

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

22ND JANUARY 2014

REPORT OF GROUP DIRECTOR, ENVIRONMENTAL SERVICES

**Author: Jessica White, Acting Road Safety Manager
Tel No. 01443 494785**

SCHOOL CROSSING PATROL POLICY

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, and based on these criteria to give delegated power to the Group Director of Environmental Services to establish and disestablish sites.

2 RECOMMENDATIONS

It is recommended that Members:

- 2.1 Agree that the site assessment criteria detailed in Appendix 2 is adopted and used for the assessment of new and existing sites and this decision be delegated to the Group Director Environmental Services.
- 2.2 Agree that existing sites are reviewed when a school crossing patrol leaves, when circumstances change, and in any case every 2 years.

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 65 permanent SCPs currently employed by Rhondda Cynon Taf. This figure constantly fluctuates as SCPs leave and are recruited. There are only 4 relief SCPs employed at the moment. 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 approximately 100 SCP sites recorded on the Council's Vision system. A significant number 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 disestablished. Refer to Appendix 1 for existing SCP site locations (filled, vacant and historical).

4 LEGISLATION

- 4.1 The relevant legislation for School Crossing Patrols are;
- a) The School Crossing Patrol Act 1953 instituted on 1 July 1954 through the School Crossing Patrol Order 1954.
 - b) The Road Traffic Regulation Act 1984 (Sections 26-28)
 - c) Section 270 of the Transport Act 2000 and
 - d) The School Crossing Patrol Sign (England and Wales) Regulations 2006.
- 4.2 The culmination of these acts and regulations gives appropriate authorities the power (it is not a legal/statutory requirement) to appoint school crossing patrols to help children and adults to cross the road, whether or not they are traveling to or from school at such times as they think fit.
- 4.3 School crossing patrols have the power to require a driver to stop providing they are wearing the approved uniform and exhibiting the prescribed sign. 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.
- 4.4 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.
- 4.5 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, shorter child pedestrian training courses, 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. It should be noted that some parents/Head Teachers regard the provision of an SCP as an indication that the Authority is assuming responsibility for the safety of children on their journey to and from school.

5 SCHOOL CROSSING PATROL SERVICE

- 5.1 The School Crossing Patrol Service comes under the remit of the Environmental Services Directorate, within the Road Safety Unit of Highways, Transportation and Strategic Projects.
- 5.2 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.

Site Assessment Criteria

- 5.3 The need to ensure the safety of children, especially on their journeys to and from school is paramount 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 a vital 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.
- 5.4 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. The Council has to date followed the above guidelines
- 5.5 It is proposed that the Council formally adopts the process 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 (for example school closure, road or traffic changes), when an SCP leaves, and in any case every 2 years. Details of the site assessment criteria are outlined in Appendix 2.

Disestablishing Sites

- 5.6 When a site review has revealed that a site no longer meets the criteria set out in Appendix 2, or a site has remained vacant for a long period of time due to difficulties with recruitment, it may be appropriate to consider disestablishing the site.
- 5.7 In accordance with the guidance, other circumstances such as the introduction of a light-controlled crossing facility may lead to the disestablishment of a site, unless there are exceptional circumstances, as outlined in Appendix 2.
- 5.8 Existing sites that no longer meet the site assessment criteria will be disestablished immediately on becoming vacant.

6 CONCLUSION

- 6.1 The above report outlines the Council's current School Crossing Patrol service and recommends the introduction of a site assessment criteria and policy to formalise the site review process, and seeks to give delegated power to the Group Director of Environmental Services to review new and established sites.
- 6.2 The above recommendations will provide the Council an objective review process that is aligned with national guidelines, which will ensure that School Crossing Patrol sites are provided at locations where they are most needed.

**Appendix 1
Existing SCP Site Locations**

RHONDDA

Site	School	Location
202	Penyrhenglyn Infants	Baglan Street, Treherbert
203	Ynyswen Infants	Ynyswen Road, Ynyswen
207	Pentre Primary	Llewellyn Street, Pentre
208	Ton Pentre Junior	Maindy Road, Ton Pentre
209	Ton Pentre Infants	Gelli Road, Gelli
210	Gelli Primary	Ty Isaf Road, Gelli
211	Y G G Bodringallt	William Street, Ystrad
212	Pontrhondda Primary	Pontrhondda Bridge, Llwynypia
213	Llwynypia Primary	Berw Road, Llwynypia
214	Cwmclydach Primary	Wern Street, Clydach Vale
216	Alaw Primary	Brithweunydd Road, Trealaw
217	Penygraig Infants/Junior	Hendrecafn Road, Penygraig
221	Williamstown Primary	Dinas Isaf West, Williamstown
223	Cymmer Infants	High Street, Porth
224	Cymmer Junior	Catherine Street, Porth
227	Porth Community College	Cemetery Road, Porth
229a	YGG Llwynycelyn	Primrose Terrace, Porth
229b	YGG Llwynycelyn - Bottom Road	Primrose Terrace, Porth
231	Ynyshir Infants/Juniors	Ynyshir/Llanwonno Road, Ynyshir
233	Pontygwaith Primary	Brewery Street, Pontygwaith
237	Maerdy Infants/Juniors	Maerdy Road, Maerdy
247	Gelli Primary	Ty Isaf Road, Gelli
248	Gelli Infants/Primary	Ystrad Road, Ystrad
249	Y G G Bronllwyn	Bronllwyn Road, Gelli
250	Bodringallt Primary, Ystrad	Bryn Terrace, Ystrad
251	Penpych	Blaenrhondda Road, Treherbert
253	Llyn y Forwen	Rhondda Hotel, Ferndale
254	Darren Park Primary	The Strand, Ferndale
241	Ferndale Infants	North Road, Ferndale
241R	Ferndale Infants	North Road, Ferndale
210R	Gelli Primary	Ty Isaf Road, Gelli
R	Relief covering Porth area	Various

CYNON

Site	School	Location
303	Hirwaun Infants/Primary	Brecon Road, Hirwaun
304	Abertaf Primary (relief relocated to Abercynon Community)	Greenfield Terrace (Ynysmeurig Road)
309	Ynysboeth Primary	Abercynon Road, Ynysboeth
310	Cwmaman Infants	Fforchaman Road, Cwmaman
312	Blaengwawr Primary/Comp	Cardiff Road/Gwawr Street
313	Caradog Primary	Monk Street, Aberdare
315	Cwmdare Infants/Junior	Cwmdare Road, Cwmdare
318	Oaklands Primary	Clarence Street, Aberaman
321	Aberdare Park Primary (COMIN)	Hirwaun Road, Aberdare
322	Darrenlas Primary	Llanwonno Road, Mountain Ash
326	Cwmbach Infants	Bronhaul/Brodeg, Cwmbach
327	Aberdare Church in Wales	Wind Street, Aberdare
329	Pengeulan Primary	Penrhiwceiber Road, Mountain Ash

TAFF

Site	School	Location
601	Cwmlai Primary	Penygarreg Road, Tonyrefail
603	Tonyrefail Comprehensive	Tyn y Bryn Road, Tonyrefail
605	Gwaunmiskin Primary	Gwaunmiskin Road, Beddau
611	Garth Olgw Primary	Francis Street
611a	Llantwit Fardre Primary	St Illtyds Road, Church Village
614	Maesycloed Primary	Llantrisant Road, Graig
615	Trallwn Infants	Thurston Road, Trallwn
616	Cwmlai Primary	Francis Street, Tonyrefail
617	Bryнна Primary	William Street, Bryнна
619	Trallwn Infants	Bonvilston Road, Pontypridd
622	Ffynon Taff Primary	Cardiff Road, Taffs Well
624	Hendreforgan Infants/Primary	Hendreforgan A4093
626	Graig yr Hesg Primary	Cefn Lane, Glyncoch
628	Tonysguboriau Primary	Cowbridge Rd, Talbot Green
629	Hawthorn Primary	Cardiff Road, Hawthorn
631	Dolau Primary	Bridgend Road, Llanharan
636	Parc Lewis Primary	Broadway, Pontypridd
642	Hendreforgan Primary	Cambrian Avenue
642R	Hendreforgan Primary	Cambrian Avenue
645	Llwyncrwn Primary	Llantrisant Road, Beddau
646	Gwaunmiskin Primary	Gwaunmiskin Road, Beddau
608	YGG Tonyrefail	High Street, Tonyrefail
	YGG Castellau	Castellau Road, Beddau

Vacant/Historical Sites

Site	School	Location
634	Llantwit Fardre Primary	X-Roads, Main Road
639	Maesycloed Primary	Woodland Terrace/Factory Lane
607	YGG Pont Sion Norton	Heol Pont Sion Norton, Pontypridd
632	Heol y Celyn Primary (inc Welsh unit)	Holly Street, Rhydyfelin
308	Cap Coch Primary	Park View Terrace, Abercwmboi
325	Carnetown Primary	Park Street, Abercynon
323	Aberdare Girls (Lower)	Gadlys Road, Aberdare
	Llwydcoed Primary	Merthyr Road , Llwydcoed
621	Llanharan Primary	Hillside Avenue, Llanharan
612	Coedpennmaen Primary	Merthyr Road, Pontypridd
319	Abercynon Infants	Ynysmeurig Road, Abercynon
613	Tref y Rhug Primary	Llantrisant Road, Tonyrefail
	Perthcelyn Primary	Glamorgan Street, Penrhiwceiber
		Holly Bush, Main Road, Church Village
307	Hirwaun Primary	High Street, Hirwaun
	Tonyrefail Primary	Collena Road, Tonyrefail
	Trerobart Primary	Robert Street, Ynysybwl
314	Cwmbach Infants/Juniors	Cwmbach Road, Cwmbach x2
643	Gwauncelyn Primary	Church Road, Tonteg
	Cilfynydd Primary	Cross Street/Wood Street, Cilfynydd
205	Parc Primary	Park Road, Cwmparc
		Miskin Road, Trealaw
	Tonypandy Primary/St Gabriels & Raphael	Tylacelyn Road, Penygraig
220	Williamstown Primary	Aurther Street. Williamstown

Cabinet - 22.01.14
 Agenda Item 8

		Ynyshir Road/Station Road, Matthewstown
	Tylorstown Primary	
	Tonypandy Primary/St Gabriels & Raphael	Kenry Street, Tonypandy
	Ysgol y Eos	Amos Hill, Penygraig
	Penygraig Junior School	Gilfach Road, Penygraig
255	Ysgol y Eos	Bishop Street, Penygraig
328	Cwmbach Junior (now Community Primary)	Llangorse Road, Cwmbach
320	Penrhiwceiber Primary	Lee Hotel, Penrhiwceiber
	Pontyclun Primary	Cowbridge Road, Pontylcun
330	Abercynon Infants/Junior	Mountain Ash Road
	Graig yr Hesg Primary	Cefn Lane, Glyncoch

Appendix 2 Site Assessment Criteria

The following site assessment criteria is based on 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.

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 child 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 time normally between 8am and 9am in the morning and be for a period of 30 minutes in 5 minute consecutive intervals.

The count records the number of children that appear under the age of eleven crossing the road at existing sites or within 50 metres of the site for new or unstaffed sites. Accompanied and unaccompanied children are recorded separately.

The guidelines recommend that the following passenger car units (PCU's) are used to calculate the total number of vehicles.

Vehicles	Passenger Car Units
Cycle	1
Motorcycle	1
Car or light vehicles (vans and light goods vehicles)	1
Bus/coach or goods vehicles (over 3.5 tonnes gross weight)	2
Large goods vehicle (over 7.5 tonnes gross weight/multi axle lorries)	3

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

In accordance with the guidance, the total has to reach 4 million for a SCP to be justified.

If the figure is less than 4 million then additional factors shall be considered and scored as follows.

It is recognised that several locations in Rhondda Cynon Taf do not meet this criteria but have historically benefited from the provision of a Patrol. It is not our intention to remove such provision, but to adopt a system of review as outlined in 2.2.

1) Junctions- proximity to junctions from crossing point

Junctions	Added Factors
Junctions – on a major road and within 20 metres of a junction	2
Junctions – on a minor road and within 20 meters of a junction	1

2) 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 (under 11).

3) Speed of Traffic – estimated 85 percentile of traffic at time of the count.

85 percentile	Added Factors
Less than 20 mph	0
Between 20 mph and 30 mph	2
Between 30 mph and 40 mph	4
Over 40 mph (it is not recommended to have a SCP site on a road with a speed limit of more than 40 mph)	5

4) Visibility – along the road from crossing point

Visibility	Added Factors
Less than 30 m	3
Between 30m and 50m	2
Between 50m and 75m	1
Over 75m	0

5) Parking – cars habitually parked

Parking	Added Factors
Within 10 m of the crossing point	3
Between 10m and 20m of the crossing point	2
Between 20m and 30m of the crossing point	1

6) Age Factor - average age of pedestrians crossing within 50m

Average Age	Added Factors
Primary (up to 11)	5
Secondary (12 years +)	1

The number of factors are added together and the PV² is multiplied by the appropriate figure in the table below.

Total number of factors	Multiplying figure to be applied to basic PV² figures
1	1.100
2	1.210
3	1.331
4	1.464
5	1.610
6	1.772
7	1.949
8	2.144
9	2.358
10	2.594
11	2.853
12	3.139
13	3.453
14	3.798

Additional Information

These additional factors are taken into account in the PV² 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.

Provision of SCPs on Light Controlled Crossings

SCPs and light-controlled crossings fulfil the same purpose - they stop traffic so pedestrians may cross the road safely and, therefore, having both in place at the same site is a duplication of resources and may be confusing for drivers.

The guidance recommends that SCPs should not be located on light-controlled crossings (puffin, pelican, toucan, traffic light junctions) unless there are exceptional circumstances such as poor driver behaviour (for example red light running), large groups of children crossing or concern about the children’s age and ability to use the facility correctly. Local road safety enforcement, education or pedestrian training at the school in question may help to address these concerns.

Site reviews undertaken at light controlled crossings should consider these points and should be based on the assumption that a SCP will not be required unless such exceptional circumstances are observed.

