

## Hampton on the Hill to Aylesford School

### **Executive summary**

An assessment of the most suitable walking route between the village of Hampton on the Hill and Aylesford School 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 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

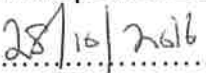
Team Leader

Traffic & Road Safety

Signature: 

Mark Ryder

Head of Transport & Economy

Date:- .....



# **Hampton on the Hill to Aylesford School**

Assessment of Walked Routes to School  
Warwickshire County Council

13 October 2016



# 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 25 pages including Appendices and covers.

## Document history

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## Client signoff

Client	Carolyn Burrows, Warwickshire County Council
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# 1. Introduction

## 1.1. Commission and Terms of Reference

Atkins Transportation has been commissioned by Warwickshire County Council to undertake an assessment of the walked route available from Hampton on the Hill to Aylesford School.

The team undertaking the assessment was as follows:

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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 04/07/16 and 13/07/16. The weather conditions during the site visits were mild, dry and clear.

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 Hampton on the Hill to Aylesford 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 Hampton on the Hill to Aylesford 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-25-DR-D-0003 (Appendix B) from Hampton on the Hill to Aylesford School and should be read in conjunction with drawing WCCWRTS-ATK-HGN-25-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-25-DR-D-0003 (Appendix B) and WCCWRTS-ATK-HGN-25-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 Hampton on the Hill to Aylesford School

### 2.1. Description of route

The route commences on the eastern footway of Hampton Road (refer to Figure 1 Appendix E) and is approximately 2.59km in length. The speed limit at this location is 30mph.

Pedestrians proceed southbound on the eastern footway of Hampton Road pedestrians cross a number of accesses to residential properties. After approximately 55m pedestrians cross a field access. In the vicinity of this location Hampton Road features a priority give way traffic calming feature.

Pedestrians continue southbound on the eastern footway of Hampton Road and cross a number of accesses to residential properties. After approximately 90m pedestrians cross the first access to St Charles Borromeo RC Church. Continuing southbound for approximately 45m pedestrians cross the second access to St Charles Borromeo RC Church. Along this section of the route the footway width is reduced and in the vicinity of this location Hampton Road features a priority give way traffic calming feature.

Pedestrians continue southbound and cross two accesses to residential properties. Continuing southbound for approximately 90m pedestrians cross a second field access.

Pedestrians continue southbound on the eastern footway of Hampton Road for approximately 60m. Along this section of the route the footway narrows where the footway narrows, opposite the side road junction of Old School Lane.

Pedestrians continue on the narrowed footway for approximately 115m and approach a speed limit change (refer to Figure 2 Appendix E). The speed limit changes from 30mph to National Speed Limit (60mph for cars on a single carriageway) at this location.

Pedestrians continue southbound on the eastern footway of Hampton Road for approximately 105m and cross a third field access.

Continuing southbound on the eastern footway of Hampton Road for approximately 180m pedestrians approach a speed limit change at the junction of Hampton Road and A4189 Hampton Road (refer to Figure 3 Appendix E). The speed limit changes from National Speed Limit (60mph for cars on a single carriageway) to 50mph at this location.

Beyond the speed limit change pedestrians turn left at the junction and proceed eastbound on the northern footway of A4189 Hampton Road for approximately 360m and cross a fourth field access. Continuing eastbound for approximately 175m pedestrians are required to cross an access road leading to Ajax Park (refer to Figure 4 Appendix E). Visibility at the crossing location is acceptable and at the time of the visit low traffic flows were observed.

Pedestrians continue eastbound on the northern footway of A4189 Hampton Road and cross an overbridge spanning the A46 Warwick Bypass. Pedestrians continue eastbound on the northern footway of A4189 Hampton Road for approximately 550m and are required to cross an unnamed side road leading to a field (refer to Figure 5 Appendix E). Visibility at the crossing location is acceptable and at the time of the visit low traffic flows were observed.

Pedestrians continue eastbound on the northern footway of A4189 Hampton Road for approximately 45m and approach a speed limit change (refer to Figure 6 Appendix E). The speed limit changes from 50mph to 30mph at this location.

Pedestrians continue eastbound on the northern footway of A4189 Hampton Road for approximately 65m and cross the access to Budbrooke Lodge Farm House. Continuing for approximately 75m pedestrians are required to cross the carriageway of A4128 Hampton Road onto the southern footway at the uncontrolled crossing point in two parts using the pedestrian



refuge (refer to Figure 7 Appendix E). Visibility at the crossing location is acceptable and at the time of the site visit low traffic flows were observed.

Having crossed the carriageway pedestrians immediately turn right and proceed southbound on the eastern footway of Purser Drive. After approximately 120m pedestrians cross the side road junction of Mander Grove (refer to Figure 8 Appendix E). Visibility at the crossing location is acceptable and at the time of the site visit low traffic flows were observed. Along this part of the route the footway width is reduced at certain locations due to overgrown vegetation.

Having crossed the side road junction of Mander Grove pedestrians are required to turn left onto the southern footway of Mander Grove. Pedestrians proceed eastbound on the southern footway of Mander Grove for approximately 80m and bear right onto the start of a segregated shared use route (refer to Figure 9 Appendix E).

Pedestrians proceed eastbound on the unnamed segregated shared use route for approximately 140m where the shared use route terminates as it joins Shelley Avenue. The speed limit on Shelley Avenue is 20mph and features vertical traffic calming measures thereby reducing speeds. Along this section of the route there pedestrians cross a watercourse using a footbridge and an anti-motorcycle barrier is situated within the footpath.

Pedestrians immediately cross the carriageway of Shelley Avenue onto the northern footway (refer to Figure 10 Appendix E). Visibility at the crossing location is acceptable and at the time of the site visit low traffic flows were observed.

Pedestrians proceed eastbound on the northern footway of Shelley Avenue and cross a number of accesses to residential properties. Continuing for approximately 125m pedestrians cross the access to a number of garages.

Pedestrians continue eastbound on the northern footway of Shelley Avenue and cross further accesses to residential properties. After approximately 115m pedestrians are required to cross the carriageway onto the southern footway to access their destination Aylesford School (refer to Figure 11 Appendix E). Visibility at the crossing location is acceptable and at the time of the site visit low traffic flows were observed.

## **2.2. Available Footway / Verge width**

The footway width of the route varies from 0.6m to 4.0m. The footway width is reduced along parts of the route due to overgrown vegetation.

## **2.3. Traffic flow**

Traffic counts were undertaken at four locations of the route as follows:

- Hampton Road 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).
- A4189 Hampton Road 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).
- Purser Drive 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).
- Shelley Avenue experiences low traffic flows during AM and PM peaks (refer to Appendix B for traffic count locations and Appendix C for traffic count data).

## **2.4. Crossings**

Pedestrians are required to cross the carriageway, side road junctions, side road accesses, an overbridge, a number of field accesses, accesses to residential properties and an access to garages.

- The access road on A4189 Hampton Road leading to Ajax Park (refer to Figure 4 Appendix E). The crossing location features dropped kerbs without tactile paving. Visibility at the crossing location is acceptable and at the time of the visit low traffic flows were observed.
- The unnamed side road to a field (refer to Figure 5 Appendix E). The crossing location does not feature dropped kerbs or tactile paving. Visibility at the crossing location is acceptable and at the time of the visit low traffic flows were observed.
- The carriageway of A4189 Hampton Road (refer to Figure 7 Appendix E). The crossing point features dropped kerbs with tactile paving and a pedestrian refuge. Visibility at the crossing location is acceptable. At the time of site visit medium traffic flows were observed.
- The side road junction of Mander Grove (refer to Figure 8 Appendix E). The crossing point features dropped kerbs with tactile paving. Visibility at the crossing location is acceptable and at the time of the visit low traffic flows were observed.
- The carriageway of Shelley Avenue on two occasions (refer to Figures 10 and 11 Appendix E).
  - The first crossing location features dropped kerbs without tactile paving on the southern side of the crossing only. Visibility at the crossing location is acceptable and at the time of the visit low traffic flows were observed.
  - The second crossing location features dropped kerbs without tactile paving. Visibility at the crossing location is acceptable and at the time of the visit low traffic flows were observed.

## 2.5. Route Suitability

With consideration to the 'Assessment of Walked Routes to School' guidelines the route 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 all crossing locations.



# Appendices

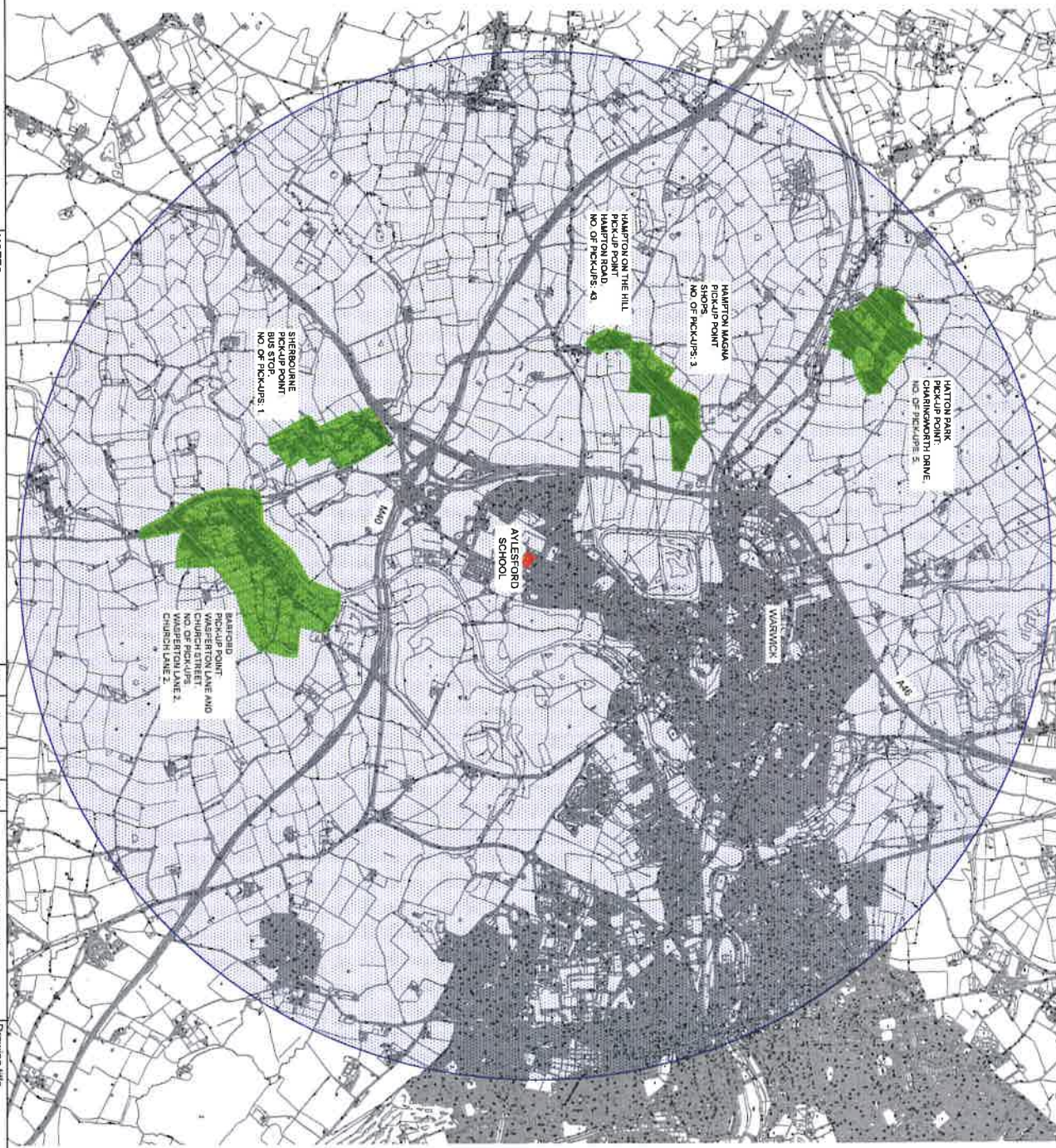
# Appendix A.

## 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
H2S500-10	-	Home to School Aylesford School 3 Mile Radius





**Key:**

	3 Mile Radius.
	Aylesford School.
	Student Collection Areas and Numbers.

**NOTES**

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REV	DATE	BY	CHK	AMENDMENT
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-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-

**Drawing title**

**HOME TO SCHOOL  
 AYLESFORD  
 SCHOOL  
 3 MILE RADIUS**

Project title  
**H2S - WARWICK**

Drawn by  
**PW**

Checked by  
**GS**

Date  
**June 2015**

Scale  
**NTS @ A3 L**

Drawing number  
**H2S500-10**

**Warwickshire  
 County Council**

Home to School Unit  
 The Victoria Centre  
 Parkway, Stratford-upon-Avon  
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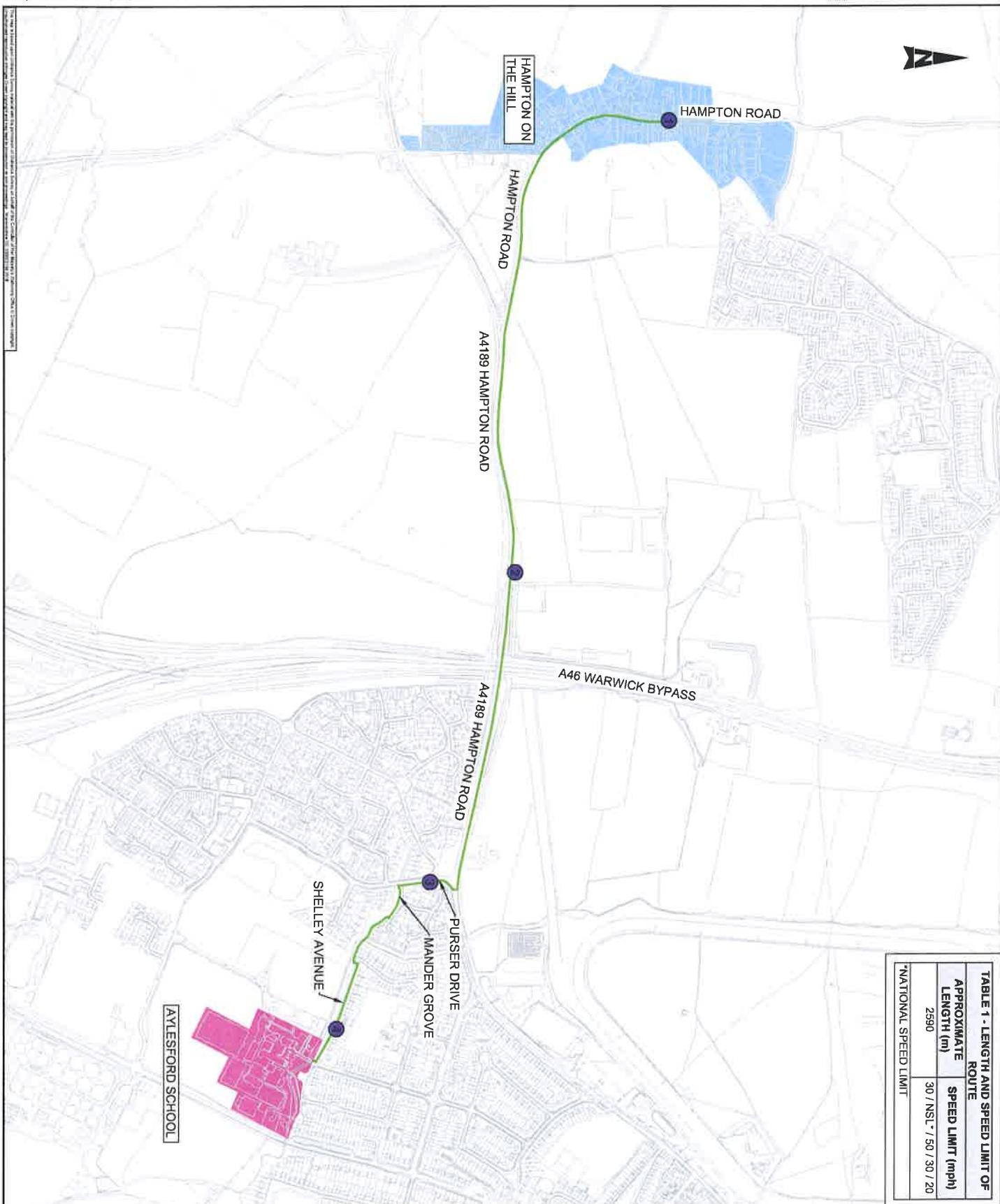


# **Appendix B.**

## **Traffic Count Locations**

### **(WCCWRTS-ATK-HGN-25-DR-D-0003)**





**TABLE 1 - LENGTH AND SPEED LIMIT OF ROUTE**

APPROXIMATE LENGTH (m)	SPEED LIMIT (mph)
2590	30 / NSL* / 50 / 30 / 20

\*NATIONAL SPEED LIMIT

- NOTES**
1. THIS DRAWING IS NOT TO BE SCALED
  2. WALKING ROUTES HAVE BEEN ASSESSED USING THE METHOD DEFINED IN ASSUMPTIONS OF WALKED ROUTES TO SAFETY (WRS)
  3. INFORMATION ON THE ROAD NETWORK UNDERSTATION INFORMATION REFERENCE WCCORVRSATK-000-259P-000002
  4. ROAD LENGTH AND SPEED LIMIT DETAILS OF SECTIONS A.1.8 REFER TO TABLE

- LEGEND**
- UNACCEPTABLE WALKING ROUTE
  - SECTION OF ROUTE REQUIRES IMPROVEMENT
  - ROUTE COMPATIBLE WITH CURRENT GUIDELINES AS ACCEPTABLE WALKING ROUTE
  - JOURNEY ORIGIN - HAMPTON ON THE HILL
  - JOURNEY DESTINATION - AYLESFORD SCHOOL
  - TRAFFIC COUNT LOCATION AND REFERENCE NUMBER AS PER APPENDIX B IN REPORT REFERENCE WCCORVRSATK-000-259P-000002

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

In addition to the information provided on this drawing, the user of this drawing should refer to the following documents for further information:

- 1. WALKED ROUTES TO SAFETY (WRS)
- 2. ROAD NETWORK UNDERSTATION INFORMATION REFERENCE WCCORVRSATK-000-259P-000002

**FOR INFORMATION**

NO.	DATE	DESCRIPTION	BY	CHK'D	DATE
1	13/10/16	Final Issue			

Project Number: S2

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Client: Warwickshire County Council  
Project: West Midlands Highways Alliance  
Location: Hampton on the Hill to Aylesford School

Appendix B - Traffic Count Locations

Counting Point	Counting Date	Counting Time	Counting Method	Counting Duration	Counting Location
WCCORVRSATK	13/10/16	13:00:00	15min	15min	Hampton on the Hill

Project ID: P01



## 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	Hampton Road	AM	04/07/16	08:20	34	2	1	0	0	1	0
		PM	04/07/16	15:30	24	3	2	0	1	1	1
		AM	13/07/16	08:20	20	1	0	1	0	1	0
2	A4189 Hampton Road	AM	04/07/16	08:30	55	2	0	0	1	0	0
		PM	04/07/16	15:20	32	4	0	0	1	1	0
		AM	13/07/16	08:30	73	4	0	0	0	0	0
3	Purser Drive	AM	04/07/16	08:40	36	3	0	0	1	4	60
		PM	04/07/16	15:10	15	0	0	0	0	1	20
		AM	13/07/16	08:40	49	4	0	0	0	3	82
4	Shelley Avenue	AM	04/07/16	08:40	5	0	0	0	0	3	4
		PM	04/07/16	15:00	6	0	0	0	0	0	3
		AM	13/07/16	08:50	4	0	0	0	0	1	11

**Table 1 Traffic count data (refer to drawing WCCWRTS-ATK-HGN-25-DR-D-0003 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	Hampton Road	AM	04/07/16	08:20	456	Medium traffic flow	460	> 4 gaps
		PM	04/07/16	15:30	372	Low traffic flow	382	> 4 gaps
		AM	13/07/16	08:20	276	Low traffic flow	292	> 4 gaps
2	A4189 Hampton Road	AM	04/07/16	08:30	696	Medium traffic flow	690	> 4 gaps
		PM	04/07/16	15:20	456	Medium traffic flow	442	> 4 gaps
		AM	13/07/16	08:30	924	Heavy traffic flow	924	> 4 gaps
3	Purser Drive	AM	04/07/16	08:40	528	Medium traffic flow	490	> 4 gaps
		PM	04/07/16	15:10	192	Low traffic flow	184	> 4 gaps
		AM	13/07/16	08:40	672	Medium traffic flow	648	> 4 gaps
4	Shelley Avenue	AM	04/07/16	08:40	96	Low traffic flow	72	> 4 gaps
		PM	04/07/16	15:00	72	Low traffic flow	72	> 4 gaps
		AM	13/07/16	08:50	60	Low traffic flow	52	> 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-25-DR-D-0003 for traffic count locations)**

# **Appendix D.**

## **Photograph Locations**

### **(WCCWRTS-ATK-HGN-25-DR-D-0004)**







- NOTES**
1. THIS DRAWING IS NOT TO BE SCALED.
  2. WALKING ROUTES HAVE BEEN ASSESSED USING THE METHOD SET OUT IN 'ASSESSMENT OF WALKING ROUTES TO SCHOOLS'.
  3. DRAWINGS TO BE USED IN CONNECTION WITH REPORT REFERENCED WCCMWS-ATK-H25-DR-0004.

**LEGEND**

- UNACCEPTABLE WALKING ROUTE
- SECTION OF ROUTE REQUIRES IMPROVEMENT
- ROUTE COMPLIES WITH CURRENT GUIDELINES AS ACCEPTABLE WALKING ROUTE
- ROUTE GREEN - HAMPTON ON THE HILL
- ACQUEDUCT VENTILATION - ATLESFORD SCHOOL
- PHOTOGRAPHIC LOCATION AND TITLED NUMBER REFERENCE: WCCMWS-ATK-H25-DR-0004

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

It is advised to read the accompanying information in order to understand the scope of work. The information provided is for guidance only and does not constitute a contract. The information provided is for guidance only and does not constitute a contract. The information provided is for guidance only and does not constitute a contract.

**FOR INFORMATION**

NO.	DESCRIPTION	DATE	BY	APP'D
S2				

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 HAMPTON ON THE HILL TO  
 ATLESFORD SCHOOL  
 APPENDIX D - PHOTOGRAPHIC LOCATIONS

NO.	DESCRIPTION	DATE	BY	APP'D
AT				

WCCMWS-ATK  
 H25-DR-0004

PO1



## Appendix E. Photographs

(Refer to drawing WCCWRTS-ATK-HGN-25-DR-D-0004 in Appendix D for photograph locations)



**Figure 1: Start of route, Hampton Road**



**Figure 2: Speed limit change on Hampton Road**



**Figure 3: Second speed limit change on Hampton Road**



**Figure 4: Crossing location at access road leading to Ajax Park**



**Figure 5: Crossing location at unnamed side road leading to a field**



**Figure 6: Speed limit change on A4189 Hampton Road**



**Figure 7: Crossing point on A4189 Hampton Road**



**Figure 8: Crossing point at side road junction of Mander Grove**



**Figure 9: Start of segregated shared use route on Mander Grove**



**Figure 10: End of segregated shared use route / first crossing location on Shelley Avenue**



**Figure 11: Second crossing location on Shelley Avenue / end of route, Aylesford School**





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