

Risk Assessment walk for travel Plan Whitchurch Primary School

Present: Mr Hornsby- Head Teacher

Mrs Watson- Parish Councillor

21st January 2015 9am -10am

Aims:

To identify the possible routes for children to walk to school from the new development of houses, approx 64 children.

To identify the possible risks for children/parents walking along possible routes.

Look at solutions to combat risks.

The Walk (from the school along the A37 to the edge of sleep lane)

We (H+W) started at the school entrance gate and looked at the current barriers on the pavement outside the school, these currently run just outside the entrance and are damaged. The children spill out in both directions and we were in agreement that they should run all the way to the entrance of Vicarage court. These barriers then should start from the wooden post to the crossing lights. This would protect the volume of children at the peak times of the school day

We also identified a missing barrier outside the United Reform Church with needs to be replaced.

It is the entrance to the Unity reform car park (Community centre) where our first high risk was highlighted. A large number of parents use this car park in the morning/afternoon time to park and drop their children off, even though it is a private car park. The entrance is uneven and wide and children would have to cross this area to get to school. Signage would alleviate this problem but as private land we were unsure of what we can do.

A barrier would then be ideal to run from no26 Wells Road to the end of the property just before the The Withy's entrance. This is where our second High risk was identified, the road 'The Withy's' another side road where parents park to drop their children off. This is a wide entranced road with one blind corner. A highways inspector needs to assess what can be done to this road to cross children safely, we thought of adding a raised table set back from the entrance (see Maggs Lane entrance) to push pedestrians back to give time for turning cars to see crossing pedestrians and new signage.

Moving along the A37 ideally a barrier would be beneficial from No 32 up to Deans Music shop, starting again after up to the raised section of the bus stop.

We now identified our biggest risk, crossing Staunton Lane to continue on the A37. There is a half way point on the road but it is impossible to see when it is safe to cross from the lights that are visible to pedestrians. We would only think a pedestrian crossing is the safest option for this risk.

Our next risk is the path on the A37, measuring 1m is wide enough but because the hedging from neighbouring properties hangs over the path pushing you out to the road (see photo) With the hedging managed or taken away this would help this risk. With large Lorries going past you are physically moved, younger children as smaller are at a higher risk than parents.

A barrier going up the A37 would stop the back draught from the large vehicles knocking over younger children, especially at Lavender Cottage where the pavement narrows to 85cm.

Going over the bridge we encountered the same problem on the pavements where overgrown hedges and poorly managed paths make the path smaller, reducing the width to 45cm in some places. This is not safe for children or parents.

The path widens from this point all the way up to sleep lane but as we do not know where the entrance for the new site will be we cannot determine where to sight a suitable crossing over Sleep lane.

We then walked back along the A37 agreeing that there are a great deal of Risks and to look for an alternate route.

Walk from the A37 junction at Maes Knoll up towards Horseworld.

Starting on the path to the right (looking up towards horseworld) the path is wide and clear, but we soon identified that this side of the road you would encounter a road crossing (Staunton fields) and the path runs out at the Coal Merchants. Children and parents would have to walk on the left hand side (British Legion) where the whole length up to the roundabout is clear and wide with no risks.

From the roundabout however we identified a few risks where the path narrowed significantly, in some places 70cm's and whilst present the bus which uses this route went past and it was quite dangerous. A barrier would prevent the wind created from the traffic knocking a child into the road.

Without the plans for the new development we were unsure where the footpath out would lead, but a crossing would have to be in place for the children and parents to cross safely. As there is some bends in the road, highways will have to assess the best place for traffic flow/congestion and safety. A barrier from the post box at the roundabout to JT engineering would protect the children from what will be a heavy traffic area.

Children and Parents cannot walk down Sleep Lane as there is no footpath at all and there is no access through the coal merchants at the back of the new Barrett's development, therefore the children at the Barrett's development will have to go the A37 route.

Conclusion

We found walking both routes to the development very interesting and found that a safer route for children would be to use Staunton Lane with the modifications made.

Actions

To walk the paths around Staunton fields to ascertain whether any could be used to get children off walking by the A37.

Liaise with BANES highways to come and do a similar Risk Assessment.