrier	0	0	0	0
Saturday	0	0	0	0	2000-2059	0	0	0	0	Other	0	0	0	0
					2100-2159									
					2200-2259									
					2300-2359									
Ped Crossing	Fatal	Serious	Slight	Total	Lighting	Fatal	Serious	Slight	Total	Junction Type	Fatal	Serious	Slight	Total
Not at crossing	0	0	3	3	Daylight	0	0	3	3	Not at Junction	0	0	0	0
Zebra	0	0	0	0	Darkness	0	0	0	0	Roundabout	0	0	0	0
Pelican	0	0	0	0						Mini R'about	0	0	0	0
Ped Phase	0	0	0	0	Weather	Fatal	Serious	Slight	Total	T or Staggered	0	0	0	0
Footbridge	0	0	0	0	Fine without high winds	0	0	3	3	Slip Road	0	0	0	0
Refuge	0	0	0	0	Raining without high winds	0	0	0	0	Crossroads	0	0	0	0
Unknown	0	0	0	0	Snowing without high winds	0	0	0	0	Multiple Junct	0	0	0	0
					Fine with high winds	0	0	0	0	Private Drive	0	0	3	3
					Raining with high winds	0	0	0	0	Other Junction	0	0	0	0
					Snowing with high winds	0	0	0	0	Unknown	0	0	0	0
					Fog or mist - if hazard	0	0	0	0					
Casualty Age	Fatal	Serious	Slight	Total	Other <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td>	0	0	0	0					
0 - 5	0	0	0	0	Unknown	0	0	0	0					
6 - 10	0	0	0	0										
11 - 16	0	0	0	0	Road Surface	Fatal	Serious	Slight	Total					
17 - 25	0	0	1	1	Dry	0	0	0	0					
26 - 35	0	0	1	1	Wet/Damp	0	0	3	3					
36 - 45	0	0	0	0	Snow	0	0	0	0					
46 - 55	0	0	0	0	Frost/Ice	0	0	0	0					
56 - 64	0	0	0	0	Flood	0	0	0	0					
65+	0	0	1	1	Unknown	0	0	0	0					
Unknown	0	0	0	0										

D-PRINT CRASH REPORT

9-Nov-2015
09:47:09

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No B4428 Grid 446903E Section Ref 282027N	SLIGHT	27/07/2015	2	08:40	L	Wet/Damp	Fine			
	B4428 COVENTRY RD PAILTON JW DRIVEWAY NO. 54										
	V1 TURNS LEFT OFF HOME DRIVE ONTO MAIN RD COLL/W PASSING						Rugby				
	V2										

Key

Involved	Pedestrian
PED	Heavy Goods Vehicle
HGV	Goods Vehicle
GV	Motor Cycle
M/C	Pedal Cycle
P/C	Bus/Coach
PSV	

Street Lighting

L	Daylight
STL	Street Lights
USL	Street Lights Unlit
NSL	No Street Lights
STU	Street Lights Unknown

FACTORS

+VE	Positive Breath Test
R.TURN	Right Turn Manoeuvre
O/TAKE	Overtaking Manoeuvre
S.VEH	Single Vehicle

Special Conditions

ATS OUT	Traffic Lights Not Working
ATS DEF	Traffic Lights Defective
SIGNS	Road Signs Defective or Obscured
RD WRKS	Road Works
Surface	Road Surface Defective

