

St. Peters National School

Traffic Management Risk Assessment Review

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1.0 Executive Summary

Road deaths are the main cause of child mortality in Ireland, with road traffic collisions accounting for approximately 37% of child deaths. Almost 50% of these fatalities are pedestrians. Several international research studies have shown that children have insufficiently developed cognitive skills to cross the road safely (Dommes 2019, Schwebel et al., 2012).

A number of hazards have been identified in the environs of the school. These include narrow roads, lack of paving, signage and unsafe driver behaviour which have been observed during this review.

Having given due consideration to the RSA's incident figures, empirical data from published research and the hazards observed in the environs of the primary school the road safety risk posed to children is high.

Likelihood of occurrence	Severity of consequence	Overall Risk Rating
Moderate (3)	Major (4)	High (12)

It is recommended that the Board engage with the Mayo Co. Co. Road Safety Officer to highlight the hazards observed and utilise the provisions of Appendix III of the RSA guidelines for improving Road Safety around your school document. A formal request should be made for the development of a council funded implementation strategy to mitigate the risk posed to the school children.

2.0 Hazard Identification & Risk Assessment Methodology

A hazard is a potential source of harm or adverse health effect on a person or persons.'

Risk is defined as the likelihood that a person may be harmed or suffers adverse health effects if exposed to a hazard.

$\text{Risk} = \text{Likelihood of Occurrence} \times \text{Severity of Consequences}$

Risk Assessment is where the severity of the Hazard and its potential outcomes are considered in conjunction with other factors including the level of exposure and the numbers of persons exposed, and the risk of that hazard being realised. Severity is a measure of how serious an injury or health effect could be, as a consequence of unsafe working or of an accident. The severity can be influenced by the following:

- the environment,
- the number of people at risk, and
- the steps already taken to control the hazard.

Likelihood is a measure of how likely it is that an accident could happen. When people are working safely there is less chance that an accident will occur.

Severity Designation	Description
"Severe"	Probability of fatality, or serious injury to a number of people.
"Major"	Serious injury or damage to health
"Significant"	Injury requiring medical attention and resulting in absence
"Minor"	Injury requiring first aid
"Insignificant"	Minor injury

Likelihood Designation	Description
Almost Certain	Exposed to hazard continuously
Likely	Occasional exposure to hazard
Moderate	Foreseeable exposure to hazard
Unlikely	Exposure possible but improbable
Rare	Exposure not reasonably foreseeable

		CONSEQUENCE									
		How severe could the outcomes be if the risk event occurred?									
LIKELIHOOD	What's the chance the of the risk occurring?	INSIGNIFICANT 1		MINOR 2		SIGNIFICANT 3		MAJOR 4		SEVERE 5	
	ALMOST CERTAIN 5	MEDIUM 5		HIGH 10		VERY HIGH 15		EXTREME 20		EXTREME 25	
	LIKELY 4	MEDIUM 4		MEDIUM 8		HIGH 12		VERY HIGH 16		EXTREME 20	
	MODERATE 3	LOW 3		MEDIUM 6		MEDIUM 9		HIGH 12		VERY HIGH 15	
	UNLIKELY 2	VERY LOW 2		LOW 4		MEDIUM 6		MEDIUM 8		HIGH 10	
	RARE 1	VERY LOW 1		VERY LOW 2		LOW 3		MEDIUM 4		MEDIUM 5	

3.0 Risk Assessment Review

3.1 Existing Controls

- The management of the school has designed a traffic management plan to minimise traffic disruption and provide for the safety of students, staff, and road users.
- A bus service is available to children which allows them to alight directly onto the footpath outside the school.
- The management plan is circulated to all parents of pupils.
- The plan comprehensively addresses the flow of traffic to and from the school set down area from four possible directions.

3.2 Existing Guidance

The RSA guidance published in 2021 entitled “Guidelines for improving Road Safety around your school” details that local authorities have a significant role in improving the safety of roads nears schools using the safe systems approach. This includes:

- Reducing speed limits
- Providing or upgrading footpaths
- Implementing ‘school zones’ and ‘school streets’
- Removing or preventing car parking outside schools
- Providing visual interventions
- Enforcing school road safety policies

3.3 Existing hazards

- Approach roads are not wide enough to cater for typical traffic in the vicinity of the school. The area appears to be a 50km speed limit in the environs of the school where it may be more appropriate to create a 30km slow zone (See example signage on plate four in Appendix 1).
- The set down area is a control measure of the school designed to mitigate risk. However, observations during peak use times found that vehicles tend to park for periods of between seven & fifteen minutes rather than enter, stop, set down and exit. The knock-on effect is that a large number of vehicles park on both sides of the road with children alighting with or without a parent or guardian.
- During wet weather in particular, vehicles were observed parking in a line for a continuous distance of approx. 50m on the hill, on the approach from the old national school. The road width is 5.95m and vehicles were observed

travelling on the wrong side of the road towards the crossroads (See plate one & two).

- The approach road in the direction of Rathbawn is also narrow. During the review, a bus and a car were observed in positions where neither vehicle could safely pass until the car drove on to the hedgerow verge. Critically this presents an extreme hazard to vulnerable road users, there is no safe space for pedestrians or cyclists (See plate three).

4.0 Recommendations

- The school's executive should complete Appendix III form of the RSA guidelines for improving Road Safety around your school document. The form along with this document should be submitted to the Mayo Co. Co. Road Safety Officer. Such correspondence should be copied to the RSA, TII, NTA & Dept of Transport as relevant stakeholders.
- A request should be made in writing to the Council's Road Safety Officer to meet with staff and management and develop a resourced improvement plan.
- The Board should give due consideration to petitioning local councilors & TDs for support of this safety initiative.

Appendix I Plate Images.



Plate one.



Plate two.



Plate three.



Plate four.

Appendix II Traffic Management Plan

Board of Management Traffic Management Policy,

St. Peter's N.S., Snugboro

This policy was drawn up by the Board of Management (B.O.M.) in collaboration with the Department of Education and Skills, Mayo County Council, An Taisce, the R.S.A., parents, staff and the school's insurers. In 2016, the Parents' Association Committee of St. Peter's N.S. surveyed parents regarding how children travelled to school and also regarding which direction parents travelled from at drop off and pick up times. As a result of the findings of this survey, the Board of Management applied for funding to develop a set-down area at the front of the school and is pleased to announce that the funding for a new set down area was provided in the summer of 2021.

The aim of the Board of Management (B.O.M.) is to provide a safe traffic management system which will be in operation at arrival and dispersal times at the school. The B.O.M. recognises its obligations to provide as reasonably as it can, the safe entry and exit of every pupil, teacher, employee and person who enters and exits the school and its grounds.

The Board of Management believes that each employee and parent has a responsibility for maintaining a safe traffic flow in and around the school environs and to behave in a manner which does not jeopardise his or her safety and that of others.

The safety of our children is of paramount importance and thus the B.O.M. is asking each family to play their part in co-operating with this policy.

This policy should be read in conjunction with other school policies especially our Health and Safety Policy and our Supervision policy.

The school reserves the right to amend this policy from time to time entirely at its discretion.

Traffic Management System:

The Board of Management in consultation with the parties mentioned above is seeking your co-operation with the traffic management plan/system contained herein.

In order to ensure the safe arrival and departure of our pupils to/from our school and to ensure the smooth flow of traffic near the school at arrival and dispersal times we would appreciate if you could adhere to the following:

Bus:

The bus will drop off and collect children at the front gates i.e. Entrance 2 and 3.

Please do not park in the bus zones nor in the disabled parking zone.

Traffic approaching the school from the Derryharriff direction:

Ideally, pupils travelling **from the Derryharriff direction** would enter the school grounds at **Entrance 1**, cross the school yard to make their way to their classroom.

Children are encouraged to walk along the footpath from the playschool to Snugboro school. Motorists, after safely dropping children at the playschool/footpath/ Entrance 1 travelling to Castlebar from Derryharriff are asked to travel via the Newport Road if possible.

Pupils are asked **not to walk through the staff carpark** in the mornings/evenings.

Traffic approaching the school from the Crochaloch/Tullycommons direction:

Ideally, pupils travelling **from the Crochaloch direction** would enter the school grounds at **Entrance 1**, cross the school yard to make their way to their classroom.

Motorists, after safely dropping children at the footpath/ Entrance 1 travelling to Castlebar from Crochaloch/Tullycommons are asked to travel via the Newport Road if possible.

Traffic approaching the school from the Newport Rd. direction:

Ideally, pupils travelling **from the Newport Road direction** would enter the school grounds at **Entrance 1** to make their way to their classroom.

Ideally motorists, would **turn their car facing for the Rathbawn Rd. before safely dropping children at the footpath/ Entrance 1.** (Walk your child to the footpath).

Any motorist who is travelling from the Newport Road direction **who chooses to use our set-down area** is asked to **exit by a left-turn only** and to continue their journey in the Rathbawn direction.

Any motorist who is travelling from the Newport Road direction **who chooses to drive to Entrance 2/3** is asked to continue their journey in the Rathbawn direction.

Traffic approaching the school from the Rathbawn direction:

Ideally, pupils travelling **from the Rathbawn direction** would enter the school grounds at **Entrance 4 (via a car) or Entrance 5 (walking/via a car)** to make their way to the line to their classroom.

Ideally motorists, would enter the **set down area at “IN” entrance**, exit at **“OUT” by a left turn only** and to continue their journey back in the Rathbawn direction.

PLEASE DO NOT MAKE A TURN/REVERSE AT THE ENTRANCE/EXIT OF THE SET DOWN AREA NOR IN FRONT OF THE SCHOOL GATES..

At collection times, we would hope that children would exit the school grounds at the same entrance/exit points as they did at arrival in the morning (where possible).

SETDOWN AREA:

Please refer to the attached map, and follow the instructions as outlined below.

The set-down area is made up of **two** lanes:

- Lane 1. **Set-down lane** and Lane 2. **Arrow lane**.
- Motorists will be asked to use a **one-way system** in the set down area.
- Motorists will **enter near the school at “IN”** and **exit near our next door neighbours' driveway at “OUT”** . (See map/signage)
- Motorists wishing to use the **set-down lane** are asked to keep to the left (Lane 1) when you enter this area. Motorists may use the **arrow lane** (Lane 2) to overtake if necessary.
- Pupils are to exit their cars in **Lane 1** in the **set-down area only** via the passenger doors nearest to the footpath.
- Motorists overtake by following the arrows. **No child is to exit a car in the arrow lane**.
- **Pupils are only allowed to walk on the footpath leading to Entrances 4 and 5 in the set-down area**. (Children are NOT to walk on the footpath containing flowers and plants. Children are NOT to walk across the Entry/IN and Exit/OUT points for motorists).
- **Children only enter the set-down area via a car or on foot via Entrance 5** .
- If parents are using the set down area, they are asked to stay in their cars, drop/collect pupils and leave immediately whilst exercising extra caution as you exit the area.
- Motorists in both lanes are asked to give way to one another (take turns) when leaving the set-down area.
- When exiting the set-down area motorists are asked to exit by **left turn only and to travel** in the Rathbawn direction.
- Please be patient with other motorists and respect pedestrians and cyclists.
- **Cyclists** are asked to enter the school grounds at **Entrance 5**. (Cyclists are not to cycle on the school grounds. Please walk your bike into the school grounds at Entrance 5.)
- **Please do not walk through/stand in/let pupils out in the yellow box in the set-down area**

We all want our children to arrive and depart safely to/from school.

Co-operation of Parents and Others using the set-down area

Each motorist is responsible for their own safety and that of their passengers.

Responsibilities of Motorists/cyclists/pedestrians:

Everyone arriving at/departing from the school is asked to take reasonable care of themselves and others.

Evacuation:

The Set-down area will be used for evacuation purposes in the case of an emergency and as an access point for emergency vehicles.

Disclaimer:

“This is a private Set-down area. The Board of Management accepts no liability for loss of or damage to car(s) using these premises. Any person using this area does so at his or her own risk”.

Conclusion:

This Traffic Management System Plan/ Policy was originally drawn up in 2021. It will be regularly reviewed in consultation with the relevant partners and at least on an annual basis. The school reserves the right to amend this policy from time to time entirely at its discretion.

Signed: 

Date: 24/10/2024

Chairperson, Board of Management

Signed: 

Date: 24/10/2024

Principal & Secretary of the Board of Management