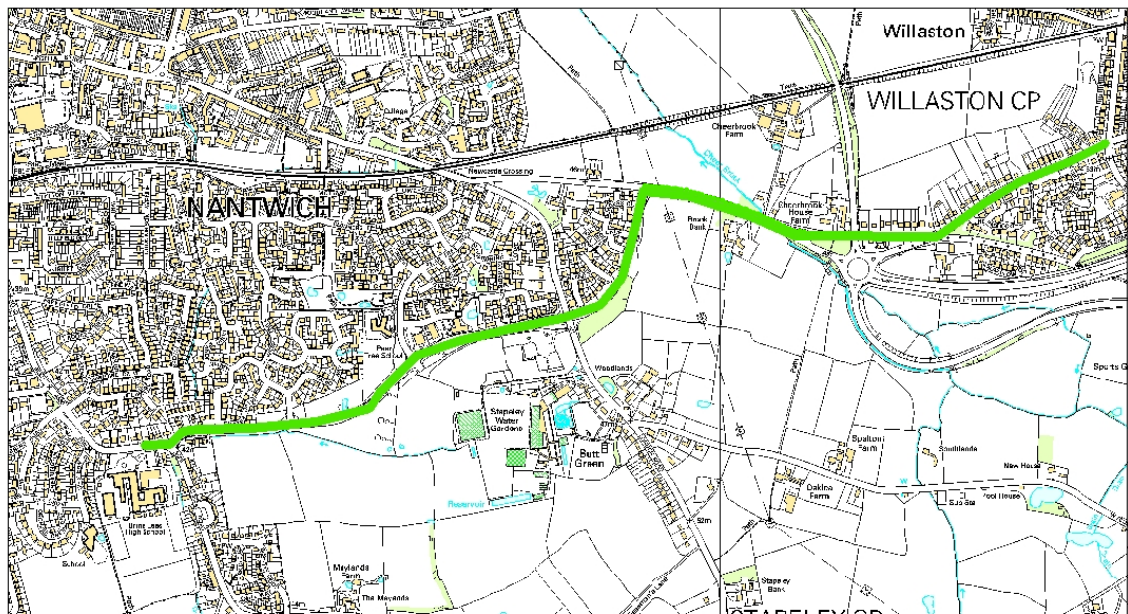


Walking Route to School Assessment

Willaston to Brine Leas School

Overall Route Assessment Outcome: Available		
Dates and Times of Assessment:		
Location	Dates/ Times	Weather
Cheerbrook Road to Brine Leas School	9 th May 2023	Fine
Cheerbrook Road to Brine Leas School	12 th June 2023	Hot and sunny
Cheerbrook Road to Brine Leas School	11 th July 2023	Rainy



Walking route from Willaston to Brine Leas School



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Strategic Transport
Delamere House, Delamere Street
Crewe CW1 2LL

Document Control Sheet

- **Willaston to Brine Leas School, Nantwich**
- **Route assessment – 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 2021 'Assessment of Walked Routes to School' and the Department for Education in June 2023 'Travel to school for children of compulsory school age'.

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

	Officer Initials and Job Title	Date Approved
Originated by	JM – Transport Officer	18 th July 2023
Checked by	AT – Senior Road Safety Engineer	19 th July 2023
Reviewed by	GM – Contract Manager, Cheshire East Highways	20 th July 2023
Approved by	PD – Contract Operations Manager, CEC Highway Service Commissioning Client Team	28 th July 2023

Route Information

1. Route Overview

This assessment relates to children of compulsory school age in years 7 to 11 (aged 11 to 16) attending Brine Leas 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 in line with national guidance.

The assessor has considered how the availability of this route might be affected at different times of the year, such as flooding, 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 Brine Leas School between 07.50 and 08.50 and 15.15 and 16.15.

The assessor noted that this route had previously been assessed as unavailable due to the lack of a controlled crossing point on A51 at the Cheerbrook Roundabout. Although a toucan crossing became operational 14th October 2008, the route had not been re-assessed for pupils travelling to Brine Leas School.

The assessor noted that there was overgrown shrubbery on the route, this has been reported, however, this does not affect the availability of the route. In future, users should note that if there are any concerns that may prevent or impede pedestrians, they should report to Cheshire East Council on 0300 123 5020 or <https://fixmystreet.cheshireeast.gov.uk/>

Important Notes:

- The distances shown in this report should not be used in measuring a child's distance from home to school.
- Each road is assessed for sight lines, traffic flow and visibility; where there is low traffic volume and good visibility a traffic count is not required.

2. Route Sections

Section	Description	Distance
1	Old Newcastle Road including the crossing of Cheerbrook Road and Cheerbrook Road from its junction with Wybunbury Road across the A500 to Newcastle Road and its junction with the A51 at Elwood Way.	0.74 miles 1.19 km
2	A51 Elwood Way, A530 Peter Destapleigh Way and A530 (Audlem Road) to Brine Leas School	0.95 miles 1.5 km
	Total Distance	1.69 miles 2.70 km

3. Recorded Collision Data

In the 3-year period between 1st May 2020 and 30th April 2023, there were 9 recorded collisions of all types involving personal injury on the route. 3 of these collisions involved a pedestrian. All collisions were classified as slight with no serious or fatal.

- Section 1 – there were 6 recorded collisions of which 1 involved a pedestrian. The pedestrian collision occurred at school arrival times but was not at one of the suggested crossing points and the pedestrian was not of secondary school age.
- Section 2 – there were 3 recorded collisions of which 2 involved pedestrians. Both collisions occurred on the suggested route but did not occur during school arrival or dispersal times and pedestrians were not of school age.

Section 1 – Old Newcastle Road and Cheerbrook Road to Elwood Way



Section Characteristics

- The route assessment includes Old Newcastle Road, Cheerbrook Road, Newcastle Road and Elwood Way. The route includes two controlled pedestrian crossings on the A500 at Cheerbrook Roundabout and the A51 Newcastle Road at its junction with Elwood Way.
- Old Newcastle Road and Cheerbrook Road are both roads with houses on either side of the road with good pavements and street lighting.
- Old Newcastle Road has street lighting for some of the road and a speed limit of 30 mph.
- The A51 Newcastle Road is single lane carriageway with a high volume of traffic. There is a pavement/ cycleway on the north side of the carriageway.
- On the A51 there is street lighting and the speed limit is 40 mph.
- There is a cycle route from Old Newcastle Road to Elwood Way.

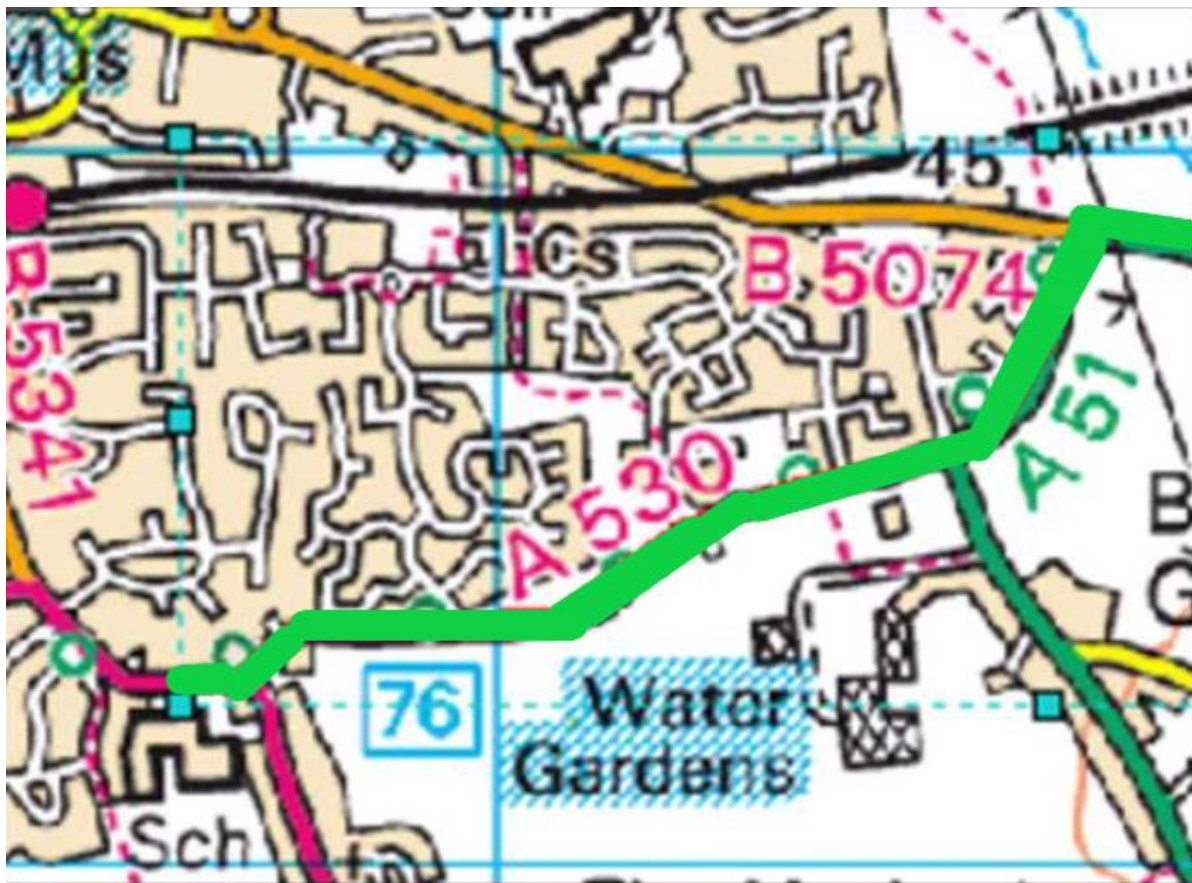
Footway Assessment:

Is there a pavement/ footway segregated from traffic?	Yes
	Pavements are in good condition and are of adequate width and segregated from traffic.
Is there a need to walk on the carriageway?	No

Crossing Assessment:		
Is a crossing required?	Yes	
	Cheerbrook Road Nantwich By-pass Newcastle Road	Traffic and gap count completed Toucan crossing Pedestrian phase in traffic lights
Sighting times	There are at least 4 seconds sighting time at each crossing point.	
Traffic volume and gap times	<p>A traffic and gap count were carried out on Cheerbrook Road between Old Newcastle Road and Newcastle Road on 18/07/23 between 0745 and 0845.</p> <p>Based on the width of Cheerbrook Road, 10 seconds is used to assess the gap in traffic needed to cross the road.</p> <p>During the hour there were 265 passenger car units and an average of 14 crossing opportunities every 5 minutes. Crossing opportunities were least between 0825 and 0830 with 11 within the 5 minute period. Traffic volume on Cheerbrook Road is classified as low.</p> <p>Traffic and gap counts are not required with light-controlled crossings.</p>	

Comments on Section 1
<p>This route starts with houses on both sides of the road and then crosses the A51 using a light controlled (toucan) crossing. Some pupils may need to cross Cheerbrook Road, but this is classed as low traffic.</p> <p>Newcastle Road is in a more rural area with a farm shop and fields adjacent to the pavement. The route is also a cycle way which links Willaston and Nantwich. There are pavements for pedestrians to use along the entire length of the route. The assessor noted that this is a well-used route by cyclists and pedestrians.</p>

Section 2 – Elwood Way to Brine Leas School



Section Characteristics

- The route assessment is from Elwood Way to Brine Leas School via Peter Destaplegh Way to the A530 Audlem Road.
- Elwood Way and Peter Destaplegh Way are wide single 2 lane carriageway with footway on the northern side for the whole section of this route, which is of adequate width and condition and is shared with a cycle way.
- The speed limit is 40 mph on Elwood Way reducing to 30 mph on Peter Destaplegh Way as the road approaches its junction with Hawsley Drive. The speed limit remains at 30 mph for the rest of the route to Brine Leas School.
- There is street lighting for the full length of this section.
- There are school wig-wags and a speed reduction to 20 mph on Peter Destaplegh Way in advance of Pear Tree Field which operate during the local primary school opening and closing times.
- Pedestrians are required to cross a number of junctions whilst walking along Elwood Way and Peter Destaplegh Way: Pollard Close is a Cul-de-sac; London Road is controlled by a pedestrian phase in the traffic lights as is Pear Tree Field; Hawksey Drive has a pedestrian refuge; Burnell Close is a Cul-de-sac. The junction with the A530 (Audlem Road) is controlled by a pedestrian phase in the traffic lights.

Footway Assessment:	
Is there a pavement/ footway segregated from traffic?	Yes
	Pavements are in good condition and are of adequate width and segregated from traffic.
Is there a need to walk on the carriageway?	No

Crossing Assessment:	
Is a crossing required?	Yes
	Pollard Close minor road and cul-de-sac; London Road pedestrian phase in the traffic lights Pear Tree Field pedestrian phase in traffic lights Hawksey Drive pedestrian refuge; Burnell Close minor road and cul-de-sac. A530 (Audlem Road) pedestrian phase in the traffic lights.
Sighting times	There are at least 4 seconds sighting time at each crossing point.
Traffic volume and gap times	Not required as controlled crossings are available for pedestrians to use at major or busy road junctions. Other road have low traffic and good visibility.

Comments on Section 2

This section of the route has houses on one side of the pavement and a new housing development is being constructed on the other side of the road. There are pavements for pedestrians to use along the entire length of the route. There are also cycle routes along the route and is well used by pedestrians and cyclists. The assessor noted that there was overgrown shrubbery adjacent on Peter Destapleigh way and this has been reported.

Comments on whole route

The route between Willaston and Brine Leas School had previously been assessed as unavailable due to the lack of light-controlled crossing facilities on the Nantwich by-pass. However, since the installation of the Toucan crossing in October 2008 the route had become an available route to school. The assessor noted that the route is along roads that are well used by pedestrians and cyclists.

Further information on available walking routes can be found at:

https://www.cheshireeast.gov.uk/schools/school_transport/available-walking-routes/walking_routes_to_schools.aspx



Peter Destaplegh Way



Toucan Crossing on Cheerbrook Road



Access to Newcastle Road

The full route can be viewed at

<https://www.google.com/maps/@53.061917,-2.5040336,15z?entry=ttu>