

THE COUNTY OF SOUTH YORKSHIRE

comprising of

BARNSLEY

DONCASTER

ROTHERHAM

SHEFFIELD

RISK ASSESSMENT OF THE AVAILABILITY
OF A SUITABLE WALKING ROUTE TO
SCHOOL

May 2007

This risk assessment procedure has been agreed by the four South Yorkshire Education Authorities.

Under Schedule 35B of the Education Act 2006, paragraphs 4 and 5 place a duty on the local education authority to provide free transport for children who cannot reasonably be expected to walk to school because of the nature of the route.

This risk assessment relates to:

- (a) a child of statutory school age who attends their nearest school which is under the statutory walking distance;
- (b) a route where the child is accompanied by the parent;
- (c) a route which is accessible at times the child is travelling to and from the school;
- (d) a child who is not deemed eligible for any other provision.

Name of Child

Age

Home Address

5, 23, 35 & 59 Coalbrook Grove
Sheffield
S13 9XS

2 Coalbrook Grove
Sheffield
S13 9XT

School address

(or* other provision)

Aston Fence Junior and Infant School
Sheffield Road
Woodhouse Mill
Sheffield S13 9ZD

(*This is a place where education is provided under section 19 (1) of the EA 1996)

Distance from the child's home to the school

1.85km

In completing this risk assessment the assessor must refer to the LARSOA document entitled:

Identification of Hazards and the Assessment of Risk of Walked Routes to School

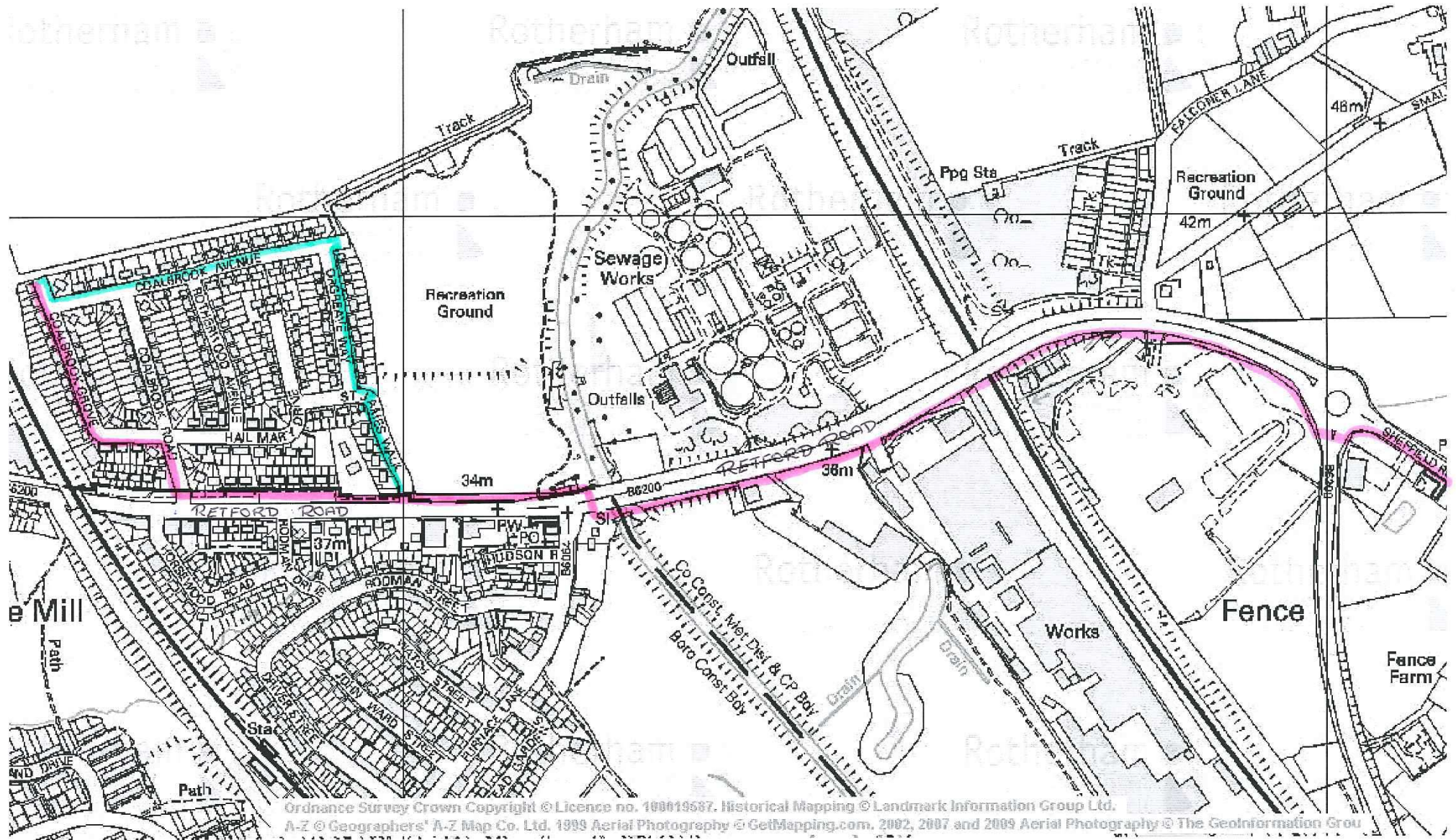
Assessment of the Walked Route		
A	Yes	No
Is there a continuous adequate footway and/or	<input checked="" type="checkbox"/>	<input type="checkbox"/>
A step off(s) which is sufficient to walk upon and/or	<input type="checkbox"/>	<input type="checkbox"/>
In rural areas of low traffic flow and a step off(s) on which to stand, with sufficiently good sight lines to provide advance warning	<input type="checkbox"/>	<input type="checkbox"/>
B	Yes	No
If there is a need to cross roads are there:		
Crossing facilities and/or	<input checked="" type="checkbox"/>	<input type="checkbox"/>
School Crossing Patrol and/or	<input type="checkbox"/>	<input type="checkbox"/>
Traffic calming measures and/or	<input type="checkbox"/>	<input type="checkbox"/>
Gaps in the traffic flow and site lines with opportunities to cross	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C		
Hazard(s) specific to the route (if appropriate)		
- Items i, ii, iii, iv, v ,vi.		
- Items I, ii ,iii ,iv & v should not pose any problems		
- Item vi, restricted visibility along the B6200 Sheffield Road from the roundabout, due to vegetation		
Risks arising from the hazard(s)		
- Potential late observation of approaching vehicles, however, vehicles are slowing on the approach to this location and can be seen in advance of the vegetation.		

Control Measures

- Routine maintenance of vegetation to improve visibility.

For a route to be available:

- | | |
|---|---|
| A | Yes |
| B | Yes |
| C | Where appropriate control measures are in place |



Report

Assessment of the availability of a suitable walking route from: Number 59 Coalbrook Grove, Sheffield, to Aston Fence Junior and Infant School, Woodhouse Mill, Sheffield.

This route also includes addresses 35, 23, 5 and 2 Coalbrook Grove

The assessment was conducted on the mornings of 22nd and 24th November 2011 with an additional assessment being conducted on the afternoon of the 22nd November 2011 commencing from number 59 Coalbrook Grove, Sheffield – This route takes in addresses 35, 23, 5 and 2 Coalbrook Grove.

The “identification of hazards and the assessment of risk walked routes to school”, guidelines produced by the Local Authority Road Safety Officers Association was used.

The assessment assumes that the child is accompanied as necessary, by a responsible parent or carer and that in assessing the safety of an available route consideration is given only to the potential risk conducted by traffic, highway and topographical conditions, not personal safety.

Adopting a normal walking pace, the route commenced from number 59 Coalbrook Grove, Sheffield.

There is a suitable footway along Coalbrook Grove to the junction of Coalbrook Road, which takes in properties 35, 23 and 5. (From number 2 Coalbrook Grove it is advisable to cross onto the opposite footway, where visibility is good, before reaching Coalbrook Road.

Turning down Coalbrook Road, cross onto the opposite footway at a suitable location before heading along the B6200 Retford Road in an easterly direction.

Using the northern footway of the B6200 Retford Road the route crosses the junction of St James Walk. At this location the pedestrian dropped crossing kerbs are staggered and visibility to the left is restricted slightly by a bend in the road and the presence of a hedge. However, visibility can be improved by walking up St James Walk a short distance and crossing onto the verge opposite, if necessary.

(as an alternative, from 59 Coalbrook Grove, cross onto the opposite footway and continue along the northern footway of Coalbrook Avenue, upon reaching the junction of Orgreave Way continue along the eastern footway of Coalbrook Avenue to the junction with St James Walk, crossing to the footway outside Number 17 St James Walk and continue along St James Walk to the junction of Retford Road, crossing back to the eastern side of St James Walk at a suitable location – this route is indicated in green on the plan)

From St James Walk the route continues along Retford Road to the signalised junction of Furnace Lane.

Upon reaching this junction, the route crosses onto the southern footway of Retford Road by utilising the pedestrian crossing facilities incorporated with the traffic signals. This should not pose any problems however, care should be taken as these crossing facilities can also be used by cyclists.⁽ⁱ⁾

Continuing along Retford Road, the route crosses two gated accesses at the Woodhouse Mill Regulator site and then a car park access to the Princess Royal Public House. Although this car park access is relatively wide it should not pose any problems as traffic flows are light, however, care should be taken as this access also incorporates a narrow road forming an entrance / exit to a small industrial site.⁽ⁱⁱ⁾

Continuing along Retford Road the route crosses the junction to Jeld-Wen. Again this junction mouth is relatively wide, however, visibility is good and traffic flows are relatively light, therefore, should not pose any problems.⁽ⁱⁱⁱ⁾

Further along Retford Road the route crosses the now disused access to Laycast. Although there are no longer any traffic movements in or out of the former Laycast site, the junction does incorporate a driveway to Hollows Boarding Kennels, but again this should not pose any problems as traffic flows at this location are light and visibility is good.^(iv)

Continuing along Retford Road the route leads to the roundabout at the junction of Sheffield Road / B6200 Sheffield Road.

Upon reaching this roundabout there is a central pedestrian refuge which can be used to cross the road in two parts. Although there is a National speed limit in place on the approach to this roundabout, vehicle speeds are relatively low as drivers are slowing for the junction.

Gap counts have been taken at this location and the relevant criteria is met. *At the time of undertaking the assessment of this walking route there was a small amount of vegetation approximately 45metres from the crossing point which restricts visibility slightly to vehicles approaching from the right when walking towards the school – this can be improved through routine maintenance.*^(v)

From this point the route continues along Sheffield Road (unclassified) to the school entrance, crossing an access road to Mediplan.

Although this junction is lightly trafficked care should be taken as observations on site indicated that a number of parents use this junction mouth to 'U' turn their vehicle, however, this should not pose any problems.^(vi)

The return journey posed no further problems
The route measured 1.85km.

Conclusions

- 1, The route walked is below the Nationally recognised length of 3.218688 km (2miles) for a child below the age of 8, and 4.828032 km (3miles) for a child who has attained the age of 8 years (Education Act 1996 section444)
- 2, At the time of walking the route it would appear that the route could be classed as available; however, routine maintenance work of trimming back overhanging vegetation should ideally be undertaken to improve visibility along the B6200 Sheffield Road from the direction of A57 Chesterfield Road.
- 3, The recorded injury accident statistics for the last three year period available (October 2008 – September 2011) show that that there were 2 recorded pedestrian accidents along this route involving children. 1 of these was directly outside the school as they crossed between parked vehicles and the other was at the junction of Retford Road and Coalbrook Road as they crossed Retford Road. Neither of these two locations would need to be crossed by pupils using the route described in this report.
- 4, Sheffield Road, outside the school is currently heavily congested with parked vehicles, caused by parents, during both the morning and afternoon period. By removing free bus travel from pupils living in the Coalbrook Estate, vehicular traffic could increase outside the school.

Details of the date(s) and time(s) the Risk Assessment was undertaken

Assessments undertaken during the mornings of 22nd and 24th November 2011 commencing at 8am from 59 Coalbrook Grove.

An afternoon assessment was undertaken during the afternoon of 22nd November 2011 commencing at 3:05pm from the school.

The times were chosen to coincide with children walking to/from school.

GAP COUNT DATA

AM gap count:

Towards Fence roundabout = 5 gaps ranging from 10 seconds to 1min 40 seconds in a five minute period;

Towards the A57/B6053 roundabout = 8 gaps ranging from 14 seconds to 31 seconds in a five minute period.

PM gap count:

Towards Fence roundabout = 4 gaps ranging from 45 seconds to 2min 15 seconds in a five minute period;

Towards the A57/B6053 roundabout = 8 gaps ranging from 9 seconds to 27 seconds in a five minute period.

Based on the criteria of 3 feet per second as the walking speed, a minimum gap length of 8 seconds has been deemed appropriate for this location.

This route has been risk assessed as:

available

not available

Risk Assessor Andrew Lee / Nigel Davey

Position Assistant Engineer / Engineer

Date 25 November 2011