



Environment & Transport

Highway Safety & Improvements

Road Safety Report

Education Transport Case

**Hardwick Middle School to Moreton Hall, Bury St
Edmunds**

Date:- 02.06.2015

Completed by:- Lucy Williams

Title:- Highways Engineer

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Education Transport Case

Hardwick Middle School site to Moreton Hall, Bury St Edmunds

General Notes

Please refer to the included plan for the nearest available walking route and any under distance alternative route(s).

It will be assumed that any crossing facilities (zebra, toucan or pelican crossing) will be used where they are provided. If such facilities are not provided and the pedestrian is required to cross the road the "gap time" of passing vehicles will be measured to determine a safe crossing point.

The route is assessed according to the approved published Road Safety GB (formally LARSOA) Guidelines ("The Guidelines"), with amendments as detailed in the SCC Criteria for establishing the safety of walking routes to school and the risk assessment procedure is based on the published RoSPA guidelines for school visits. Any updated or superseding publication will be assessed and adopted as necessary. This report is completed for assessing entitlement to the provision of free transport for persons under the Education Act 1996 as amended by the Education and Inspection Act 2006, applying the guidelines of Mr Justice Man approved by the House of Lords in R v Devon County Council, ex parte G. Definitions of terms can be found in the Guidelines.

The route will be broken up into sections where possible according to the pedestrian/cyclist facilities provided. Sections considered to have adequate facilities, footways, shared use, drainage etc. will not be detailed and will be assumed as not dangerous – this will mainly apply to urban areas.

Examples of case law, judgements and appeals on similar cases are available in the Guidelines

This report is for the road safety risk assessment only and not for personal safety or security reasons.

Signed:-

.....*Lucy Williams*..... (Report author)
(Lucy Williams)

.....*Luke Barber*..... (Project Manager, Scheme Delivery Team)
(Luke Barber)

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Summary

The route assessed from Hardwick Middle School site to Moreton Hall, Bury St Edmunds is considered not dangerous for an accompanied child pedestrian. The reasons for this include:

- The availability of footways and shared use cycle paths along the length of the route and provision for pedestrians to cross the road where necessary.

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The Route

The route was assessed on Tuesday the 2nd June 2015 from 08.20 a.m. The weather conditions were dry with a light wind.

The Main Route: - Mayfield Road (unclassified), Nowton Road (C684), Cullum Road (A1302), Rougham Road (A134), Bedingfield Way (C766), Skyliner Way (unclassified).

The main route starts at **Point A** where there is the entrance to Hardwick Middle School site on Mayfield Road. The speed limit is 30 mph. There is a footway on the south side of Mayfield Road and pedestrians should continue east along this to.....

Point B where there is an uncontrolled pedestrian crossing with a central refuge. Visibility is good in both directions. Pedestrians cross here to the north side of Mayfield Road to continue on eastwards along a short section of shared use path (cycle track) before it returns to footway only. The footway surface is worn and uneven in places.

At **Point C** pedestrians cross Robin Road which is a quiet residential cul de sac using the dropped kerbs. Visibility in all directions is good. Pedestrians continue along the footway to.....

Point D where they cross Sandpiper Road using the dropped kerbs. This is a slightly busier residential cul de sac with adequate visibility. Pedestrians continue along the footway, which is uneven in places to join the footway adjacent to Nowton Road. The speed limit remains 30 mph.

At **Point E** pedestrians cross the entrance to the allotment car park. Visibility is good and no traffic movements observed.

This is the same at **Point F** at the exit to the allotment car park.

At **Point G** pedestrians cross Steward Road at an uncontrolled pedestrian crossing with a central refuge. The central island is not in line with the dropped kerbs possibly to provide a slightly wider waiting area within the island. Visibility southwards is slightly reduced but adequate. There is a primary school at the end of the cul de sac so the junction can be busy at times but there is plenty of time to cross the road. Pedestrians continue on the shared use path, which is wider than the previous section of footway, to

Point H where the path ends at an uncontrolled pedestrian crossing of Nowton Road. There is adequate visibility and plenty of time to cross the road to the path on the east side of Nowton Road. Pedestrians continue north to.....

Point I where they cross Nowton Road cul de sac using the dropped kerbs and continue along the shared use path. The traffic levels are low and there is good all round visibility.

At **Point J** the shared use path has joined Cullum Road where there is a toucan crossing. Traffic levels here are much higher but the speed limit remains at 30 mph. Pedestrians cross here to the shared use path on the west side of Cullum Road and continue northwards to.....

Point K where there is an uncontrolled crossing for pedestrians and cyclists of Southgate Green with a central refuge. Visibility back towards the roundabout is good and there are gaps in the traffic to allow people to cross but attention is needed to cross here as it is not always obvious who is turning left into Southgate Green. Pedestrians cross and continue northwards along the shared use path adjacent to what is now Rougham Road to.....

Point L being careful to avoid to places where there are over-hanging tree branches. At this **Point** there is the uncontrolled crossing to the rugby club which was quiet at the time of the site visit. Visibility to the south is slightly reduced. Pedestrians continue a short distance along the shared use path to...

Point M where there is the crossing of a petrol station entrance. There is good visibility and the speed limit is 30 mph but attention is needed to cross as it may be unclear which drivers are turning into the petrol station and which are entering the rugby club. Pedestrians continue a short distance to...

Point N where there is the petrol station exit. Here visibility is very good. Pedestrians continue along the shared use path to.....

Point O where there are two places where there is vegetation encroaching onto the path reducing its width by approximately a third. Forward visibility is reduced so pedestrians should proceed with caution as although there are not many cyclists on the path, some of them travel quickly. Pedestrians continue along this path to.....

Point P where there is a toucan crossing of the on-slip carriageway to the A14. This is a busy junction and a few cyclists were seen to cross here without using the signals as visibility is adequate but care is needed as some vehicles are accelerating as they enter the slip road. Pedestrians cross here and continue on the shared use path around the roundabout under the A14 to.....

Point Q where there is another toucan crossing over the off-slip from the A14. Pedestrians cross and continue on the shared use path to.....

Point R where there is an uncontrolled crossing of Symonds Road. This forms the western arm of the busy Sainsbury's roundabout and although visibility is good pedestrians need to cross with caution as it is not always clear which drivers are turning left but there is plenty of time to cross. Pedestrians continue on the shared use path adjacent to what is now Bedingfield Way to....

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Point S where they cross Ortewell Road at an uncontrolled crossing with a splitter island, over the western arm of a roundabout. There is reduced visibility back towards Bedingfield Way due to high planting and many vehicles were turning into Ortewell Road from there. The carriageway width on Ortewell Road is also quite wide. The speed limit is 30 mph. Pedestrians continue on the shared use path beside the roundabout to...

Point T, where they cross the northern arm of the roundabout (Drovers Avenue) which is a much quieter residential road with good all round visibility and a central refuge. Pedestrians continue on the shared use path which joins Skyliner Way, to.....

Point U where they use a raised crossing over Primack Road which is a quiet residential road through a corner of the Moreton Hall housing estate. There is very good all round visibility here. Pedestrians continue on to.....

Point V where there is the junction of Skyliner Way with Lady Miriam Way. There are no crossing facilities from here over the northern arm of the roundabout on Lady Miriam Way.

Return Journey; with caution at **Points K, L, R and S.**

Traffic Flows

No traffic flow data was taken for this report as it was not felt to be necessary.

'U' class roads

No data available but flow considered to be low.

Road Widths

Not applicable

Accident Data

There have been 13 slight and 2 serious recorded collisions along the route but none of them involved pedestrians.

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Risk Assessment

(Read in connection with Risk Assessment Matrix included with this report).

Main Route

	Likelihood	Severity	Factor*
Point A to Point B	2	2	4
Point B to Point C	2	2	4
Point C to Point D	2	2	4
Point D to Point E	2	2	4
Point E to Point F	2	2	4
Point F to Point G	2	2	4
Point G to Point H	2	2	4
Point H to Point I	2	2	4
Point I to Point J	2	2	4
Point J to Point K	2	2	4
Point K to Point L	2	2	4
Point L to Point M	2	2	4
Point M to Point N	2	2	4
Point N to Point O	2	2	4
Point O to Point P	2	2	4
Point P to Point Q	2	2	4
Point Q to Point R	2	2	4
Point R to Point S	2	2	4
Point S to Point T	2	2	4
Point T to Point U	2	2	4

*Calculated by multiplying the likelihood by the severity.

Factor 5 or under – Acceptable, low risk

Factor 6 - Borderline risk

Factor 7 or over – Unacceptable, high risk

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Risk Matrix

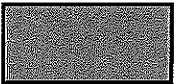
Education Case Route Risk Assessment

Injury Type Severity					
5					
4					
3					
2					
1					
Likelihood	1	2	3	4	5

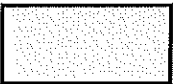
Risk Factor 0 - 6 Low; 7 - 25 High



Unacceptable - High Risk - Score over 6



Acceptable - Low Risk - Score 6 or under



Severity or Likelihood Borderline/Subjective

Severity	1	No Injury. Scratches, First Aid required.
	2	Minor Injury. Bruising, Hospital Treatment
	3	Slight Injury. Police/Ambulance required
	4	Serious Injury
	5	Fatal/Permanent Disability

Likelihood	1	Based on records, very unlikely to occur
	2	Unlikely to occur
	3	May occur
	4	Will occur
	5	Certain to occur

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Conclusion

The main route is considered to be not dangerous for an accompanied child pedestrian between **Points A** and **V**.

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