

CRITERIA FOR THE ESTABLISHMENT OF SCHOOL CROSSING PATROLS

BASIC OUTLINE

In developing the criteria, consideration has been given to many factors which affect the safety of unaccompanied child pedestrians (11 years of age or under). The formula is tailored to address the special conditions that exist when a school opens and closes. The criteria produce a complicated formula but essentially rest on three basic themes:-

1. A count of unaccompanied child pedestrians and vehicles.
2. The use of a number of adjustment factors.
3. The consideration of additional crossing facilities.

P.V. SQUARED

The following "**P.V. Squared**" formula is used to determine the site of a school crossing patrol where **P** = the number of pedestrians and **V squared** = the number of vehicles x the number of vehicles.

P = CHILD PEDESTRIANS

The criteria states that sites having less than 15 unaccompanied primary age children should not be considered for the establishment of a school crossing patrol. However in Lancashire this figure has been reduced to 10 thus enhancing safety aspects. The definition of primary age children for the purposes of the criteria will be year 6, i.e. 11 years or under and not attending high school.

V = VEHICLES

The number of vehicles are counted during the prime time of the opening and closing of a school. The vehicle number is also "weighted" in that heavy goods vehicles and public service vehicles are counted as being equivalent to two saloon vehicles.

CRITERIA TO BE ACHIEVED

When the formula has been applied the result should equal 4 million to qualify for a crossing patrol. However, in Lancashire the figure used is **2 million**, half the nationally accepted figure. If, however, the formula does not result in 2 million being reached then providing the point is used by more than 10 unaccompanied children, adjustment factors can be taken into consideration. These adjustment factors reflect the environmental and geographical features of an individual site which may give rise to potentially greater risks.

If a crossing patrol was to be established for a high school the criteria would have to reach 100 million as against 2 million for a primary school.

The **P.V.** squared where a Pedestrian Light Controlled Crossing (i.e. Pelican) is available must equal a minimum of 100 million. However, Crossing Patrols at Zebra Crossings will be maintained if a **P.V.** squared of 2 million is achieved.

The following adjustment features may apply to a site:-

1. SPEED OF VEHICLES.

It is recognised that in addition to the volume of traffic, the speed at which traffic is travelling can also give rise to added potential risk. The higher speed increases the weighting factor.

2. CARRIAGEWAY/FOOTPATH WIDTH/CARRIAGEWAY GRADIENT.

The wider the carriageway the higher the "weighting" factor.

The narrower the footpath, the higher the "weighting" factor.

The steeper the gradient of the carriageway approaching the school crossing patrol the higher the "weighting" factor.

3. VISIBILITY.

The layout of the road and parking of vehicles will be taken into consideration and the weighting factor will be at its highest where there is least amount of visibility coupled with higher speed.

4. ROAD JUNCTIONS

If a school crossing patrol site is positioned within 20 metres of a road junction then it is assigned a "weighting" factor.

5. ROAD MARKINGS

If road markings occur within 50 metres of a crossing patrol site a "weighting" factor is added.

6. STREET LIGHTING

Due to the particular problems that may occur during the winter months if there is no street lighting at the school crossing point then a "weighting" factor will be added.

7. AGE OF CHILDREN

The age of children is taken into account and this is calculated by adding a "weighting" value to the average age of unaccompanied school children (providing more than 10 children cross).

8. ACCIDENTS

All accidents that occurred between 8.00.a.m. and 5.30.p.m. each day over the previous 3 years and within 50 metres of the site will be taken into account and a "weighting" factor will be added.

9. ADDITIONAL CROSSING FACILITIES

Under the National Road Safety Officers' recommendations if a school crossing site is within 200 metres of a crossing facility, e.g. pelican crossing, then a negative weighting value would be added.

However, to apply an extra safety margin it has been agreed by the Police and Lancashire County Council that the distance of 200 metres was too long and accordingly this has been reduced by half. See also "Criteria to be Achieved".

The provision of a school crossing patrol should not be viewed as an alternative to the responsibility of parents to ensure their children's safety on the journey to and from school.

Further information with regard to the crossing patrol criteria can be obtained from the Road Safety Group.