

BRIDGEND COUNTY BOROUGH COUNCIL

REPORT OF THE CORPORATE DIRECTOR – COMMUNITIES

CABINET

3 MARCH 2015

ASSESSMENT OF SCHOOL CROSSING PATROL SITES

1. Purpose of Report.

- 1.1 The purpose of this report is to seek approval for the introduction of a School Crossing Patrol Policy and Site Assessment Criteria. Additionally to delegate the power to the Cabinet Member - Communities to establish and disestablish sites.

2. Connection to Corporate Improvement Plan / Other Corporate Priority.

- 2.1 School Crossing Patrols promote road safety, accessibility, individual and community confidence and therefore support the objectives of the Corporate Improvement Plan and especially Children Today, Adults Tomorrow, Valuing Our Valleys, Diverse and Sustainable Economy and Opportunities for our Disadvantaged Communities.

3. Background.

- 3.1 School Crossing Patrols (SCPs) have been formally in existence in the UK for more than half a century.
- 3.2 There are approximately 24 permanent SCPs currently employed by Bridgend County Borough Council. This figure constantly fluctuates as SCPs leave and are recruited. There are no relief SCPs employed at the present time. The recruitment of relief patrols has proven difficult since the removal of the retention payment. Relief patrols are only paid for the duration that they provide cover, which can discourage some applicants as they may not be required to work for long periods of time.
- 3.3 There are 39 SCP sites recorded on the Council's Records. A few of these sites are historical sites and need to be investigated further to determine their status. For example, some of these sites are located at schools which have closed, therefore, SCP provision is not required and the site should be assessed to see whether it is still required or should be disestablished.
- 3.4 The pertinent legislation in regard of School Crossing Patrols as follows;
- The School Crossing Patrol Act 1953 instituted on 1 July 1954 through the School Crossing Patrol Order 1954.
 - The Road Traffic Regulation Act 1984 (Sections 26-28)
 - Section 270 of the Transport Act 2000 and
 - The School Crossing Patrol Sign (England and Wales) Regulations 2006.

- 3.5 The culmination of these acts and regulations gives appropriate authorities the discretionary power to appoint school crossing patrols to help children and adults to cross the road, whether or not they are travelling to or from school at such times as they think fit.
- 3.6 School crossing patrols wearing the approved uniform and exhibiting the mandatory sign, have the power to stop traffic. If a driver fails to stop then they can face a fine of up to £1000, 3 penalty points and possible disqualification under the Road Traffic Act 1984.
- 3.7 The Transport Act 2000 gave school crossing patrols the power to help adults as well as children to cross the road at the appointed site.
- 3.8 The provision of a school crossing patrol is similar to the provision of a zebra crossing or pelican crossing in that these help pedestrians to cross the road, but it is still the pedestrians own responsibility to ensure they do this in a safe manner. The Road Safety Unit carries out a number of activities to achieve this including Kerbcraft, road safety talks, and cycle proficiency. Even where an SCP is provided, it is still the responsibility of the parent/guardian to ensure their children's safety, just as they do when a zebra crossing or pelican crossing is provided.

4. Current situation / proposal.

- 4.1 The School Crossing Patrol Service comes under the remit of the Communities Directorate, within the Road Safety Unit of the Highways Services Section.
- 4.2 The day to day management of SCPs including the recruitment, training, sickness recording procedures, leave of absence and incident reporting is the responsibility of the Road Safety Unit.
- 4.3 The need to ensure the safety of children, especially on their journeys to and from school is important to the Council's aims of reducing road traffic casualties whilst encouraging active travel to school and promoting a healthier lifestyle. The SCP service plays an important role in delivering these aims. Every parent and guardian wants to have confidence that their child will be safe on the journey to and from school. However, every road cannot have a SCP and so it is necessary to have some way of assessing where to provide the service.
- 4.4 As detailed in the Road Safety GB School Crossing Patrol Service Guidelines (2012), appraisal of a potential site should be carried out objectively and be capable of withstanding challenge or criticism. Road Safety GB (formerly LARSOA) is a national road safety organisation that represents local government road safety teams across the UK. The guidance which is followed represents best practice, but is not statutory. A brief outline of the site assessment criteria is outlined in Appendix 1..
- 4.5 It is proposed that the Council formally adopts the process and follows the resulting recommendations set out in the national guidelines to objectively review requests for new SCP sites and to introduce a system of regular reviews of existing SCP sites e.g. when circumstances change at the SCP site such as

school closure, road or traffic changes, provision of a formal crossing or when an SCP leaves.

- 4.6 The removal of any SCP from a site can be a very emotive issue to the local community and therefore if the SCP site does not meet the criteria but the community consider the provision of an SCP to be important to them, then consideration should be given to other ways of funding the post such as by the Community / Town Council. The SCP would still need to be employed by BCBC but paid for by the community.

5. Effect upon Policy Framework & Procedure Rules.

- 5.1 There is no effect upon Policy Framework or Procedure Rules

6. Equalities Impact Assessment

- 6.1 A high level Equality Impact Assessment has been undertaken and this did not indicate any adverse impact.

7. Financial Implications.

- 7.1 There are no financial implications in regard to this report as assessment would be carried out by members of the traffic and transportation section.

8. Recommendation.

- 8.1 It is recommended that Cabinet:
- Approves the introduction of a School Crossing Patrol Policy and Site Assessment Criteria formed as outlined in the Road Safety GB School Crossing Patrol Service Guidelines (2012), and based on these criteria to give delegated power to the Cabinet Member - Communities to establish and disestablish sites.
 - Approves the consideration of support by outside bodies to fund relevant SCP sites which are considered to be of community value

MARK SHEPHARD
CORPORATE DIRECTOR - COMMUNITIES

Contact Officer: Kevin Mulcahy, Group Manager Highways
Telephone: (01656) 642535

E-mail: kevin.mulcahy@bridgend.gov.uk
Background documents – None

Appendix 1

Site Assessment Criteria

The following site assessment criteria is a precise of the process outlined in the Road Safety GB School Crossing Patrol Service Guidelines (2012). The criteria is based on what is known as the PV^2 formula. A detailed explanation of the criteria can be accessed through the following link www.roadsafetygb.org.uk/downloads/SCP-Guidelines-06.12.pdf

The PV^2 formula is a well established calculation used to assess the justification for a pedestrian crossing as well as identifying a potential location to install a crossing. It is the calculation of the total number of pedestrians (P) multiplied total number of passenger car units (V^2) from the busiest consecutive 30 minute period.

The count is undertaken at the busiest periods for am and pm for a period of 30 minutes in 5 minute consecutive intervals.

The count records the number of pedestrians crossing the road at existing sites or within 50 metres of the site for new or unstaffed sites.

The total number of pedestrians (P) is multiplied by the total number of vehicles (V) to give the PV^2 value.

In accordance with the guidance, PV^2 has to reach $4 * 10^6$ for a SCP to be justified as shown in the chart below.

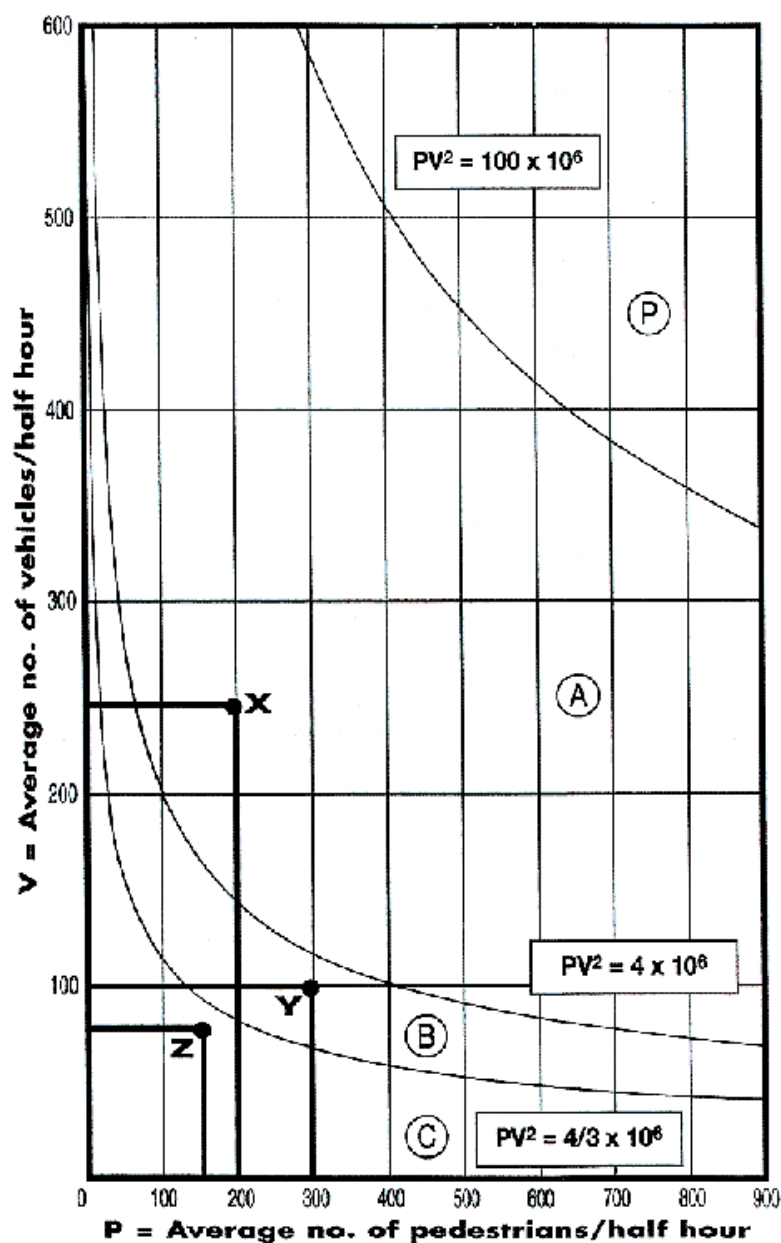
If the figure is less than $4 * 10^6$ then additional factors shall be considered and scored as follows.

These additional factors are as follows;

- Junctions- proximity to junctions from crossing point
- Accidents - Child pedestrian injury within 50 meters of site/proposed site on weekday based on the yearly average over three years – one factor per child pedestrian injury .
- Speed of Traffic – estimated 85 percentile of traffic at time of the count.
- Visibility – along the road from crossing point
- Parking – cars habitually parked
- Age Factor - average age of pedestrians crossing within 50m

The number of factors are added together and the PV^2 is multiplied by the appropriate figure in the table below.

These additional factors are taken into account in the PV^2 formula along with any “risk assessment” reports that have been carried out on school sites. However, the guidance recommends that sites with less than 15 unaccompanied children crossing the road in the busiest 30 minute period should not be considered for establishing a SCP.



Action Chart – Checking SCP Site Viability (using Graph)

Position of Point	Action to be taken
Area 'P'	Crossing facilities justified (It is recommended a light controlled crossing be considered)
Area 'A'	SCP site justified (Recommended establishment of SCP site)
Area 'B'	SCP site not justified at initial assessment (Apply Part 4 of the procedure to verify the position)
Area 'C'	SCP site definitely not justified at initial assessment (Apply Part 4 of the procedure if exceptional circumstances exist)