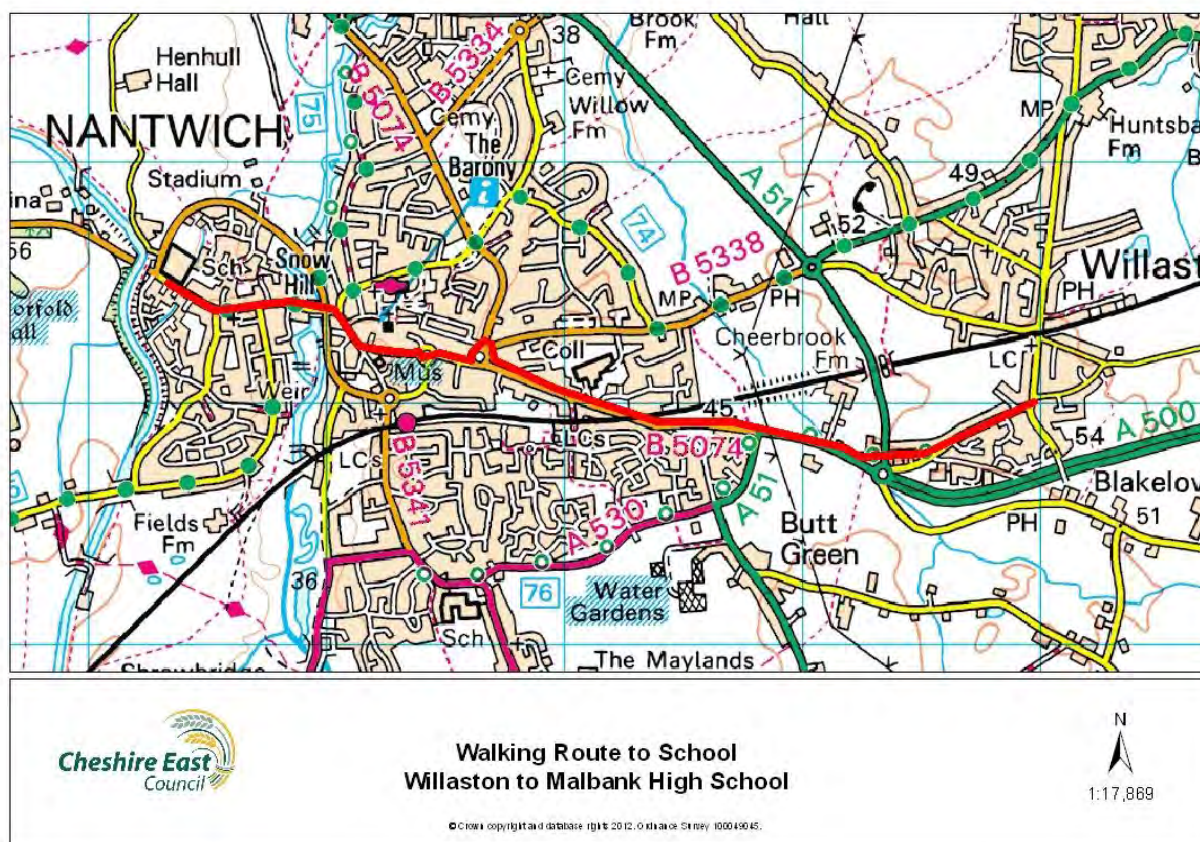


Walking Route to School Assessment

Assessment number CE 320

Willaston to Malbank High

Route assessed November 2012 / May 2016



Dates & Times of Assessment:	2 nd , 22 nd , 28 th November 2012 and 5 th December 2012, 10 th May 2016
Weather:	November and December -Wintry Conditions May visit - Raining and wet
Overall Route Assessment Outcome	AVAILABLE

Site Safety Assessor:

This assessment is undertaken in accordance with Cheshire East Council's Available Routes to School Policy, which reflects guidance notes issued by Road Safety GB in 2012 'Assessment of Walked Routes to School' and the Department for Education and Skills in 2007 'Home to School Travel and Transport Guidance'.

Any opinions expressed by the reviewing officer / safety assessor are based on the above guidelines and the experienced professional judgement of the safety assessor.

1. Route Overview

This assessment relates to children of compulsory school age in years 7 to 11 (aged 11 to 16) walking to Malbank High School. The assessor has not identified any factors in the assessment below which would affect the availability of the route for a young person in these age ranges. The assessment has assumed that pupils are accompanied by a responsible person.

The assessor has considered how the availability of this route might be affected at different times of the year and finds that there are no variations on the route

The assessor has also considered that pupils of the ages noted above would be expected to travel to and from school between 0745 and 0845 in the morning and 1530 and 1630 in the afternoon and assessments have been carried out at this time

The route is a suggested route to Malbank; there are other walking routes between Willaston and Malbank which have not been assessed

2. Recorded Collision Data

In the 5 year period between 1st January 2011 and 31st December 2015 there were 21 recorded collisions of all types involving personal injury on the route. 5 of these collisions involved a pedestrian. None of the pedestrian collisions were at the suggested crossing points.

1 collision on Cheerbrook Rd

4 collisions on Newcastle Road

9 collisions on London Road, 4 pedestrians were involved in 3 of the collisions

1 collision on Hospital Street

1 collision in the town centre

5 collisions on the Welsh Row, 1 pedestrian was involved in 1 of the collisions

3. The Route

Section 1 Cheerbrook Road across A500 to Newcastle Road.

Grid ref	367952	351990
	367224	351772

Distance 778 meters

Section 2 London Road, crossing Hospital Street through town centre to Welsh Row

Grid ref	367224	351772
	365063	352380

Distance 2404 meters

Section 3 Welsh Row and along to Malbank High School.

Grid ref	365063	352380
	364336	352500

Distance 774 meters

Total distance 3956 meters / 2.45 miles

SECTION 1 – ASSESSMENT

Section Characteristics

- This section of the route covers Cheerbrook Road then follows Old Newcastle Road which is a slip road leading to the Toucan crossing on the A51 leading to Newcastle Road. The route then follows the cycle way on Newcastle Road to London Road.
- Cheerbrook Road is an urban road with a good pavement on the southern side of the road, on the northern side of the road there are grass verges.
- This section of the road is a 30 mph.
- A51 is a single lane Carriageway with a high volume of traffic, the speed limit is 60 mph – it is classed as an A road and has lighting at the roundabout.
- Newcastle Road is classed as the A51 but changes to the B5074 after it passes Elwood Way. Newcastle Road is a wide single 2-lane carriageway.
- The speed limit on Newcastle Road is 60 mph and there is lighting along this section of the route; however, there is a section of the route along Newcastle Road where the street lighting will be switched off. This does not impact of the road safety of students as they do not have to cross the road at this point.

Footway Assessment:

Is there a pavement/footway segregated from traffic?	Yes
	There is footway for this whole section which is of adequate width and condition. Old Newcastle Road and Newcastle Road have wide pavements and there is a shared cycle way on Newcastle Road.
Is there a need to walk on the carriageway?	No

Crossing Assessment:

Is crossing required?	Yes
	Pedestrians will need to cross the A51 at the Toucan Crossing. This pedestrian crossing has been installed within the last 2 years and has been fully safety audited. There is no requirement for further assessment at this point.



Cheerbrook Road



Toucan Crossing A500

Section Assessment Result	Available
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SECTION 2 – ASSESSMENT

Section Characteristics

- This section of the route follows London Road, crossing Millstone Lane to Hospital Street through the town centre to Welsh Row.
- The start of the route is on the access road into the town centre and can be classed as semi rural, as the route gets nearer the town centre there are more houses and shops and the route can then be classed as urban. The route passes through the town centre which is pedestrian zone.
- The speed limit changes from 60 mph to 30 mph when Newcastle Road meets London Road.
- Newcastle Road is an 'A' road whilst London Road is a 'B' road.
- Pedestrians are required to cross the railway crossing at a half-barrier crossing.
- There is street lighting for the full length of this section.

Footway Assessment:

Is there a pavement/
footway segregated
from traffic?

Yes

On London Road the pavement is generally wide but there is a section where bushes and some damp leaves encroach onto the pavement, adjacent to St. Josephs Way; this encroachment does not reduce the width enough to create a road safety problem.
The pavements on Hospital Road are also wide and in good condition. The town centre is a pedestrian zone.

Is there a need to
walk on the
carriageway?

No

Crossing Assessment:	
Is crossing required? Dates assessed 27 th Nov 2012 28 th Nov 2012 28 th Nov 2012 28 th Nov 2012	<p style="text-align: center;">Yes</p> <p>The following roads need to be crossed:</p> <ul style="list-style-type: none"> • Railway line on London Road <ul style="list-style-type: none"> ◦ This is controlled by a half barrier • The Gullet <ul style="list-style-type: none"> ◦ Cul-de-sac • Millstone Lane <ul style="list-style-type: none"> ◦ This is controlled by a Zebra Crossing • Water Lode <ul style="list-style-type: none"> ◦ This is controlled by a pedestrian phase within the traffic light system • Other side roads need to be crossed
Comments	<ul style="list-style-type: none"> • An assessment carried out on the railway crossing on London Road, between 8.00 am and 9.00 am showed that this crossing is already used by pedestrians and cyclists—there are approximately 4 trains every hour. Although the railway is only controlled by a half barrier, the assessor saw no road safety issues with this crossing point. • The Gullet is a quiet road and has 4 seconds viewing time of traffic. An assessment was carried out on the Gullet which showed that there were 50 vehicles an hour, between 3.15 pm and 4.15 pm using this road – this is classed as very low traffic and an ‘available’ crossing point. • Millstone Lane, can be crossed using the zebra crossing; the assessor noted that the crossing was in need of some maintenance and this has been reported. • Water Lode can be crossed using the pedestrian phase which is in all 4 legs of the traffic lights. • All other side roads all have 4 seconds viewing time of the traffic.



Water Lode



Millstone Lane Zebra Crossing



Railway crossing on London Road

Section assessment result	Available
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SECTION 3 – ASSESSMENT

Section Characteristics <ul style="list-style-type: none"> • This section follows Welsh Row and along to Malbank High School. • The road is in an urban area with houses or shops on either side of the road. • The road is classified as a 2 lane single carriageway and has street lighting for the full length of the route. • The speed limit is 30 mph but there is a traffic management on this section of the route offering various places to cross the road. • The assessor noted that there are already a high number of students from Malbank High walking down this road in the periods before and after school.
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Footway Assessment:	
Is there a pavement/footway segregated from traffic?	Yes There is a good footway for the full length of this route of adequate width and condition.
Is there a need to walk on the carriageway?	No

Crossing Assessment:	
Is crossing required?	No

Section assessment result	Available
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Welsh Row, showing pavement