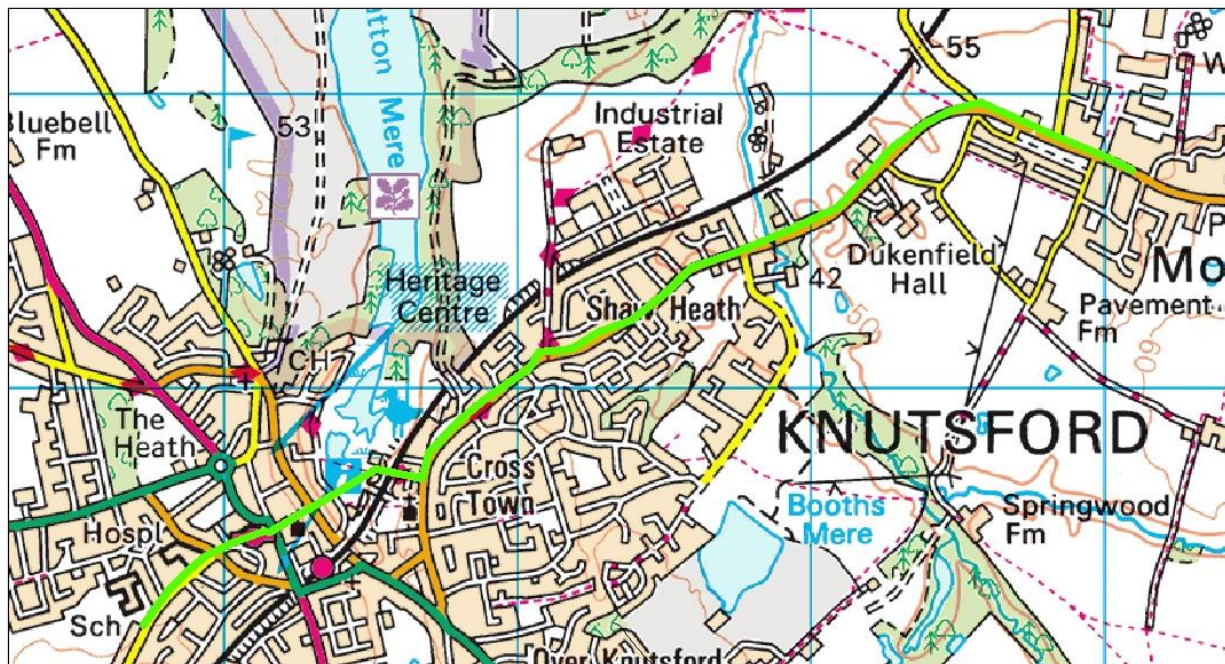


Walking Route to School Assessment
Assessment number CE 358
Mobberley to Knutsford Academy
Route assessed April / September 2017



Available Walking Route to School
 Mobberley to Knutsford



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Overall Route Assessment Outcome: Available		
Dates and Times of Assessment:		
Location:	Dates	Weather
Full Route	26 th April 2017 1500 – 1600	Fine and dry
	2 nd May 2017 0800 - 0900	Sunny
	30 th May 2017 1500 - 1600	Sunny

Transport Policy and Strategy
 Delamere House, Delamere Street
 Crewe CW1 2LL

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Document control sheet

- **Walking Route to School Assessment – Mobberley to Knutsford Academy**
- **Assessment number CE 358**

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 2017 'Assessment of Walked Routes to School' and the Department for Education and Skills in 2014 '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.

	Name	Date
Originated by	Principal Transport Officer	May – Sept 2017
Checked by	Senior Road Safety Engineer	Aug – Sept 2017
Reviewed by	Contract Manager – Cheshire East Highways	September 2017
Approved by	Senior Manager – CEC Highways Commissioning Team	September 2017

Route Information

1. Route Overview

This assessment relates to children of compulsory school age in years 7 to 11, (aged 11 to 16) walking to Knutsford Multi-Academy Trust. 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 adult.

The assessor has considered how the availability of this route might be affected at different times of the year. During autumn/winter there are some leaves that lie on the pavement but these can easily be avoided and the route through The Moor may become slippery in icy conditions due to low lying ground close to local factors.; there appears to be no other seasonal factors that affect the availability of 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 1500 and 1600 in the afternoon (1520 – 1620 on Tuesday afternoon)

The assessor noted that this route had previously been assessed as unavailable because of the lack of pavement between Mobberley and Knutsford and the lack of opportunities to cross Knutsford Road

Pupils are expected to use any alternative available route that is within statutory walking distance to walk to school.

Important Notes:

- The B5085 has 3 names along the sections that have been assessed; Town Lane, Knutsford Road and Mobberley Road.
- 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. Recorded Collision Data

The information is for the whole route that has been assessed between Mobberley and Knutsford.

There were a total of 12 serious and 23 slight PIA's (personal injury accidents). Of the 35 collisions, 11 involved pedestrians of which 4 were of school age.

The breakdown by route section and year is:

Section 1	Total RTCs	Serious	Slight	Comments
2012 (Feb - Dec)	0	0	0	
2013	0	0	0	
2014	2	1	1	1 pedestrian, serious injuries
2015	0	0	0	
2016	0	0	0	

Section 2	Total RTCs	Serious	Slight	Comments
2012 (Feb - Dec)	1	0	1	
2013	2	1	1	
2014	0	0	0	
2015	3	0	3	
2016	2	0	2	


Section 3	Total RTCs	Serious	Slight	Comments
2012 (Feb - Dec)	1	0	1	
2013	2	2	0	
2014	5	2	3	2 collisions involving pedestrians, 2 slight injuries
2015	2	1	1	
2016	4	1	3	

Section 4	Total RTCs	Serious	Slight	Comments
2012 (Feb - Dec)	1	1	0	1 pedestrian, serious injuries
2013	4	0	4	3 collisions involving pedestrians, 3 slight injuries
2014	1	1	0	
2015	1	1	0	1 pedestrian, serious injuries
2016	4	1	3	3 collisions involving pedestrians, 2 slight injuries, 1 serious injuries

3. Route Sections

Section	Description	Distance
1	Starting at the Puffin Crossing on Town Lane (B5085) adjacent to Oldfield Drive ending at Smith Lane.	0.241 of a mile
2	Starts at Smith Lane and follows Knutsford Road to Rookwood Way.	0.731 of a mile
3	Starts at Rookwood Way and continues along Mobberley Road to Middle Walk.	0.888 of a mile
4	Middle Walk passes under the rail bridge and walk diagonally across The Moor to King Street, Church Hill and crossing Toft Road into Bexton Road and Knutsford Academy.	0.546 of a mile






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Available Walking Route to School
Mobberley to Knutsford

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Section 1 - Assessment



Available Walking Route to School Mobberley to Knutsford Section 1

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Section Characteristics

- The route assessment starts on Town Lane and pupils who live to the south of this road can cross using the Puffin Crossing.
- Town Lane is a 2 way single carriageway in an urban area with shops and houses on either side of the route.
- The speed limit is 30 mph and there is street lighting along the route until Pavement Lane.
- There is an automatic speed warning sign.

Footway Assessment:

Is there a pavement/ footway segregated from traffic?	Yes
	Pavements are in good condition and are of adequate width, although the assessor noted that width could be improved if house owners cut their hedges back to prevent any encroachment. If these cause a problem then the issues should, in the first instance, be reported to the landowner or secondly to Cheshire East Council 0300 123 5020

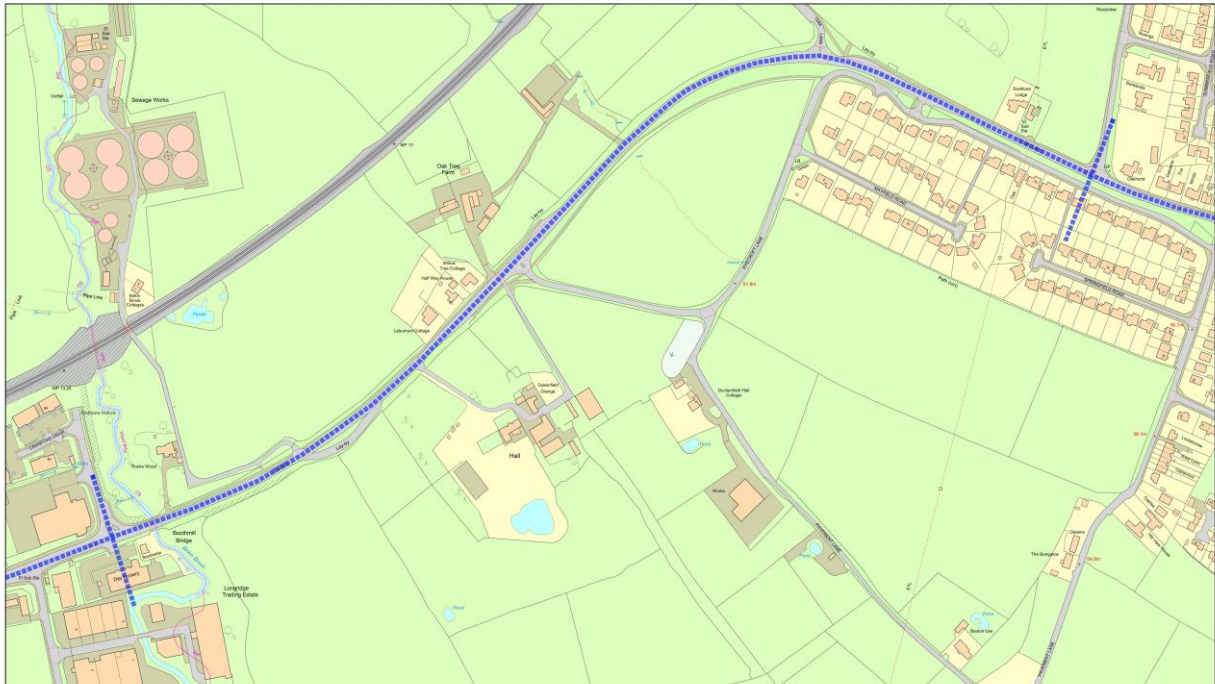
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Is there a need to walk on the carriageway?	No
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Crossing Assessment:	
Is a crossing required?	Town Lane – Puffin Crossing and no assessment required. Oldfield Drive – Side road and no further assessment required. Ilford Way – There is a traffic island that pedestrians can use to cross this road. This is also a side road and no further assessment required.
Sighting time	There is adequate sighting time at all crossing locations.
Traffic volume	n/a due to controlled crossing in place.
Gap times	n/a due to controlled crossing in place.

Comments on Section 1
<p>This section of the route is the urban area of Mobberley and is a well-lit route with continuous pavement. The assessor noted that there was one pedestrian collision at the Puffin Crossing on Town Lane.</p> <p>This section has been assessed as available.</p>

Section 2 - Assessment



Available Walking Route to School Mobberley to Knutsford Section 2

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Section Characteristics

- A new pavement has recently been constructed along Knutsford Road and is 2 m wide.
- Knutsford Road is along a rural section with fields and a few houses adjacent to the road.
- There is no street lighting and the speed limit is national speed limit.
- The speed limit changes to 30 mph approx. 100 m prior to the traffic lights at Rookwood Way.

Footway Assessment:

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

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Crossing Assessment:

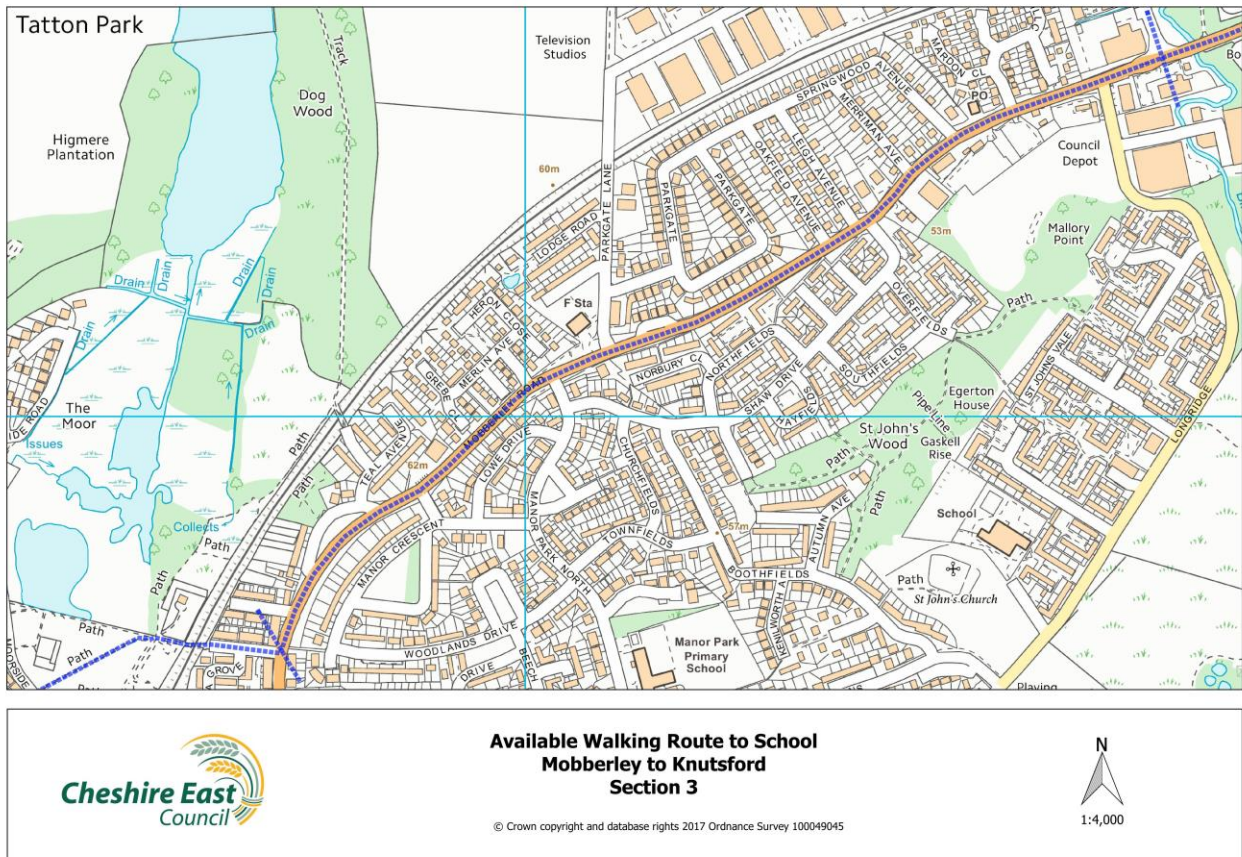
Is a crossing required?	Smith Lane – Side road no further assessment required. Broad Oak Lane – The assessor noted that the recent addition of dropped crossings away from the mouth of the junction meant that pedestrians were crossing at the narrowest part of the road and that no further assessment was required.
Sighting time	There is adequate sighting time at all crossing locations.
Traffic volume	n/a due to low volume
Gap times:	n/a due to low volume

Comments on Section 2

This section of the route had previously been assessed as unavailable due to the lack of path with hard paved surface; however, the construction of the new path has created a walking route between Mobberley and Knutsford.

This section of the route has been assessed as available.

Section 3 - Assessment



Section Characteristics

- The section of the road is along Mobberley Road and is in an urban area with houses and local businesses on either side of the road.
- The first section is a shared path and both cyclists and pedestrians can use the pavement.
- The speed limit is 30 mph and there is street lighting.

Footway Assessment:

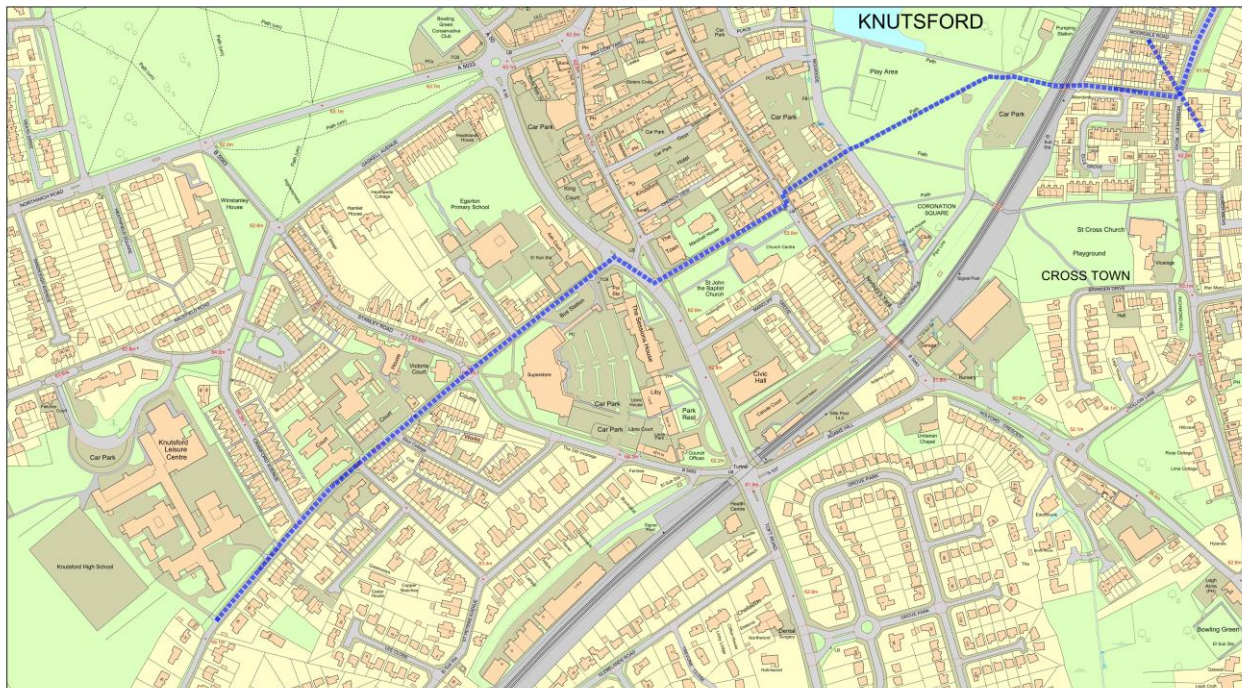
Is there a pavement/footway segregated from traffic?	Yes
	The pavement is in generally good condition; however, in a number of locations the surface is uneven, with the probable cause being tree roots. This could cause a tripping hazard for pedestrians, especially those with impaired vision or who have difficulty walking, and will be a particular issue during the hours of darkness. The footpath is of adequate width.

Is there a need to walk on the carriageway?	No
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Crossing Assessment:	
Is a crossing required	<p>Rookwood Way – Pedestrian phase in traffic lights, no further assessment required.</p> <p>Montmorency Road – Side road and no further assessment required.</p> <p>Springwood Ave – Side road and no further assessment required.</p> <p>Merriman Ave – Side road and no further assessment required.</p> <p>Leigh Ave – Side road and no further assessment required.</p> <p>Oakfield Avenue – Side road and no further assessment required.</p> <p>Parkgate Lane – There is a traffic island but not designed for use as a crossing point. Pedestrians are directed to the dropped crossing. This is a side road and no further assessment required.</p> <p>Kestrel Ave – Side road and no further assessment required.</p> <p>Moordale Ave – Side road and no further assessment required.</p>
Sighting time	There is adequate sighting time at all crossing locations.
Traffic volumes	n/a due to low volume
Gap times	n/a due to low volume

Comments on Section 3
<p>This section is in an urban area with street lighting and on continuous route.</p> <p>This section has been assessed as available.</p>

Section 4 - Assessment



Available Walking Route to School Mobberley to Knutsford Section 4

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Section Characteristics

- All of this section is in a 30 mph zone, unless noted and there is street lighting for the most part, unless noted.
- The section passes through Knutsford town centre and is used by pedestrians and pupils travelling to and from local schools.
- The first part of this route passes down Middle Walk and under the railway bridge – the assessor noted that although the short tunnel under the railway bridge (approximately 11 metres) is unlit, it is a well-used route.
- There is lighting on Middle Walk and annual traffic counts are undertaken as part of the monitoring programme for Cheshire East's Cycling Strategy.
- The route then passes diagonally through The Moor which is a popular local park. This path is not lit although the assessor noted that there are other paths in the park that are lit.
- There is a channel for a small stream running adjacent to Moorside which could cause a trip hazard but the assessor noted that there is an adjacent street light and it is also a well-used route.
- The route then passes through the King Street car park. There is a section in the car park where there is no pavement but the assessor noted that pedestrians freely walk around the car park where traffic speeds and volumes are low and very few pedestrians used the pavement.

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- The route crosses King Street which is a road busy with pedestrians and some traffic. There is good visibility on this crossing point and traffic speed is generally low.
- The route follows Church Hill Walk which is a cobbled road and pavement on one side of the road.
- Pedestrians then need to cross Princess Street to access the traffic lights on Toft Road.
- Toft Road can be crossed using the pedestrian phase in the traffic lights.
- The route follows Bexton Road crossing Stanley Road.

Footway Assessment:

Is there a pavement/footway segregated from traffic?	Yes
	Good quality pavement with adequate width for the majority of the route except the section in the King Street car park.
Is there a need to walk on the carriageway?	Yes
	There is a small 10 metre section in the King Street Car Park where there is no pavement, however, the assessor noted that pedestrians walk freely in the car park and do not appear to use the existing pavement as traffic speeds and volumes are low.

Crossing Assessment:

Is a crossing required?	Moorside – This is a quiet road with low traffic flows – no further assessment required. King Street is a one way street well used by pedestrians as it is a shopping centre, the road has good visibility, traffic speeds are low and no further assessment required. Princess Street is a one way street. Pedestrians can cross using the dropped crossing points and the road has good visibility and traffic speeds are low as vehicles are approaching a junction. Toft Road – There is a pedestrian phase in the traffic lights and no further assessment required. Stanley Road – Side road and pedestrians can cross using the raised table.
Sighting time	There is adequate sighting time at all crossing locations.
Traffic volume	n/a - Moorside, King Street and Princess Street due to low traffic volumes. Toft Road due to a controlled crossing in place and Stanley Road due to traffic calming and uncontrolled table type crossing.
Gap times	n/a (see Traffic volume comment)

Comments on Section 4

The assessor noted that there are many pupils, attending both Knutsford Academy and other local schools, who walk across The Moor and through the town centre to access their school. There are numerous routes used by these pupils who cross at various locations.

The assessor noted that the town centre was a well used pedestrian route for pupils travelling to and from school.

The assessor noted that there was 1 collision involving a child pedestrian on the route which took place at the crossing location on Toft Road.

The route was assessed as available.