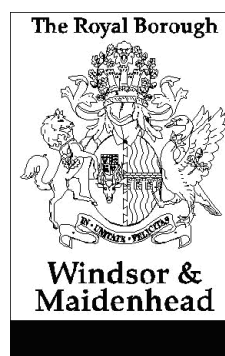


Report for: ACTION



<b>Contains Confidential or Exempt Information</b>	NO – Part 1
<b>Title</b>	Holyport College – Safe Routes to School (Petition)
<b>Responsible Officer(s)</b>	Simon Fletcher - Strategic Director of Operations
<b>Contact officer, job title and phone number</b>	Ben Smith - Head of Highways & Transport (01628) 796147
<b>Member reporting</b>	Councillor P Bicknell , Lead Member for Highways & Transport
<b>For Consideration By</b>	Cabinet
<b>Date to be Considered</b>	30 June 2016
<b>Implementation Date if Not Called In</b>	June 2016
<b>Affected Wards</b>	Bray

## REPORT SUMMARY

1. This report responds to the petition presented to Council on 15<sup>th</sup> December 2015, requesting that RBWM create a safe route to school for children that live within a mile of Holyport College. The report presents a review into possible routes and a recommended way forward.
2. Due to the difficulty in identifying continuous routes that are likely to be acceptable; deliverable and affordable from all areas to Holyport College, a phased approach is recommended, whereby the route along the Ascot Road (linking Holyport Green with the school) be subject to consultation on the scheme detail and be delivered (subject to the favourable consultation results). Links to other areas could be progressed at a later stage if issues can be overcome.
3. The financial implications of the recommended way forward are estimated at £140k. Developer funding of approximately £85k could be released subject to Holyport College and the Royal Borough agreeing to vary the original S.106 agreement

<b>If recommendations are adopted, how will residents benefit?</b>	
Benefits to residents and reasons why they will benefit	Dates by which residents can expect to notice a difference
1. Pupils living within one mile of Holyport College would be able to walk or cycle to the college unaccompanied.	Following completion of any scheme.

## **1. DETAILS OF RECOMMENDATIONS**

### **RECOMMENDATION: That:**

- i. The new footway link along Ascot Road (between Holyport Green and Holyport College) forms the basis of consultation on the recommended scheme detail with residents, Members; Bray Parish Council and Holyport College**
- ii. Subject to the outcome of the consultation, the new footway link be delivered at the earliest opportunity**
- iii. The approved capital programme 2016/17 be increased by £140,000 to deliver this project (Note: a contribution secured from Holyport College of £83,000 is available to part fund the scheme)**

## **2. REASON FOR RECOMMENDATION(S) AND OPTIONS CONSIDERED**

- 2.1 An e-petition containing 552 signatories, accompanied by a paper petition containing over 500 signatures, was submitted to the council on 1 November 2015. The petition reads... *'We the undersigned petition The Royal Borough of Windsor and Maidenhead to create a safe route to school for children that live within a mile of Holyport College'*
- 2.2 The petition was debated at Council on 15<sup>th</sup> December where it was resolved that:
  - i) The council notes the petition, and recognises the need to create and maintain safe routes to school
  - ii) The council notes that approximately £80,000 of highways developer contribution funding awaits a suitable scheme
  - iii) The council recommends that a report be brought to Cabinet in spring 2016 with potential options to utilise the funding and address the issues raised by the petition, including a full consultation process.
- 2.3 There are a number of positive reasons for considering the implementation of Safer Routes to school initiatives, including encouraging walking and cycling, which have both health and independence benefits for pupils as well as reduced congestion on routes around schools.
- 2.4 Due to the rural location of Holyport College, the number of residential properties within one mile of the college would mean that there is likely to be a limited number of pupils who would benefit from the introduction of any new routes.

- 2.5 Options for safe routes from Holyport village to Holyport College have been investigated – including a route following the A330 Ascot Road and others avoiding the A330 Ascot Road as far as possible. Options for routes from Forest Green Road, Sturt Green, Paley Street and Touchen End have also been investigated. These options are detailed in Appendix B.
- 2.6 Each route has been considered with respect to deliverability; affordability and the likely levels of use. On this basis it is recommended that a phased approach be adopted with the route along the A330 Ascot Road developed for consultation on the scheme detail and implemented (subject to the outcome of the consultation).
- 2.7 The demand for the other routes is likely to be lower and may be considered at a future date dependant upon potential demand and deliverability.

<b>Option</b>	<b>Comments</b>
Conclude that it would not be feasible or cost-effective to introduce safe routes to Holyport College.	This would not respond positively to the petition but is a realistic assessment of the situation on roads in the immediate vicinity of the College.
Develop the safe walking routes on a phased basis; prioritise the route along the A330 Ascot Road for consultation on the detailed scheme design and implementation	This option is recommended as it positively responds to the petition and is likely to attract the greatest demand, thereby delivering the most benefit
Develop, consult and implement alternative safe walking routes to Holyport College	The recommended way forward offers a positive response to the petition which is deliverable and is likely to encourage greater use than other routes

### 3. KEY IMPLICATIONS

<b>Defined Outcomes</b>	<b>Unmet</b>	<b>Met</b>	<b>Exceeded</b>	<b>Significantly Exceeded</b>	<b>Date they should be delivered by</b>
Weekly increase in pupils walking to Holyport College	No increase in numbers	10%	11 – 20%	More than 20%	January 2017
New footway installed	1 <sup>st</sup> January 2017 onwards	31 <sup>st</sup> December 2016	30 <sup>th</sup> November 2016	31 <sup>st</sup> October 2016	31 <sup>st</sup> December 2016

*Note: baseline to be established through School Travel Plan survey*

## 4. FINANCIAL DETAILS

### Financial impact on the budget

- 4.1 The LTP Feasibility Studies budget for 2016-17 is available to fund the detailed consultation into the A330 route.

There is no capital funding approved to implement the recommended scheme (post implementation)

- 4.2 The legal agreement with Holyport College provides for a contribution of £83,245 towards a junction improvement scheme at the A330 Ascot Road/B3024 Forest Green Road once it can be demonstrated that there has been a 20% increase in traffic on the A330 Ascot Road.

However, the College have indicated that they would be prepared to vary the agreement in order to release the funding sooner rather than later and in order to fund other agreed improvements, including the new footway along the A330.

The estimated cost of implementing the recommended new section of footway is £140,000.

£83,000 could be funded from the contribution from Holyport College with the residual funding of £57,000 funded corporately.

	<b>2016/17</b>	<b>2017/18</b>	<b>2018/19</b>
	Revenue £'000	Revenue £'000	Revenue £'000
Addition	£0	£0	£0
Reduction	£0	£0	£0

	<b>2016/17</b>	<b>2017/18</b>	<b>2018/19</b>
	Capital £'000	Capital £'000	Capital £'000
Addition	£140	£0	£0
Reduction	£0	£0	£0

## 5. LEGAL IMPLICATIONS

- 5.1 The recommended improvements will be delivered in accordance with legislation and applicable guidance issued by the Department for Transport (DfT).
- 5.2 Any physical changes to the road layout would be subject to a road safety audit process.
- 5.3 The Council is empowered to create footpaths under the provisions of Part III of the *Highways Act 1980*. This Part enables the creation of footpaths either by agreement or compulsorily, where an authority is satisfied that it is necessary:

- having regard to the extent to which the path or way would add to the convenience or enjoyment of a substantial section of the public/persons resident in the area, and
- having regard to the effect which the creation of the path would have on the rights of persons interested in the land.

## 6. VALUE FOR MONEY

- 6.1 If the recommended actions are endorsed this would result in delivering improvements identified in response to the consultation results, thereby offering value for money for residents by allocating funding in response to the main consultation feedback.
- 6.2 Works would be carried out by term contractors appointed under competitive tendering processes, ensuring value for money.
- 6.3 The introduction of additional highways infrastructure in a rural setting would represent an increase in future maintenance costs.

## 7. SUSTAINABILITY IMPACT APPRAISAL

- 7.1 The introduction of safe routes for pupils living within one mile of Holyport College would promote sustainable transport modes and has the potential to reduce the number of car-borne trips.

## 8. RISK MANAGEMENT

<b>Risks</b>	<b>Uncontrolled Risk</b>	<b>Controls</b>	<b>Controlled Risk</b>
It is not possible to identify schemes that meet the criteria of a 'safe' route	High	Schemes will only be put forward once further detailed design work has been completed	Medium
Schemes are not supported by key stakeholders and the local community	Medium	Any schemes will be subject to consultation	Low
Schemes are not effective at encouraging pupils to walk or cycle to Holyport College	High	Any schemes will be subject to further design and consultation in order to develop effective options	Medium

## 9. LINKS TO STRATEGIC OBJECTIVES

9.1 The recommended option would be in line with all the four of the council's strategic priorities: Residents First; Value for Money; Delivering Together and Equipping Ourselves for the Future.

9.2 The strongest links are:

### **Residents First**

- Improve the Environment, Economy and Transport

### **Value for Money**

- Deliver Economic Services

### **Delivering Together**

- Deliver Effective Services

## 10. EQUALITIES, HUMAN RIGHTS AND COMMUNITY COHESION

None

## 11. STAFFING/WORKFORCE AND ACCOMMODATION IMPLICATIONS

None

## 12. PROPERTY AND ASSETS

12.1 The recommended actions would result in alterations to highway assets. Depending upon the option taken forward, this could involve works both on and off of the public highway.

## 13. ANY OTHER IMPLICATIONS

None

## 14. CONSULTATION

14.1 It is proposed to undertake a consultation with residents; Bray Parish Council; Members and Holyport College.

14.2 This report will be considered by the Highways, Transport and Environment Overview & Scrutiny Panel with comments circulated and published for consideration.

## 15. TIMETABLE FOR IMPLEMENTATION

<b>Date</b>	<b>Details</b>
July - September 2016	Undertake consultation

Date	Details
September – October 2016	Detailed design / commissioning
November – December 2016	Construction

## 16. APPENDICES

Appendix A – Site Location plan  
Appendix B – Detailed Route Information

## 17. BACKGROUND INFORMATION

- 17.1 Holyport College is located on the A330 Ascot Road, which provides the main route for traffic between Maidenhead, M4 Junction 8/9 and destinations to the south of the Borough. The road immediately outside of the College is below 6.0m wide and carries approximately 15000 vehicles per day, with around 1350 vehicles in the AM peak and 1500 vehicles in the PM peak.
- 17.2 The Council has introduced a number of road safety measures in the area in association with the opening of the College. This includes reducing the speed limit on the road from 50mph to 40mph and a 20mph advisory speed limit at pupil pick-up and drop-off times in the immediate vicinity of the College entrance. There are also school warning signs and 'dragon's teeth' markings to encourage drivers to slow in the vicinity of the College.
- 17.3 The Holyport College Travel Plan acknowledges the limited infrastructure to facilitate walking and cycling in the immediate vicinity of the College. The College therefore uses minibuses to provide a shuttle service for pupils from Holyport, Windsor and Maidenhead. As well as ensuring that day pupils arrive safely and punctually, the minibus service sets out to minimise the traffic impact around the site.
- 17.4 The area around Holyport College is predominantly rural. Many of the roads in the area have very limited footway provision. Where footways are available, they are often narrow and are located immediately adjacent to the road, rather than being separated by a verge. Many of the footways are isolated stretches of footway that would require walkers to cross roads where no crossing provision presently exists.
- 17.5 There is limited land available adjacent to the highway to construct new sections of footways in order to provide continuous links to Holyport College. In some instances the only option would be to acquire land from adjoining properties in order to provide new sections of footway. Also, there are sections of drainage ditch in close proximity to roads which would require piping in order to provide space to construct new footways. The drainage and flooding implications of piping existing drainage ditches would require detailed technical assessments in order to establish the feasibility/viability of such proposals.
- 17.6 Although there are a number of footways and bridleways in the area, it is not possible to identify a fully off-road continuous route similar to the Greenway in Maidenhead that would provide an alternative to using the A330 Holyport Road.

17.7 As with most rural areas, all of the roads around Holyport College are presently unlit. There are therefore likely to be concerns about issues of personal security about pupils walking or cycling to the college unaccompanied by parents. In addition, a number of the routes are relatively secluded, which is also likely to raise issues about personal safety. Therefore, even if a continuous path were to be provided, many parents may question whether such routes could be considered to be 'safe', which is likely to limit the potential use of such routes.

17.8 In conclusion, the initial study into safe routes to Holyport College from Holyport village and other areas has identified a number of as yet unresolved issues with the routes identified. Whilst further work may be able to minimise the number and extent of these issues, fundamental issues of personal security and personal safety are likely to limit the attractiveness of such routes to provide a 'safe' route for pupils walking or cycling to Holyport College.

A detailed review of each route into Holyport College has been undertaken which is set out in Appendix B:

## 18. CONSULTATION (MANDATORY)

<b>Name of consultee</b>	<b>Post held and Department</b>	<b>Date sent</b>	<b>Date received</b>	<b>See comments in paragraph:</b>
<b>Internal</b>				
Cllr Bicknell	Lead Member for Highways and Transport	31/05/16	01/06/16	Report approved
Simon Fletcher	Strategic Director Operations and Customer Services	31/05/16	31/05/16	Narrative amended to reflect consultation applies to recommended scheme detail not concept
Mark Lampard	Finance Partner	31/05/16	02/06/16	Report approved
Michael Llewelyn	Cabinet Policy Officer	31/05/16	01/06/16	Key Implications amended / minor amends
Matthew Tucker	Select Business Services: Legal Solutions	31/05/16	01/06/16	Paragraph 5.3 added
<b>External</b>				
None				

## REPORT HISTORY



<b>Decision type:</b>	<b>Urgency item?</b>
Non-key decision	No

Full name of report author	Job title	Full contact no:
Ben Smith	Head of Highways and Transport	01628 796147

## **Appendix B - Holyport Village to Holyport College: Detailed Route Information**

### **Section 1: Holyport Village**

*With any routes starting from Holyport Village, there is only a footway on part of the western side of A330 Ascot Road and no paths across the village green. Any new route would therefore need to consider likely origins and numbers of pupils travelling to and from the College in order to determine where a suitable all-weather route should be provided across the village green. Also, it is likely that a suitable safe pedestrian crossing on A330 Ascot Road would be required.*

*It would not be feasible to provide either a pedestrian refuge island or a zebra crossing on Ascot Road and a traffic signal controlled crossing would be the only option to provide a safe crossing point.*

*The introduction of any such facilities on Holyport Village Green would have an urbanising impact on this rural village setting and would have a significant impact upon the character of the area.*

*It is not recommended that this route be progressed at this stage.*

### **Section 2: Route alongside A330 Ascot Road**

#### *Section A*

*A route following the Ascot Road would commence using approximately 100m of the road in front of Pamela Cottages. This is a tarmac surfaced road that is relatively lightly used by vehicles belonging to residents of the adjoining properties*

#### *Section B )*

*Beyond this, there is a path that runs for approximately 370m parallel with Ascot Road, separated from the road by a relatively wide grassed verge. Some re-surfacing of the path would be required in order to bring the path up to the standard required for all-year round mud-free use.*

#### *Section C )*

*In the area around Bourne Bridge, the path is separated from the road by tree screening for about a distance of around 75m. The comments for Section B about widths and surfacing would also apply to this section of path. The main issue on this section of path is likely concerns about personal security as users of the path would not be visible from the road. Also, the footpath bridge over the Bourne would also need to be assessed in order to review whether upgrading/widening would be required.*

#### *Section D*

*Immediately south of Bourne Bridge, the path runs adjacent to the Ascot Road past the properties 'The Bourne' and 'Bourne Cottage' for a length of approximately 175m. Much of this section of footway is extremely narrow, below 1.5m, which is exacerbated by the high brick walls of the adjoining properties. The Ascot Road is also very narrow at this point, with a width of below 6m. Whilst the recently introduced Ascot Road 7.5 tonne weight restriction has significantly reduced the number of large vehicles using this road, there is no separation between the footway and the road which is likely to lead to*

concerns about personal safety of school children using this footway. The narrow width of path would also preclude use of the path by cyclists. There is no potential to widen the path or provide any form of barrier from the road unless the A330 Ascot Road were re-aligned and re-constructed using the verge on the opposite side of the road.

## **Section E**

Beyond 'The Bourne' and 'Bourne Cottage', the footway crosses onto the opposite side of the Ascot Road for the 400m section to the College entrance. Whilst the path is separated from the road by a grassed verge, the provision of two safe crossing points across the A330 Ascot Road would be required in order to provide a safe route for pupils. It would however be difficult to achieve this within existing land constraints for a crossing in the vicinity of the property 'Bourne Cottage'. The preferred option would therefore be to construct a new section of footway on the eastern side of Ascot Road to provide a direct link to the College.

In order to provide a 1.5m width footway along the road, there are a number of issues that would require further detailed investigation, including the drainage/flooding implications of piping the ditch that presently runs along the road, land ownership issues as well as the implications of new path construction on the adjoining hedgerow and line of trees. Further investigation is therefore required in order ensure that this option is feasible and to identify likely costs. The cost estimate of providing a path does not include any costs associated with piping the draining ditch or third party land acquisition.

In summary, it is recommended that this section of route forms the basis of detailed consultation and implementation (subject to the consultation outcome).

## **Section 3: Route away from A330 Holyport Road**

In terms of off-road routes using footways and bridleways, it has not proved possible to identify a wholly off-road route to Holyport College that would avoid use of the Ascot Road.

Bartletts Lane is an unlit byway that provides a 450m length link between Moneyrow Green and Ascot Road. It is used by vehicles associated with properties at either end of the route, but is not a through route for vehicles and is therefore relatively lightly used by vehicular traffic. The eastern third of the route has a tarmacked surface, although this is of relatively poor quality. The central section is relatively narrow and is bordered by hedgerows and trees, whilst the remaining section is an unmade road which provides access to properties and fields adjoining the track. Re-surfacing of the path would be required in order to bring the path up to the standard required for all-year round mud-free use by pupils from the College. The area is very quiet and secluded which is likely to pose potential personal security considerations.

Whilst access to the eastern end of Bartletts Lane from Holyport village can be achieved using the existing footway along Moneyrow Green, the western end of the route does not provide a direct link to Holyport College. Instead, it adjoins the A330 Ascot Road in the vicinity of Bourne Bridge and the issues identified previously about use of this section of Ascot Road would also apply with this option.

*There is also a footpath that provides a link between Forest Green Road at Gad Bridge and A330 Ascot Road. It is a typical rural footpath, and would need widening and re-surfacing to make it an acceptable standard for year-round use by school children. Given the very secluded nature of the route, this is also likely to lead to personal security concerns. The overall route is also relatively circuitous compared with the other two options considered. In addition, there would be difficulties in achieving an acceptable link to this path from Moneyrow Green along Forest Green Road. The path joins the Ascot Road approximately 300m from the College entrance and the issues about provision of a new path along this section of Ascot Road would also apply here.*

*Further options for new sections of path for cyclists and walkers which would involve establishing new routes across private land in the area have not been pursued as these are unlikely to be feasible in short to medium term timescales.*

*It is not recommended that this route be progressed at this stage.*

#### **Section 4: Sturt Green**

*Sturt Green is a cul-de-sac that is fronted by a number of residential properties. It would be feasible to introduce a footway along one side of the road. Traffic levels on Sturt Green are relatively low and it could be considered that walking in the road could be considered acceptable in this location.*

*Beyond the junction with Ascot Road, a 12m section of new path would be required in order to link into the existing section of footway that runs along the western side of Ascot Road, opposite the College. A new crossing would be required in the vicinity of the College entrance in order to provide a safe crossing of Ascot Road. This cost of providing a signal controlled crossing would be in the order of £60,000.*

*It is not recommended that this route be progressed at this stage.*

#### **Section 5: Forest Green Road**

*The B3034 Forest Green Road is relatively narrow with no footways adjoining the road. Due to the relatively narrow highway verge and adjoining highway drainage ditches, it would not be feasible to provide a footway along the road unless land were acquired from adjoining properties.*

*It is not recommended that this route be progressed at this stage.*

#### **Section 6: Paley Street and Touchen End**

*There is no continuous footway on one side of the A330 Ascot Road south of Holyport College. In order to minimise the need for pupils to cross the Ascot Road, a route from Paley Street would involve a new crossing in the vicinity of the school entrance, widening approximately 350m of the existing footway on the western side of Ascot Road, followed by provision of a section of around 600m of new footway to link to Paley Street.*

*Whilst there is a footway on the south side of Paley Street along much of the road, due to the narrow width of the road and narrow highway verges, it would not be possible to provide a new 380m section of footway along the easternmost section of Paley Street*

*to link to any new footway on Ascot Road unless land were acquired from adjoining properties.*

*In order to provide access to properties in Touchen End on the eastern side of Ascot Road, a further signal controlled crossing would be required. The location of any crossing would need to be carefully considered in order to take account of land ownership, power supply and visibility issues along the road.*

*It is not recommended that this route be progressed at this stage.*

Log No. PN-1762-17-01

File #	Rev.
	-

Date Approved	By

**Operations Directorate**  
 Highways, Engineering & Transport  
 Town Hall, St. Joes Road,  
 Mulholland, Perth,  
 SL6 0ET.

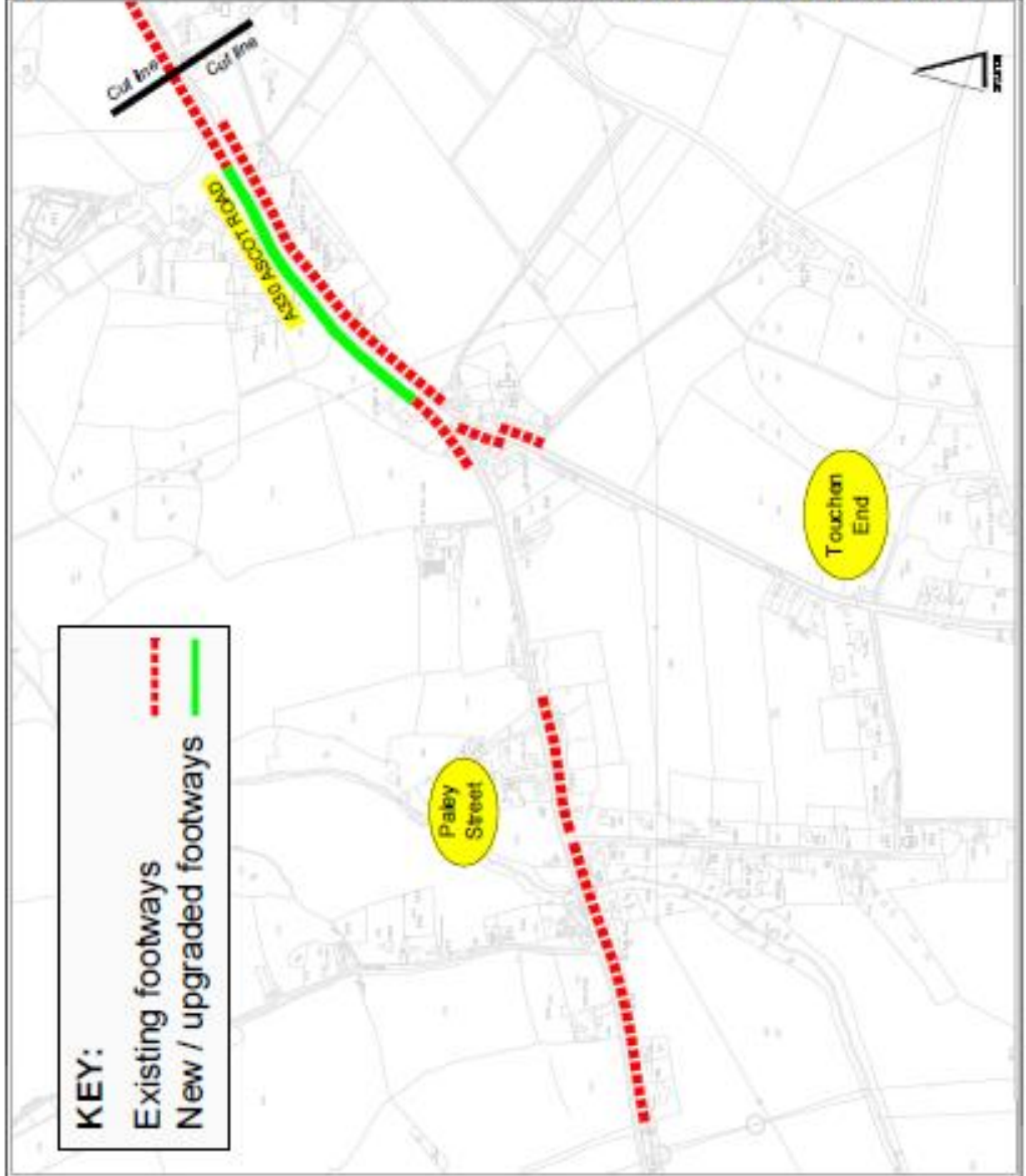
Tel: 01835 83200  
 Fax: 01835 796774  
[www.perth.gov.uk](http://www.perth.gov.uk)

**Project**  
 Holyport College,  
 Safe Routes to  
 School (Petition)

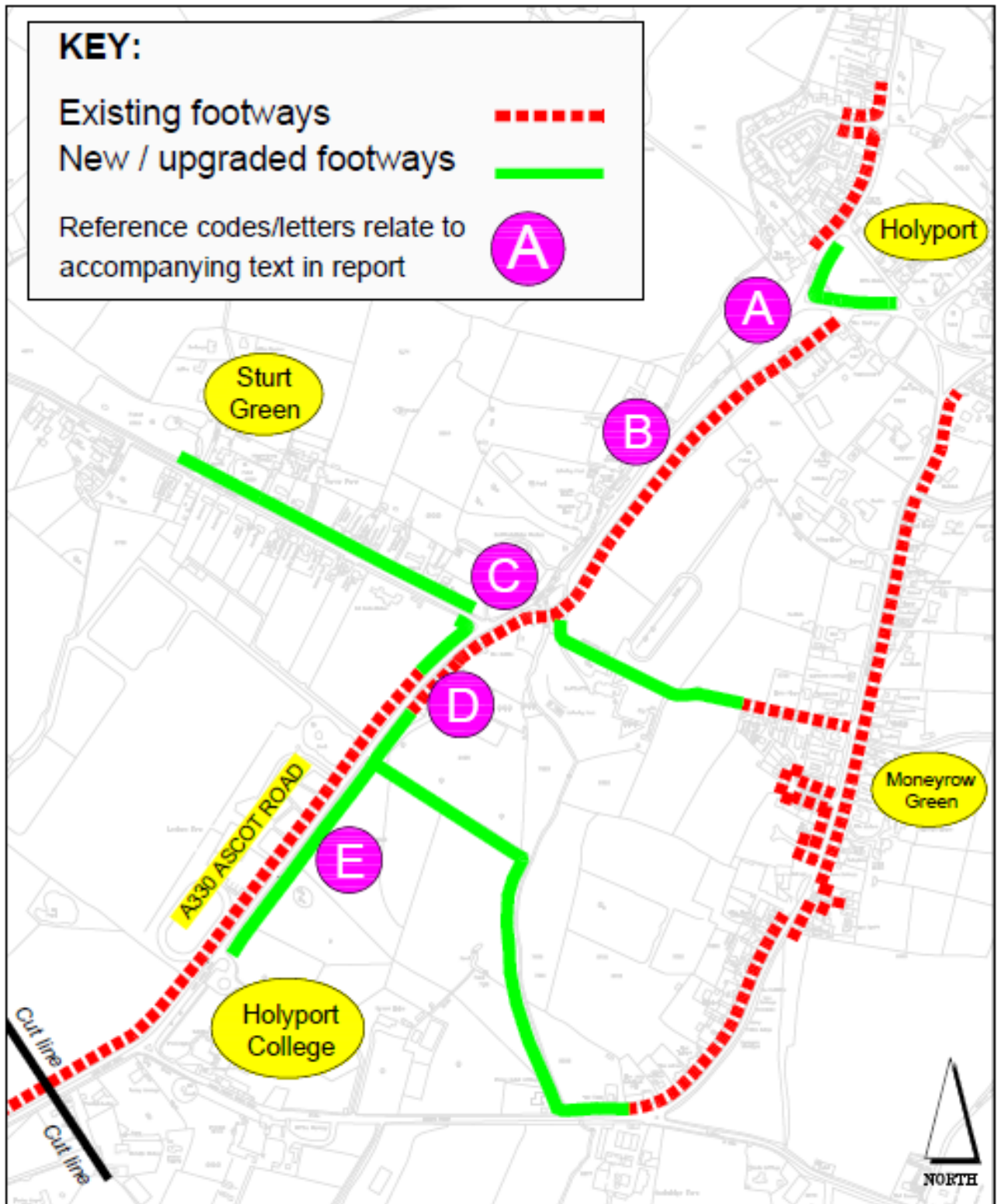
**Title**  
 APPENDIX A  
 Site Location Plan  
 Page 1 of 2

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Date	26-04-16
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**KEY:**  
 Existing footways - - - - -  
 New / upgraded footways —————



<b>Holyport College, Safe Routes to School (Petition)</b>	Drg No. <b>PN-1702-17-02</b>	Rev -	<b>Operations Directorate</b> Highways, Engineering & Transport Town Hall, St. Ives Road, Maidenhead, Berks, SL6 1RF.  Tel: 01628 683800 Fax: 01628 796774 <a href="http://www.rbwm.gov.uk">http://www.rbwm.gov.uk</a>						
	Date 26-04-16	Scale nts		Size A4					
<b>APPENDIX A Site Location Plan Page 2 of 2</b>	Drawn By to:	CAD By rb	Checked By to:						
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