**Highway Comments on Risk Assessment undertaken by School**

The Highway Authority is now happy that a Risk Assessment has been undertaken by the School. However, it must be pointed out that the Highway Authority is not the owner or responsible for the risk assessment produced by the school. Therefore, the following highway comments on the school risk assessment are observations only.

In accordance with the Welsh Government Learner Travel Guidance it is important to seek the views of the Learners on any given walking route. (Chapter 5 - Part 3) This can be undertaken in a variety of ways as indicated in 5.49 of the guidance and it is recommended that the views of the children is part of the Risk Assessment

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| **Hazard** | **What you are doing about it** | **Highway Authorities Observations** |
| Will the children have to cross any roads? | Yes If yes, how many? 3  Crossing place 1:Jnc of Merevale and St Andrews Rd. – quiet junction of cul-de-sac  Crossing place 2:Jnc of Kings Parade and Twyncyn - quiet junction of cul-de-sac  Crossing place 3: Jnc of Beauville Lane and Twyncyn - quiet junction of dead-end country lane | Only 2 roads need to be crossed, Merevale and Twyncyn.  Twyncyn to be crossed prior to and after Kings Parade.  'Crossing place 3:' Junction of Beauville Lane/Twyncyn to be avoided due to visibility issues. |
| Bowling Club Car Park - safety | Parents arrive from 9.40am and park herringbone style in the Bowls Club Car Park. Upon arrival pupils will be collected in a safe area on the right hand side, inaccessible to cars. There will be no vehicular movement within the car park until the pupils are segregated in the designated ‘safe’  area. | Recommended:  'There will be no vehicular movement within the car park until the pupils are supervised in the designated collection area. |
| Have you identified any particular hazards on the route that means a child could be hit by a vehicle while on the Giant Walking Bus? | 1. Pedestrians should use a pavement and where possible avoid being next to the kerb with their back to the traffic. If they have to step into the road, look both ways first. Always show due care and consideration for others.  2. Large groups of people walking together should use a pavement if available; if one is not, they should keep to the left. Look-outs should be positioned at the front and back of the group, and they should wear fluorescent clothes in daylight and reflective clothes in the dark. At night, the look-out in front should show a white light and the one at the back a red light. People on the outside of large groups should also carry lights and wear reflective clothing | Recommendation: To improve safety, all pupils and supervisors where reflective clothing. |
| FOOTWAY  WG ministers recommend that a route needs to be:  \*a continuous adequate footway on roads which carry medium to heavy traffic or  \*’’step offs’’ on roads which have low traffic flow but adequate sight lines to provide sufficient advance warning to drivers and pedestrians or  \*on roads with very low traffic flows, no “step offs”, but sufficiently good sight lines to provide adequate advance warning  \* The footway should be wide enough to allow passage and in the case of young children or those that should be accompanied, it should be wide enough to allow supervision to be carried out safely. The condition of the path should be examined to ensure it is clear of obstacles underfoot | St Andrews Road: there is a footpath from the Bowling Club to Twyncyn  Twyncyn: no footpath until Kings Ride  Traffic counts have been undertaken and has been provided with the application – traffic is low and slow.  Sight lines are sufficient to provide advance warning to drivers and pedestrians  There are sufficient “step off” areas on LA adopted verges on both sides, these are mainly grass and gravel and include resident driveways.  Stones/boulders have been placed on verges and could be trip hazards particularly in winter months.  St Andrews Road:  -surfaced footpath which narrows by property named ‘Wayside’ where it is single file – but only briefly. Caution & supervision required at this point.  -no obstacles or excessive foliage.  -crossing over Merevale;  Visibility issues on the approach from Twyncyn due to road splay. Extra caution to be taken by pedestrians at this location | Supervisors to ensure it is safe for walking group to cross as 'one group' at this location. |
| CROSSING POINTS  Where roads need to be crossed, it is recommended that the availability of crossing facilities such as central refuges, pedestrian crossings or traffic signals be taken into consideration. Where there are no crossing facilities the route’s risk assessment ought to consider each required road crossing, bearing in mind traffic speed and flows, sight lines etc.  If there is a need to cross the road there ought to be:  Sufficient gaps in traffic flow and sight lines to allow enough opportunities to cross safely. The gap time analysis should be used where necessary or  Pedestrian refuges/Crossing facilities/traffic lights/School Crossing Patrol. | No crossing facilities on either St Andrews Major Road or Twyncyn.  Pedestrians in road’ sign recommended  St Andrews Major Road:  Requirement to cross Merevale. Extra caution in the afternoon as this is a splayed junction with poor visibility on the approach.  Twyncyn: requirement to cross at northern end – crossing King’s Ride and Beauville Lane. Both very low traffic numbers and slow speeds shown on traffic assessment.  Twyncyn:  -low traffic volume so opportunities to cross safely.  -sufficient sight lines enable various crossing locations  - exercise of continuous judgement by teachers at front and rear of bus. | Crossing Twyncyn prior to in the morning and after in the evening avoids the necessity to cross Beuville Lane which has poor visibility for pedestrians and motorists. |