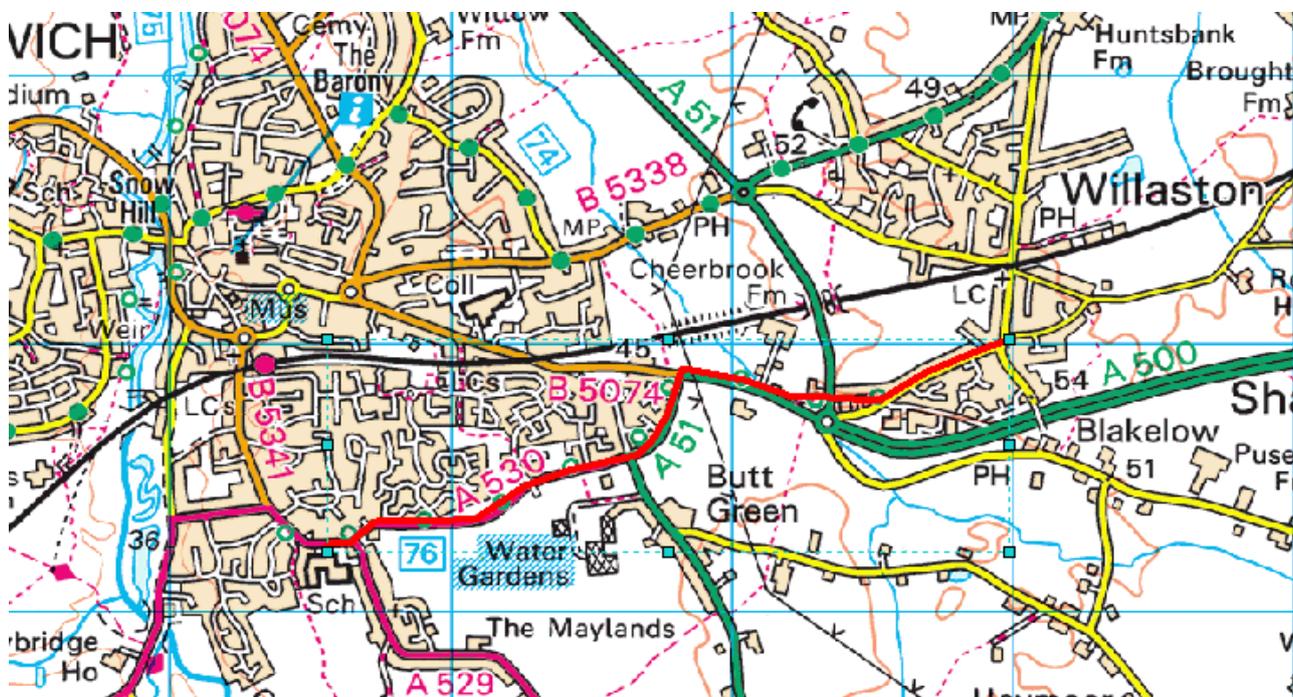


Walking Route to School Assessment

Assessment number CE 320
Willaston to Brine Leas School
Route assessed March & May 2016



| | |
|-----------------------------------------|----------------------------------------------------------------------------|
| Dates & Times of Assessment: | 14 th & 16 th March 2016 / 10 th May 2016 |
| Weather: | Dry and Sunny / 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 Brine Leas 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 07.50 and 08.50 in the morning and 15.35 and 16.35 in the afternoon and assessments have been carried out at this time

The route is a suggested route to Brine Leas High School; 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 10 recorded collisions of all types involving personal injury on the route. None of these collisions involved a pedestrian.

- Section 1 there were 5 recorded collisions of all types involving personal injury on the route.
- Section 2 there were 5 recorded collisions, of all types involving personal injury on the route.

3. The Route

Section 1 Cheerbrook Road across A500 to Newcastle Road with its junction with A51 Elwood Way.

| | | |
|-----------------|-----------|--------------|
| Grid ref | 367963 | 352010 |
| | 366816 | 351890 |
| Distance | 1195 mtrs | (0.74 miles) |

Section 2 A51 Elwood Way, A5301 Peter Destapleigh and A529 (Audlem Road) to Brine Leas High School.

| | | |
|-----------------|-----------|--------------|
| Grid ref | 366916 | 351890 |
| | 365615 | 351259 |
| Distance | 1526 mtrs | (0.95 miles) |

Total Distance 2721 mtrs (1.69 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 its junction with A51 Elwood Way.
- 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 to the junction with 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 is 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 fully safety audited. There is no requirement for further assessment at this point. |



Cheerbrook Road



Toucan Crossing A500

| | |
|----------------------------------|-----------|
| Section Assessment Result | Available |
|----------------------------------|-----------|

SECTION 2 – ASSESSMENT

Section Characteristics

- This section of the route follows A51 Elwood Way, A5301 Peter Destapleigh Way to the A529 Audlem Road and Brine Leas School.
- Elwood Way and Peter Destapleigh Way are wide single 2 lane carriageway.
- There is a 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 and Peter Destapleigh Way. The speed limit is reduced on Peter Destapleigh Way to 30 mph as the road approaches the junction with Hawsley Drive. The speed limit remains at 30 mph for the rest of the route to Brine Leas School.
- There are controlled crossing on Elwood Way across London Road and on Peter Destapleigh Way across Pear Tree Field, Hawsley Drive and Audlem Road.
- There is street lighting for the full length of this section.

Footway Assessment:

| | |
|------------------------------------------------------|------------------------------------|
| Is there a pavement/footway segregated from traffic? | Yes |
| | On Elwood Way the pavement is wide |
| Is there a need to walk on the carriageway? | No |
| | |

Crossing Assessment:

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|-----------------------|------------|
| Is crossing required? | Yes |
|-----------------------|------------|

| | |
|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Dates assessed</p> | <p>The following roads need to be crossed:</p> <ul style="list-style-type: none"> • Pollard Drive. <ul style="list-style-type: none"> ○ Cul-de-sac • London Road <ul style="list-style-type: none"> ○ This is controlled by a pedestrian phase in the traffic lights • Pear Tree Field <ul style="list-style-type: none"> ○ This is controlled by a pedestrian phase in the traffic lights • Hawksey Drive <ul style="list-style-type: none"> ○ This is controlled by a traffic island. • Burnell Close <ul style="list-style-type: none"> ○ Cul-de-sac • Audlem Road <ul style="list-style-type: none"> ○ This is controlled by a pedestrian phase in the traffic lights |
| <p>Comments</p> | <ul style="list-style-type: none"> • Pollard Drive is a quiet side road and has 4 seconds viewing time of traffic. Pollard drive has very low traffic and an 'available' crossing point. • London Road can be crossed using the controlled crossing. • Pear Tree Field can be crossed using the controlled crossing • Hawksey Drive can be crossed using the un-controlled crossing. • Burnell Close is a quiet cul-de-sac with very low traffic counts. • A529 Audlem Road is crossing using the controlled crossing point at the traffic lights. • All other side roads all have 4 seconds viewing time of the traffic. |

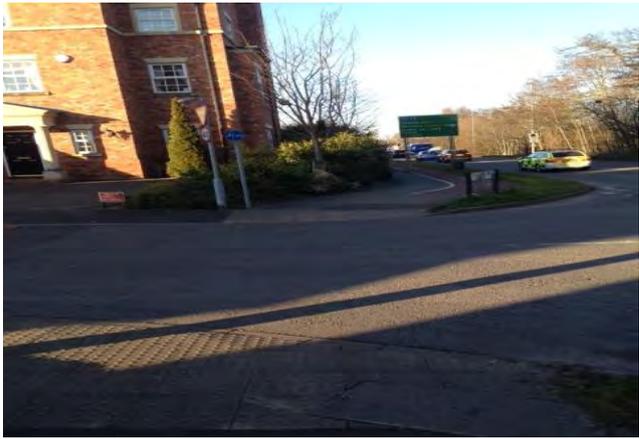
| | |
|-----------------------------------------|------------------|
| <p>Section assessment result</p> | <p>Available</p> |
|-----------------------------------------|------------------|

Photos of route

Elwood Way traffic lights



Pollard Drive Crossing



Pear Tree Fields crossing



Hawksey Drive Crossing



Burnell Close crossing



Audlem Road crossing

