

EAST AYRSHIRE COUNCIL

DEPARTMENT OF DEVELOPMENT SERVICES – 19 JANUARY 2005

REVIEW OF SCHOOL CROSSING PATROL SERVICES

Report by Executive Director of Development & Property Services

1. PURPOSE OF REPORT

1.1 To advise the Committee:-

- i) that a review of all school crossing patrols within East Ayrshire has now been completed; and
- ii) of the findings of this review.

2. BACKGROUND

- 2.1 At its meeting of 29 June 2004 the Committee noted that a review of school crossing patrols in East Ayrshire was being undertaken and agreed to discontinue 4 patrols which had been assessed in that review. It was also noted that reviews would be undertaken of the remaining patrols and the outcome reported to a future meeting.
- 2.2 There are 63 patrols in East Ayrshire. In the current financial year each patrol costs approximately £5500 per annum.
- 2.3 The assessment of these patrols was carried out using the PV^2 formula approved by Development Services Committee, which is a nationally accepted formula. The number of pedestrians (P) is multiplied by the square of vehicles (V^2) passing the crossing point. This has to reach 4,000,000 for a crossing to be justified.
- 2.4 Additional factors including vehicle speed, sightlines, road width, proximity to junctions and road accidents were taken into account.
- 2.5 There is a further requirement that a minimum of 15 children should be crossing the road before a patrol is provided.

3. OUTCOME OF REVIEW

- 3.1 Assessments of all school crossing patrols have now been carried out.
- 3.2 From this, a number of underused crossings have been identified. These are listed in the following table in order of their PV^2 count. The number of children crossing is also noted as is the current or proposed provision of traffic calming and a 20 mph speed limit.

School	Crossing Location	No. of Children	PV ²
Bellsbank P.S.	Merrick Drive, Bellsbank, Dalmellington ^{2,3}	29	0.7
Catrine P.S.	Sloan Street, Catrine ³	60	0.8
Netherthird P.S.	Skerrington Place/Glaisnock Road, Cumnock	8	1.1
Bellfield P.S.	school entrance, Whatriggs Road, Kilmarnock ^{1,3}	23	1.2
Galston/St. Sophia's P.S.	Duke Street/Station Road, Galston	20	1.3
Dalrymple P.S.	Barbieston Road, Dalrymple ^{2,3}	34	1.4
Ochiltree P.S.	Main Street, Ochiltree ^{2,3}	90	1.9
Shortlees P.S.	Shortlees Road/Blacksyke Road, Kilmarnock ^{1,3}	87	1.9
Galston/St. Sophia's P.S.	Wallace Street/Station Road, Galston	11	2
Onthank/Mount Carmel P.S.	Western Road/Wardneuk Drive, Kilmarnock	6	2.4
Lainshaw P.S.	Kilwinning Road, Stewarton ^{2,3}	56	2.7
Muirkirk P.S.	Main Street/Furnace Road, Muirkirk ⁴	23	2.8
Annanhill P.S.	Munro Avenue/Gibson Street, Kilmarnock	6	3
Kirkstyle P.S.	Ayr Road/Stoneyhill Avenue, Kilmarnock	4	4.7

1. Existing traffic calming
2. Proposed traffic calming
3. Proposed full-time 20mph limit
4. Proposed part-time 20mph limit

4. DISCUSSION

4.1 The table above shows that the 14 school crossing patrols above do not meet the PV² criterion. In addition to not meeting the PV² criterion, four of these do not meet the requirement that there should be 15 children before a patrol is provided. These are:

Skerrington Place/Glaisnock Road, Cumnock
Wallace Street/Station Road, Galston
Western Road/Wardneuk Drive, Kilmarnock
Munro Avenue/Gibson Street, Kilmarnock

4.2 The patrol at Munro Avenue/Gibson Street is close to the traffic signal controlled junctions of Munro Avenue and Irvine Road and Munro Avenue and Bonnyton Road. The traffic signals incorporate a pedestrian phase which would assist the children to cross.

- 4.3** The patrol at Ayr Road, Kilmarnock was used by only 4 children although it meets the PV^2 criterion due to the high volume of traffic. It is sited at the signal controlled junction of Ayr Road and Stoneyhill Avenue. This incorporates a pedestrian phase which would assist the children in crossing if the patrol was to be removed.
- 4.4** Although neither site in Galston meets the PV^2 criterion, it is proposed that only the Duke Street/Station Road patrol be withdrawn. The patrol sites are within 200 metres of each other and if this was done the children crossing here could divert to the Wallace Street/Station Road patrol. The PV^2 count for the combined crossing would be 3.6×10^6 . If the school crossing patrol is withdrawn, a new pedestrian barrier will be provided on Station Road adjacent to the lane to guide pedestrians to a safe crossing point. Parking restrictions will also be promoted at the junction of Station Road/Duke Street to keep the visibility splays clear for pedestrians subject to the agreement of the Police.
- 4.5** It is proposed that consideration is given to withdrawing the remaining 13 sites that do not meet the PV^2 criterion. However, it should be noted that there are substantial numbers of children crossing at a number of sites. In such cases the lower PV^2 value arises because of lower traffic volumes. Elsewhere although the numbers crossing are not large the patrols are helping children to cross heavily trafficked roads or roads where there is limited visibility. School crossing patrols also have an important role in encouraging parents to allow their children to walk to school. This is in line with the Government's Safer Routes to School strategy which aims to reduce dependence on the car for the school journey.
- 4.6** Assessments of the use of patrols at lunchtimes were carried out. These showed that in addition to the above 14 patrols, there were a further 34 sites where less than 15 crossing movements took place over lunchtime. There could be potential for savings if lunchtime cover at these locations was withdrawn. It is proposed that the Head of Roads and Transportation will investigate this possibility further and report back to the Committee.
- 4.7** A number of the above sites already have traffic calming measures or 20 mph speed limits in place, or planned as noted above. At the other sites where a patrol is removed, the pedestrian movements and traffic flows will be surveyed and the need for a pedestrian crossing or other traffic management measures will be assessed. Any site where a patrol is removed will be monitored and that any additional safety additional traffic management measures that might be identified will be considered for implementation under future funding programmes.
- 4.8** The personnel implications of this report will be discussed with the Head of On-Site Services and the Trade Unions.

5. FINANCIAL IMPLICATIONS

- 5.1** The estimated savings resulting from the withdrawal of the 13 school crossing patrols that do not meet the approved criteria would be approximately £71,500, excluding severance payments.

6. LEGAL IMPLICATIONS

6.1 Nil

7. RECOMMENDATIONS

7.1 It is recommended that the Committee agree to:

- i) note that a review of school crossing patrols in East Ayrshire has been undertaken; and
- ii) retain the patrol at Wallace Street/Station Road, Galston
- iii) withdraw the remaining 13 patrols that do not meet the PV² criterion
- iv) note that the Head of Roads and Transportation will assess the possibility of withdrawal of lunchtime cover from certain sites and report back to the Committee
- v) note that sites where a patrol is removed will be monitored and that any additional safety measures that might be identified will be considered under a future funding programme.

James Lavery
Executive Director of Development and Property Services
12 January 2005
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LIST OF BACKGROUND PAPERS

Nil

For further information please contact Keith Orton on 01563 576310

Implementation Officer: Keith Orton