

# Report

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Report to:	<b>Roads Safety Forum</b>
Date of Meeting:	<b>20 May 2015</b>
Report by:	<b>Executive Director (Community and Enterprise Resources)</b>

Subject:	<b>School Crossing Patrol Assessments</b>
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## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ consider requests for school crossing patrols at locations within South Lanarkshire

## 2. Recommendation(s)

2.1. The Forum is asked to approve the following recommendation(s):-

(1) That the requests for school crossing patrols at the following locations be refused:-

- Croft Road at Johnson Drive, Cambuslang (70% of threshold value)
- Netherton Road, East Kilbride (12% of threshold value)

(2) That the request for a school crossing patrol at the following location be refused as it does not meet the revised criteria proposed for sites serving predominantly secondary pupils:-

- Townhead Road at Bowling Green Road, Strathaven

## 3. Background

3.1. Assessments of the above locations are shown on the attached summary sheets. The summary sheets observe that two sites do not meet the current criteria for the provision of a school crossing patroller. The site at Townhead Street at Bowling Green Road, would not meet the revised criteria for a patroller serving predominantly secondary school pupils.

3.2. Assessment results are based on information recorded during surveys at school journey times. A measure of pedestrian demand (P) and vehicle flow (V) over the busiest ten minutes is identified from this information.

3.3. The pedestrian demand (P) is assessed by recording the number of children crossing the road, either with or without an adult, within 50 metres of the proposed crossing site. The vehicle flow (V) consists of all vehicles passing along the road within the predetermined area. These factors are then combined in the formula  $PV^2$  and compared against predetermined threshold values.

- 3.4. Where the PV<sup>2</sup> is greater than 148,000 a patroller is clearly justified. Where the PV<sup>2</sup> assessment does not prove conclusive and falls between 74,000 (50%) and 148,000 other environmental factors will be considered and used to revise the original PV<sup>2</sup> value. This provides a weighted and more accurate assessment of potential risk at the site. This is not applicable for sites serving predominantly secondary school pupils under the proposed revision to criteria.
- 3.5. The criteria are based upon national best practice and were developed by the Royal Society for the Prevention of Accidents (RoSPA) and the Local Authority Road Safety Officers' Association (LARSOA), now Road Safety GB. The criteria were amended by the Road Safety Forum in 1998 to make it less onerous to justify a patroller and in 2011 to prevent the introduction of patrollers at traffic signals with a pedestrian phase or at light controlled pedestrian crossings.
- 3.6. Details of the revised criteria for patroller locations which predominantly serve secondary school pupils are detailed within the agenda item "Revised School Crossing Patroller Assessment Criteria".

#### **4. Employee Implications**

- 4.1. There are no employee implications associated with this report.

#### **5. Financial Implications**

- 5.1. There are no financial implications associated with this report.

#### **6. Other implications**

- 6.1. Relevant risk and sustainable development issues pertaining to assessing school crossing patrols have been considered and assessed.
- 6.2. There are no significant risks as assessments are carried out using criteria based upon national best practice.
- 6.3. There are no implications for sustainability in terms of the information contained within this report.

#### **7. Equality Impact Assessment and Consultation Arrangements**

- 7.1. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and, therefore, no impact assessment is required.
- 7.2. The local members have been consulted.

**Colin McDowall**  
**Executive Director (Community and Enterprise Resources)**

14 April 2015

#### **Link(s) to Council Objectives**

- Improve community safety
- People focused

**Previous References**

- Report to the Roads Safety Forum 29 June 2011
- Report to the Roads Safety Forum 4 February 2015

**List of Background Papers**

None

**Contact for Further Information**

If you would like to inspect the background papers or want further information, please contact: -

Colin Smith, Roads and Transportation Services

Ext 3757 (Tel: 01698 453757)

E-mail: [colin.smith@southlanarkshire.gov.uk](mailto:colin.smith@southlanarkshire.gov.uk)

## **School Crossing Patrol Assessment Sheet**

Proposed location            Croft Road/ Johnson Drive  
School(s) served            Cambuslang  
Survey undertaken on      19/2/15 PM                    20/2/15 AM

### **Survey Results**

Number of Children (P) crossing during busiest ten minute period.	11
Number of Vehicles (V) during busiest ten minute period.	88
PV <sup>2</sup>	85184
PV <sup>2</sup> as a proportion of the value required for recommending a patroller (value required is 148,000).	58%

If proportion is 100% or greater then Patrol recommended.

**Is Patrol recommended**

**No**

If percentage is between 50% and 100% then consider other factors detailed below.

<b>Environmental Factor</b>	<b>Relevant- Yes/No</b>
Vehicle Speeds	
Visibility	Yes
Excessive Street Furniture	
Closeness to Junction	Yes
Parking Problem	
Concentration of Accidents	

Recalculated PV <sup>2</sup> as a proportion of the value required for recommending a patroller.	103073 (70%)
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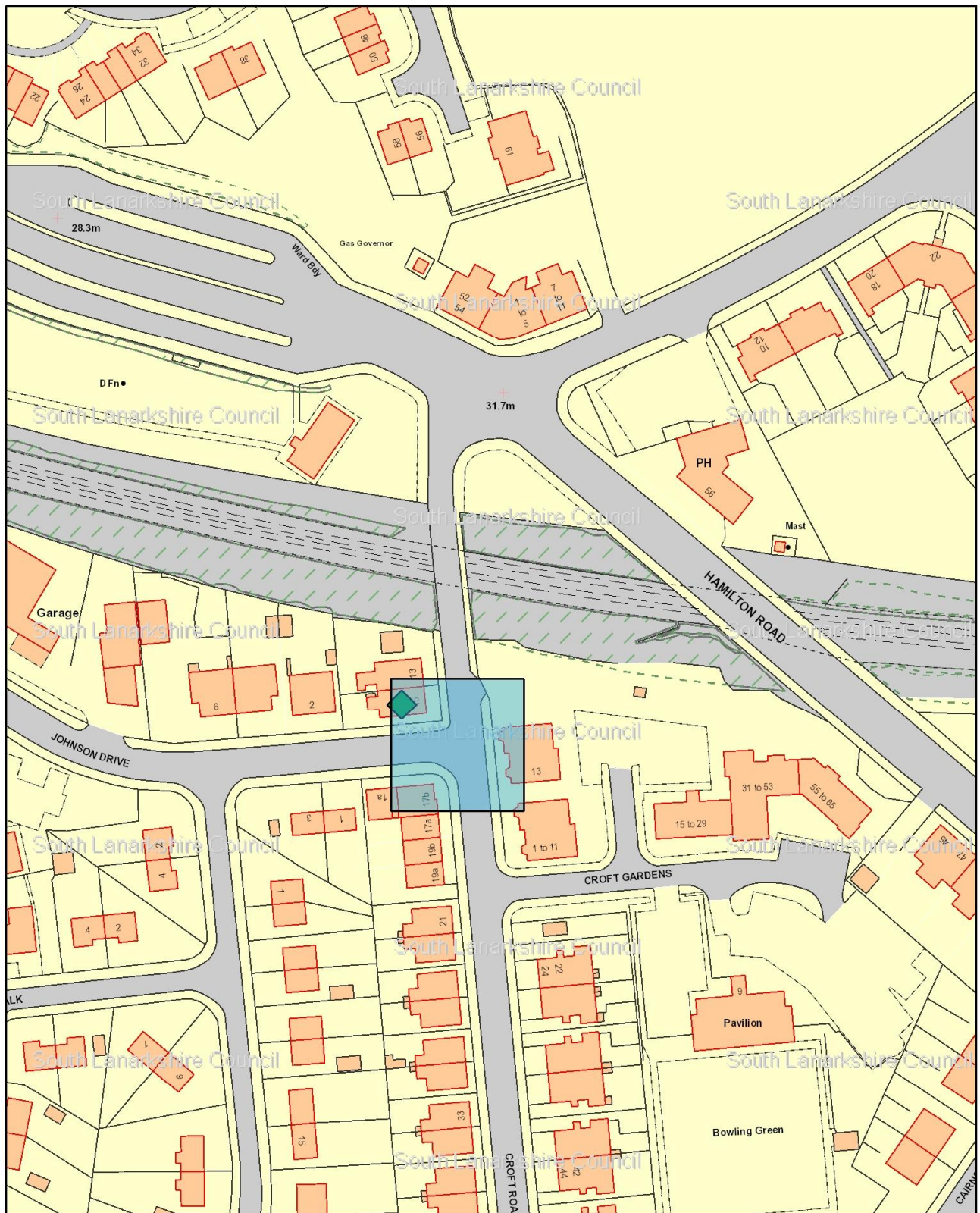
If proportion remains under 100% then Patrol is not recommended.

**Is Patrol recommended**

**No**

(Ward 14: Cambuslang East)

Requested By: Parent



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Title: School Crossing Patrol Assessment



South Lanarkshire Council

Notes: Croft Road/ Johnson Drive, Cambuslang

Scale 1:1,250

10/04/2015 12:34:29

Original Drawing Size: 210 x 297 (A4) (c)

## School Crossing Patrol Assessment Sheet

Proposed location            Netherton Road, East Kilbride  
School(s) served            South Park Primary  
Survey undertaken on      24/2/15 AM            27/2/15 PM

### Survey Results

Number of Children (P) crossing during busiest ten minute period.	15
Number of Vehicles (V) during busiest ten minute period.	35
PV <sup>2</sup>	18375
PV <sup>2</sup> as a proportion of the value required for recommending a patroller (value required is 148,000).	12%

If proportion is 100% or greater then Patrol recommended.

**Is Patrol recommended**

**No**

If percentage is between 50% and 100% then consider other factors detailed below.

<b>Environmental Factor</b>	<b>Relevant- Yes/No</b>
Vehicle Speeds	
Visibility	
Excessive Street Furniture	
Closeness to Junction	
Parking Problem	
Concentration of Accidents	

Recalculated PV <sup>2</sup> as a proportion of the value required for recommending a patroller.	
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If proportion remains under 100% then Patrol is not recommended.

**Is Patrol recommended**

**No**

(Ward 6: East Kilbride South)

Requested By: Parent





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Title: School Crossing Patrol Assessment



South Lanarkshire Council

Notes: Netherton Road, East Kilbride

Scale 1:500

27/02/2015 16:20:25

Original Drawing Size: 210 x 297 (A4) (c)







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Title: School Crossing Patrol Assessment



South Lanarkshire Council

Notes: Townhead Street/ Bowling Green Road, Strathaven

Scale 1:1,250

10/04/2015 14:20:19

Original Drawing Size: 210 x 297 (A4) (c)



## School Crossing Patrol Request – Risk Assessment

<b>Work Activity Details:</b>	To assess the need for a school crossing patroller
<b>Workplace:</b>	Location: Townhead Street/ Bowling Green Road Area: Strathaven
<b>Task Details:</b>	Secondary school pupils crossing the road without the benefit of a school crossing patroller
<b>Result:</b>	Is a patroller recommended at this location? Yes/ <b>No</b>

Risk without additional controls in place			likelihood x severity ( 1 x 2 ) = 2		
To whom:	Employee	The Public <b>X</b>	High (6-9)	Medium (3-4)	<b>Low (1-2)</b>

Risk with additional control in place	NA		likelihood x severity ( * x * ) = *		
To whom	Employee	The Public <b>X</b>	High (6-9)	Medium (3-4)	Low (1-2)

Type of Feature	Yes	No	Comment and/or Action
Speed Limit	✓		30mph. Part time mandatory 20mph during school journey times.
Lamp Columns (location)	✓		
School signs (dia 545 or other)	✓		Diagram 545 present as part of the part time mandatory signage in both directions.
Plates (School or Patrol)	✓		School plate present as part of the part time mandatory signage in both directions.
Other Warning Signs and Plates	✓		Part time mandatory 20mph speed limit.
Hazard Warning Lights (Remote or key)		✓	
School Keep Clear marking and length		✓	Location is not within direct vicinity or frontage of a school.
Parking Restrictions		✓	Resident parking present on Towhead Road. Sporadic school related traffic also observed to periodically stop on Townhead Road near to its junction with Bowling Green Road.
Guard rails		✓	
Trees close to the point	✓		Present within residential properties but not deemed to be a hazard.
Bus Stops and/or shelters	✓		Stop with no shelter opposite the junction.

Any other feature not mentioned above	✓		Bowling Green Road is narrow and cars turning from Townhead Street into this road generally do so at low speed. Vehicles turning into Bowling Green Road were also noted to give way to vehicles turning out of Bowling Green Road due to the narrow carriageway. This created additional gaps in traffic for pedestrians.
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Please complete the Hazard Identification Section also.

Remedial Actions Required: Nil.

Pupils were observed to cross Townhead Road at various points to reach Bowling Green Road. No significant hazards or unmanageable road safety issues were observed.



Hazard Identification	Yes	No	Comments	Control Measures/ Action
1. Does the site have relevant injury accident history in the previous three years?	✓		1 slight pedestrian injury accident in the most recent 3 year period (up to 30/11/14).	Nil – pedestrian failed to look.
2. Does the speed or volume of traffic seem to be exceeding the appropriate limit?		✓	Traffic observed to be within appropriate speed limits.	
3. Are there sufficient sightlines, in both directions and from both footways, to enable pedestrians to cross the road safely?	✓		Adequate sightlines.	
4. Are there sufficient gaps in traffic to allow pedestrians to cross the road safely?	✓		Although significant traffic was noted, ample gaps in traffic were observed and pupils did not have difficulty or undue delay crossing Townhead Road.	
5. Are the existing signs and/or road markings missing/ causing difficulties?		✓	Ample signs are in place.	
6. Are "school children crossing" signs required / in place.		✓	Ample signs are in place.	
7. Are there any parking problems?	✓		Resident parking and some school related parking was noted close to the assessed site.	Cross at a point of clear visibility of cars from both directions.
8. Are the presence and/or duration of any road/other works causing difficulties?		✓		

Assessment by: Colin Smith

Designation: Assistant Road Safety Training Officer

Responsible Manager: Stuart Laird

Designation: Traffic and Transportation Engineer