

**RISK ASSESSMENT FOR ENTRANCES TO PUMP HILL**

**Introduction.**

Two pedestrian entrances through existing walls are proposed for Pump Hill from the road. See appendices for map and drawings.

**Environment.**

Both entrances are from a road that sees a low volume of traffic. The road has two turns near to the site so vehicle speeds are generally low. There are no pavements.

**Risk.**

The primary risk is of injury to pedestrians due to a road traffic accident. The potential severity of any vehicle accident is high, however the likelihood of this occurring is considered low. As a by-product of the proposed changes the likelihood will be reduced even further.

**Probability.**

Exiting on the east side of Pump Hill.

Vehicles typically avoid driving close to the wall. If vehicles drives closer to the wall due to oncoming traffic the width of the road makes their likely speed very low. The view of the exit onto the road is not obstructed. There is a street light near enough to provide illumination for the exit. Extremely low probability of an accident.

Exiting from the north side of Pump Hill

The road is relatively wide. It is unusual for vehicles to enter the space adjacent to the exit other than for parking. In which case their speed is extremely low. The view of the exit onto the road is not obstructed. (Other than by parked vehicles which would shield exiting pedestrians from any moving traffic.) There is a street light near enough to provide illumination for the exit. Extremely low probability of an accident.

Using the route through Pump Hill

This avoids walking on the road around a blind corner with no pavement. For pedestrians using this route the risk of a road accident is removed.

**Mitigation.**

To reduce the risk of pedestrians emerging unexpectedly, and without due caution, from the East exit the design incorporates a “squeeze stile” to make users pause before emerging.

To facilitate access for those with limited mobility the width of the North access has been increased to accommodate wheelchairs. A further consequence of this is to provide an easily used refuge for pedestrians if vehicles are moving in the area immediately beyond the exit.

**Other Factors.**

The provision of a pleasant amenity route through Pump Hill encourages healthy recreation with a beneficial effect on physical and mental well being.

**Conclusion.**

The provision of the two site entrances will have a significant impact on health and safety, providing a safe passage where footpaths do not currently exist and a valuable open space for all to share and enjoy.

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APPENDIX 1. Location of Exits



APPENDIX 2. Design of Exits



