

Transport and Environment Committee

10.00 am, Tuesday, 15 March 2016

Review of School Crossing Patrol Service

Item number	7.11
Report number	
Executive/routine	
Wards	All

Executive summary

The Council's School Crossing Patrol (SCP) service has not been reviewed for almost 20 years. This report seeks approval to review and develop a methodology to prioritise the future service.

This is an initial report, which, if agreed, will provide the basis for further work.

Links

Coalition pledges

Council outcomes [CO5](#), [CO22](#)

Single Outcome Agreement [SO4](#)

Review of School Crossing Patrol Service

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 approves a review of the School Crossing Patrol service;
 - 1.1.2 approves the proposed criteria to be used in the review;
 - 1.1.3 approves the proposed methodology to be used in the review; and
 - 1.1.4 notes the intention to present the outcome of the review to this Committee at its meeting in October 2016.

Background

- 2.1 The School Crossing Patrol (SCP) service is a permissive, not a statutory function.
- 2.2 A Local Authority has the power to provide a SCP, as a discretionary service in terms of section 26 of the Road Traffic Regulation Act 1984.
- 2.3 Should a Local Authority do so, there is then a statutory duty to provide training to any person who operates a school crossing patrol and to be satisfied that the person appointed has adequate qualifications (in terms of sections 26 and 28 of the Road Traffic Regulation Act 1984).
- 2.4 Even where a SCP is provided, parents/guardians remain responsible for ensuring their children's safety on the school journey; it is the parent's/guardian's decision as to when their child is mature enough to undertake the journey to and from school without adult supervision.
- 2.5 SCP personnel, when in uniform and displaying a specified crossing pole, have the authority to stop traffic. In effect, a SCP performs the same function as a controlled pedestrian crossing but a controlled crossing cannot have any influence over pedestrian behaviour at the kerbside.
- 2.6 The Transport Act 2000 amended the 1984 Regulations to permit SCPs to operate "at such times as the authority thinks fit" and stop traffic to help anyone (child or adult) to cross the road.

- 2.7 There is a national standard for the provision of a SCP and this is set out in the School Crossing Patrol Service - Guidelines: revised June 2012. They were developed by Road Safety GB and supported by the Department for Transport (DfT) and the Royal Society for the Prevention of Accidents (RoSPA).
- 2.8 The national standard is based on a count of the number of pedestrians (P) and vehicles (V) which use a road during the busiest half hour of the journey to, or from, school. The higher the volume of traffic on the road that pedestrians use, the more likely it is to meet the national standard so recognising that vehicles are the greater cause of danger, as that factor is weighted.
- 2.9 These factors are then combined in the formula PV^2 and compared against predetermined threshold values, to determine whether or not a patrol site may be provided. Currently, and in line with the policy adopted by Council in 1996, a patrol site is provided if the results of the formula PV^2 value are greater than, or equal to, four million.
- 2.10 There is no current policy to dis-establish an existing SCP site. It has been the case that some sites are a challenge to resource and without any demand have consequently become “suspended” from deployment as an operational decision taken by the School Crossing Patrol Team.
- 2.11 Although potentially associated with an individual school, as a consequence of their proximity to that school, a SCP guide can cross children from many schools. The guide is therefore assigned to a location, not to a school.
- 2.12 The service was delivered and managed by Lothian and Borders Police until local government reorganisation in 1996 when that function became a Council role. These responsibilities have remained broadly unchanged to date, although the SCP team was restructured in 2005 to its present format.
- 2.13 As of December 2015 there was a list of some 243 SCP sites, of which 205 are currently operational with 157 of those actually having a Guide leaving 48 sites vacant. There is an annual budget to cover the costs of employing 174 guides, so approximately 25% of the locations remain vacant. The service is managed by the Senior School Crossing Officer, a Supervisor, an internal auxiliary and three external auxiliary staff. This is below the levels of support recommended in the Guidelines, being 1 Supervisor for every 40 SCPs, for the number of sites currently provided by the Council.
- 2.14 In 2011, Road Safety GB undertook a survey in order to gain an understanding of the level of service provision by local authorities in England, Scotland and Wales. The main findings of this survey from 79 respondents were:
- The number of established sites varied between Councils (from 2 sites to 390);
 - Ten Councils had already implemented a service reduction or change;

- Seventeen Councils were either considering or had planned to make changes, such as:
 - removal of lunchtime provision;
 - removal of service at light controlled and zebra crossings;
 - removal of sites with long term vacancies;
 - removal of sites which do not meet the national standard; and
 - reductions through natural wastage.
 - Six Councils had entered into some form of sponsorship; and
 - Seven Councils utilised volunteers to some degree.
- 2.15 This report builds the proposed criteria into a methodology for undertaking a review of the current service to bring it in line with best practice across other local authorities.

Main report

Site assessment process

- 3.1 The process followed prior to 1996 is not recorded.
- 3.2 As sites existed when the Council took over the service and have been added to since, there may not have been consistency in their assessment.
- 3.3 The City of Edinburgh Council has adopted the Road Safety Great Britain, School Crossing Patrol Service - Guidelines (2012) and broadly follows the processes therein.
- 3.4 The basic assessment for the provision of a SCP at any location is referred to as a PV^2 count. However, despite the broadening of those permitted to benefit from a SCP, the PV^2 count focuses on five to eleven year old primary school children in which P = child pedestrian and V^2 = the square of the total number of vehicles.
- 3.5 Flows of child pedestrians crossing the road on their way to and from school are generally concentrated into short periods of time. The heaviest pedestrian and vehicle flows usually occur during morning journeys between 0815 and 0915. Because of this, site surveys are conducted during this period, during term time and only on days of the week that are unaffected by restrictions such as early finishing at lunchtime or road works.
- 3.6 A site having fewer than 15 children (P) crossing the road in the busiest 30 minute period is not considered for establishing a SCP.
- 3.7 If a PV^2 of greater than four million is achieved, a SCP location may be provided.

Current service level

- 3.8 For the financial year 2015/16, the SCP service within Edinburgh currently stands at an authorised level of 180 staff, comprising a budgeted 174 SCP guides, Service Manager, Supervisor, internal auxiliary and three external auxiliary staff.
- 3.9 There are currently 243 sites for SCP, although only 205 are operational. There are currently 157 guides. These are summarised in a list of existing SCP sites in Appendix 1.
- 3.10 The main challenge in providing a full service is filling vacancies for the SCP guides. There is a steady turnover of staff for various reasons, including moving to full time employment, retirement, hours and remuneration, outdoor working and issues of working in a traffic-related environment. There is no provision for temporary cover at vacant sites; the three auxiliary staff are employed to provide emergency first day cover, for example, as a result of sickness, to give parents an opportunity to make alternative arrangements for their children's journey to school.
- 3.11 The Road Safety GB Guidelines suggest a review of existing sites should be undertaken when "circumstances change" and reviewed against the Local Authorities adopted criteria.
- 3.12 There has not been a full review of all sites within Edinburgh since 1996.

Proposed criteria

- 3.13 As the basic assessment of any SCP site is dependent upon the pedestrians crossing the road and the volume of vehicles present during an established time-interval, each site has to be investigated independently but within a broadly similar calendar period to each other. This data would then inform the basis of any prioritisation of service provision.
- 3.14 Therefore, a review of the existing SCP service needs to be undertaken to:
- a determine numbers of pedestrians using the service;
 - b determine numbers of vehicles using the roads they cross; and
 - c identify and quantify existing and potential risks.
- 3.16 In order to do this, a set of criteria has to be agreed to evaluate all existing and potential sites. The criterion quantifies the 'environmental' considerations used to assess potential risks at any site. Each item must be assessed objectively and has an assigned weighting. This can then help to provide a prioritised list of SCP sites.
- 3.17 The criteria would reflect that set out in the Road Safety – GB Guidelines; examples are the width of the carriageway, the presence of obstructions and the number of collisions involving a pedestrian. Appendix 2 shows a full list as would be used by the Council.

Proposed methodology

3.18 The following process will be undertaken at any existing or proposed site:

- Determine current PV² values utilising the RS-GB Guidelines.
- Establish any lunch-time demand (on the same day as the PV² determination).
- Apply the agreed criteria as a weighting to the determined PV² value to give an adjusted PV² value.

3.19 The adjusted PV² value will act as a 'ranking', with a greater value determining the priority for a SCP guide, amongst other potential sites.

Costs and practicality

3.20 The SCP section does not have the capacity to undertake the necessary assessments. An internal undertaking across the existing 243 sites would take some 33 working weeks to complete, which, as surveys can only take place on school days over a school year, puts completion into 2017. Staffing costs would therefore be significant and results would be adversely affected by the protracted undertaking.

3.21 External provision would require a spend of approximately £62,000. An investment in acquiring the necessary, basic data of the assessments in a focused period would strengthen the validity of the information and obtain results more quickly.

Next steps

3.22 Undertake the proposed review and provide the outcome in a report to the Committee in October 2016.

3.23 At that point, the report would provide a detailed list of SCP sites, their adjusted PV² ranking and seek approval for the identified consultation(s).

3.24 Any budgetary or resource implications could not be addressed until this initial and subsequent reports are concluded.

Measures of success

4.1 The measure(s) of success will be:

- a the agreement/establishment/development of a criteria;
- b the agreement/establishment/development of a process for assessing sites;
- c a wide ranging and clear consultation and engagement process that demonstrates customer focus and commitment to listening to all stakeholders as measured through the use of a variety of methods, including surveys, focus groups and questionnaires; and
- d an equitable use of funds.

Financial impact

- 5.1 The actual costs incurred, yearly in the provision of a SCP are £1.2M. This covers staffing costs, and provides for equipment such as specific clothing and the requisite pole.
- 5.2 The cost to undertake a review is estimated to be approximately £62,000. This cost will be contained within the 2016/17 School Crossing Patrol Budget.

Risk, policy, compliance and governance impact

- 6.1 The development of clear criteria and a methodology for assessing the SCP service will enable the Council to ensure the services it supports are:
 - in line with its strategic transport objectives;
 - represent value for money; and
 - reflect an assessed level of risk and so consider the safety of all road users.
- 6.2 There is a risk to the public reputation of the Council in reducing a service such as SCP.
- 6.3 There is a risk to the Council in potential conflict with other, existing policies, such as Safer Routes to Schools.

Equalities impact

- 7.1 The outcomes of this report in relation to the ten areas of rights and the delivery of the three Public Sector Equality Duties (PSED) have been considered. The Council's Equalities and Rights Impact Assessment Record will be kept updated and referenced throughout the project and consultation processes to ensure the project meets the Council's requirements in relation to Public Sector Equalities duties.
- 7.2 It is possible that any reduction in service provision may be considered to negatively impact upon 'Physical security' and therefore 'Individual, family and social life' as a consequence of any decision regarding the independence of young children.

Sustainability impact

- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered. Any changes (increase and decrease) to the SCP service may affect these three elements, in terms of alterations to travel plans or habits. Therefore proposed changes will take into consideration these elements to minimise the negative impacts whilst seeking to increase the positive.

Consultation and engagement

- 9.1 This report seeks support for future consultation with the key users and stakeholders, to implement the criteria and methodology to be used in the assessment of the SCP service.

Background reading/external references

Road Safety Great Britain; School Crossing Patrol Service Guidelines (Revised June 2012)

<http://www.roadsafetygb.org.uk/downloads/SCP-Guidelines-06.12.pdf>

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Links

Coalition pledges

Council outcomes **CO5** – Our children and young people are safe from harm or fear of harm, and do not harm others within their communities.

CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.

Single Outcome Agreement

SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.

Appendices

- 1 List of existing SCP sites (as at 08/01/2016)
- 2 List of proposed criteria

APPENDIX 1

List of existing SCP sites; as at 08/01/2016

School	Location	Guide?	Operational?	Engineered crossing?
Abbeyhill	Abbeylane / Spring Gardens	Y	Y	No
	Abbeyhill / Beggs Building	Y	Y	No
	Cadzow Place at Pedestrian Crossing (southside)	Y	Y	ATS
	Cadzow Place at Pedestrian Crossing (northside)	Y	Y	ATS
Balgreen	Gorgie Road / Balgreen Road	Y	Y	ATS
	Balgreen Road / Gorgie Road	Y	Y	ATS
	Balgreen Road at School	Y	Y	ATS
	Balgreen Road / Saughtonhall Drive (Island)	Y	Y	Pelican
	Saughtonhall Drive / Balgreen Road	Y	Y	Pelican
	Stevenson Road / Balgreen Road	Y	Y	Pelican
Blackhall	Craigcrook Road at School	Y	Y	No
	Queensferry Road / Craigcrook Road	Y	Y	Pelican
	Ravelston Dykes Road / Craigcrook Road	Y	Y	Zebra
Bonaly	Woodhall Road / Bonaly Road	Y	Y	No
Broomhouse	Broomhouse Crescent at shops	NO - vacant	Y	No
	Saughton Road at School	Y	Y	No
Broughton	Broughton Road at School	Y	Y	Pelican
	East Claremont Street / Broughton Road	Y	Y	No
	McDonald Road at School	Y	Y	No
	Bellevue at East Claremont Street	NO - vacant	NO - suspended	No
	Broughton Street	NO - vacant	NO - suspended	No
	London Street / Mansfield Place	NO - vacant	NO - suspended	No
	Annandale Street / Bellevue Road	Y	Y	No
Brunstane	Milton Road / Magdalene Drive	Y	Y	Pelican

Bruntsfield	Bruntsfield Place / Bruntsfield Avenue	NO - vacant	Y	Pelican
	Bruntsfield Place / Leamington Terrace	NO - vacant	NO - suspended	Pelican
	Gilmore Place / Viewforth	NO - vacant	NO - suspended	ATS
	Montpelier Park / Merchiston Place	Y	Y	No
	Polwarth Crescent / Temple Park Crescent	NO - vacant	NO - suspended	No
	Viewforth / Montpelier / Westhall Gardens	NO - vacant	NO - suspended	No
	Colinton Road Holy Corner	NO - vacant	Y	ATS
	Merchiston Avenue / Granville Terrace	Y	Y	No
	Merchiston Avenue / Merchiston Place	NO - vacant	NO - suspended	No
Carricknowe	Saughton Road North /Broomhall Avenue	Y	Y	Pelican
	Saughton Road North / Tylers Acre Avenue	Y	Y	No
Castleview	Craigmillar Castle Road / Craigmillar Castle Avenue	NO - vacant	Y	No
	Greendykes Road / Craigmillar Castle Avenue	NO - vacant	Y	No
	Niddrie Mains Road / Wauchope Avenue	NO - vacant	NO - suspended	No
Clermiston	Drumbrae North / Barntongate Avenue	Y	Y	Pelican
Colinton	Redford Road / Oxfangs Farm Drive	NO - vacant	Y	Pelican
Corstorphine	Clermiston Road / Belgrave Road / Forrester Road	Y	Y	No
	Corstorphine High Street at School	Y	Y	Pelican
	Drumbrae South / Roundabout	NO - vacant	Y	Pelican
	Featherhall Avenue / Crescent / Terrace	Y	Y	No
	Manse Road / Manse Street	Y	Y	No
	St John's Road / Roundabout	NO - vacant	Y	Pelican
	St John's Road / Manse Road	Y	Y	ATS
	St John's Road / Featherhall Avenue	Y	Y	Pelican
Craightinny	Craightinny Road / Loaning Road	NO - vacant	Y	Pelican
	Restalrig Avenue / Restalrig Road South	Y	Y	No

Craiglockhart	Ashley Terrace / Cowan Road	Y	Y	No
	Colinton Road / Meggatland Terrace	NO - vacant	NO - suspended	No
	Harrison Road / Harrison Gardens	NO - vacant	NO - suspended	No
	Polwarth Terrace / Ashley Terrace	Y	Y	ATS
	Slateford Road / Robertson Avenue	NO - vacant	NO - suspended	Pelican
	Shandon Place	Y	Y	Pelican
	Slateford Road / Shandon Place	NO - vacant	Y	Pelican
Craigour Park	Moredun Park Road at School	Y	Y	No
Craigroyston	Pennywell Road / Muirhouse Avenue	NO - vacant	Y	Zebra
Cramond	Gamekeepers Road / Whitehouse Road	Y	Y	No
	Whitehouse Road / Cramond Crescent	Y	Y	Zebra
Currie	Forthview Crescent / Curriehill Road	Y	Y	No
	Bryce Road at Roundabout	Y	Y	No
	Curriehill Road / Forthview Crescent	Y	Y	No
	Lanark Road West / Riccarton Mains Road	NO - vacant	Y	No
	Riccarton Avenue / Curriehill Road	Y	Y	No
Dalmeny	Kirkliston Road / The Glebe	NO - vacant	Y	No
Dalry	Dalry Road at School	Y	Y	Pelican
	Dundee Street / West Fountain Place	NO - vacant	NO - suspended	Pelican
Daniel Stewarts	Queensferry Road at School	Y	Y	Pelican
	Ravelston Terrace / Queensferry Terrace	NO - vacant	Y	ATS
	Queensferry Terrace / Ravelston Dykes	Y	Y	ATS
	Queensferry Terrace at blister point	Y	Y	Pelican
Davidson's Mains	Corbiehill Road at School	Y	Y	Pelican
	Main Street / Silverknowes Road / Davidson's Mains	Y	Y	Pelican
	Quality Street / Main Street	Y	Y	Zebra
	Silverknowes Road / Silverknowes Road East	Y	Y	No

Duddingston	Willowbrae Road / Duddingston Road	NO - vacant	Y	ATS
	Duddingston Road / Duddingston Avenue at School	Y	Y	No
	Mountcastle Drive North / Hamilton Drive West	Y	Y	No
	Mountcastle Drive South / Milton Road West	NO - vacant	Y	ATS
East Craigs	Drumbrae South / Drumbrae Avenue	Y	Y	Pelican
	Drumbrae North / Duart Crescent	Y	Y	Pelican
Echline	Bo'ness Road at School	Y	Y	No
Edinburgh Academ	Arboretum Road / Kinnear Road	Y	Y	Zebra
Ferryhill	Groathill Road North / Easter Drylaw Drive	Y	Y	Zebra
	Groathill Road North / Wester Drylaw Avenue	Y	Y	Zebra
Flora Stevenson	Comely Bank Road / Comely Bank Avenue	NO - vacant	Y	ATS
	Comely Bank Road at School	Y	Y	Pelican
	Crewe Road South / north of Comely Bank roundabout	Y	Y	No
	Orchard Brae at School	Y	Y	Pelican
	Orchard Road / Comely Bank at roundabout	Y	Y	No
	Queensferry Road / Orchard Brae	NO - vacant	NO - suspended	Pelican
Fothview	Crewe Road North / Pilton Avenue	Y	Y	No
Fox Covert	Clermiston Road / Cairnmuir Road	Y	Y	No
	Clerwood Terrace / Clerwood Place	Y	Y	No
George Heriots	Lauriston Place / Heriot Place	Y	Y	No
George Watsons	Colinton Road / Etrick Road	NO - vacant	Y	Pelican
	Colinton Road / Gillsland Road	Y	Y	Pelican
Gilmerton	Ferniehill Drive Opposite No.35	NO - vacant	NO - suspended	No
	Gilmerton Dykes Street / Moredun Dykes Road	NO - vacant	Y	No
	Gilmerton Road / Moredun Dykes Road	Y	Y	Pelican
	Moredun Dykes Road at School	Y	Y	No
	Gilmerton Road / Newtoft Street	NO - vacant	Y	ATS
Gracemount	Howdenhall Road / North of Balmwell Terrace	Y	Y	Pelican
	Lasswade Road at Liberton Hospital	Y	Y	Pelican

Granton	Boswall Parkway / Crewe Road South	Y	Y	No
	Boswall Parkway at School	Y	Y	No
	Boswall Parkway / Pilton Drive North	Y	Y	No
Gylemuir	Meadowplace Road / Wester Broom Avenue	Y	Y	Pelican
Hermitage Park	Lochend Road / Hermitage Park	Y	Y	No
	Lochend Road / Lochend Avenue / Sleigh Drive	Y	Y	No
	Ryehill Terrace / Restalrig Road	Y	Y	No
Hillwood	Station Road at School	Y	Y	No
Holycross	Craighall Road at School	Y	Y	No
	Ferry Road / Craighall Road	Y	Y	Pelican
James Gillespies	Marchmont Road / Warrender Park Road	NO - vacant	NO - suspended	Zebra
	Warrender Park Road / Whitehouse Loan	Y	Y	No
	Whitehouse Loan / Warrender Park Road	NO - vacant	Y	No
Juniper Green	Baberton Avenue / Woodhall Terrace / Belmont Road	Y	Y	No
	Lanark Road / Baberton Avenue	Y	Y	Pelican
Kirkliston	Station Road / Main Street	Y	Y	ATS
	Queensferry Road / Almondhill Road	Y	Y	No
	Main Street / Manse Road	Y	Y	ATS
Leith	Academy Street / Laurie Street	Y	Y	No
	Great Junction Street / Bonnington Road	Y	Y	ATS
	Constitution Street / Laurie Street	Y	Y	No
	Duke Street / Duncan Place	NO - vacant	NO - suspended	Pelican
	Duncan Place at School	Y	Y	No
	Easter Road near Duke Street	NO - vacant	NO - suspended	Pelican
	Great Junction Street / Leith Walk	NO - vacant	NO - suspended	ATS
Vanburgh Place	NO - vacant	Y	Pelican	

Leith Walk	Brunswick Road / Brunswick Place	Y	Y	ATS
	Brunswick Street / Montgomery Street	Y	Y	No
	Elgin Street / Brunswick Road	Y	Y	No
	Leith Walk / Brunswick Road	NO - vacant	Y	ATS
	Montgomery Street / West Montgomery Place	NO - vacant	NO - suspended	No
	Albert Street / Leith Walk	NO - vacant	NO - suspended	No
	Easter Road / Brunswick Road	NO - vacant	NO - suspended	Pelican
Liberton	Gilmerton Road / Glenallan Drive	Y	Y	No
	Gilmerton Road at side gate to School	Y	Y	Pelican
Mary Erskine	Murrayfield Road / Ravelston Dykes	NO - vacant	NO - suspended	ATS
Murrayburn	Murrayburn Road / Hailesland Road	Y	Y	Pelican
	Sighthill Avenue / Sighthill Loan	Y	Y	No
	Parkhead Gardens / Parkhead Avenue	Y	Y	No
Nether Currie	Lanark Road / Bryce Road	NO - vacant	Y	No
Newcraighall	Whitehill Street at School	Y	Y	No
Niddrie Mill/St Frar	Niddrie Mains Road at School	NO - vacant	Y	Pelican
	Niddrie Mains Road at Greendykes Road	Y	Y	Pelican
Oxgangs	Colinton Mains Drive at School	Y	Y	Pelican
	Colinton Road/Elliot Place	NO - vacant	NO - suspended	No
	Oxgangs Road North/Firhill Crescent	Y	Y	No
Parsons Green	Paisley Crescent / Ulster Crescent	NO - vacant	Y	No
	Willowbrae Road / Paisley Drive	NO - vacant	Y	Pelican
	Paisley Crescent / Willowbrae Avenue	Y	Y	No
	Paisley Drive at side gate to School	Y	Y	No
Pentland	Oxgangs Avenue / Oxgangs Rise	NO - vacant	Y	No
	Oxgangs Road North / Oxgangs Farm Avenue	NO - vacant	Y	Pelican
	Oxgangs Road / Swanston Road / Caiystane Drive	NO - vacant	NO - suspended	No
	Oxgangs Road North / Oxgangs Farm Drive	NO - vacant	NO - suspended	No
Pirniehall/St David	Pennywell Road / Pennywell Gardens	Y	Y	No
	Ferry Road, east of Drylaw Police Station	NO - vacant	Y	Pelican
	Ferry Rpad / Easter Drylaw Drive	NO - vacant	NO - suspended	No

Prestonfield	Peffermill Road at School	Y	Y	Pelican
Preston Street	Dalkeith Road / East Preston Street	NO - vacant	Y	ATS
	Bernard Terrace / St Leonards Street	Y	Y	No
	Dalkeith Road / Salisbury Road	NO - vacant	Y	ATS
Queensferry	Burgess Road at infant gate	Y	Y	No
	Station Road outside rear gate	Y	Y	No
	The Loan at rear entrance to School	Y	Y	No
	Loch Road / The Loan	Y	Y	No
	Burgess Road at School	Y	Y	No
	Farquhar Terrace / B924 / Stewart Terrace	Y	Y	No
	Farquhar Terrace / B924 / Stewart Terrace - ATS	Y	Y	ATS
Ratho	Main Street / Ratho Park Road	Y	Y	No
	Main Street / Dalmahoy Road	Y	Y	No
Roseburn	Murrayfield Avenue / Murrayfield Gardens	Y	Y	No
	Roseburn Avenue / Roseburn Drive at School	Y	Y	No
	Roseburn Gardens / Roseburn Drive	Y	Y	No
	Roseburn Street / Roseburn Terrace	NO - vacant	Y	ATS
	Roseburn Terrace at pelican	Y	Y	Pelican
Royal High	Northfield Broadway at School	Y	Y	Pelican
	Portobello Road / Northfield Broadway	Y	Y	Pelican
	Mountcastle Drive North / Northfield Broadway	NO - vacant	Y	No
Royal Mile	Canongate at School	Y	Y	Zebra
	Cowgate / St Marys Street / Holyrood Road	NO - vacant	NO - suspended	ATS
	Holyrood Road / Dumbiedykes Road	NO - vacant	Y	Pelican
Rudolf Steiner	Grays Loan / Colinton Road	Y	Y	ATS
	Spylaw Road at School	Y	Y	No
St Catherines RC	Captains Road at pelican	Y	Y	Pelican
	Captains Road / Lasswade Road	NO - vacant	Y	ATS
St Cuthberts RC	Slateford Road / Hutchison Crossway	Y	Y	No
	Chesser Avenue at southside of bridge	NO - vacant	NO - suspended	ATS

St Georges	Garscube Terrace at School	NO - vacant	Y	No
	Ravelston Dykes / Crarae Avenue	NO - vacant	NO - suspended	Pelican
St Johns RC	Baileyfield Road / Duddingston Park	Y	Y	ATS
	Duddingston Road / Durham Road	Y	Y	No
	Milton Road West / Durham Road	NO - vacant	Y	ATS
St John Vianney	Gilmerton Road / Walter Scott Avenue	Y	Y	Pelican
St Margarets RC S	Station Road at School	Y	Y	No
St Marks RC	Colinton Mains Drive / Oxgangs Road North	NO - vacant	NO - suspended	No
St Marys RC Edinb	East London St at School	Y	Y	No
St Marys RC Leith	Constitution Street / Queen Charlotte Street	NO - vacant	Y	ATS
	East Hermitage Place / Links Gardens	Y	Y	ATS
	Links Gardens / Salamander Place	Y	Y	No
	Restalrig Road / Gladstone Place	Y	Y	ATS
St Ninians RC	Restalrig Road South, 50 yrds south of the School	Y	Y	No
	Restalrig Road South / Restalrig Drive	Y	Y	No
	Restalrig Road South / Sleigh Drive	NO - vacant	Y	Pelican
	Willowbrae Road / Portobello Road	Y	Y	ATS
St Peters RC	Morningside Road / Churchill Place	NO - vacant	NO - suspended	ATS
	Morningside Road / Falcon Avenue	NO - vacant	Y	Pelican
Sciennes	Causewayside / Salisbury Place	NO - vacant	Y	ATS
	Causewayside / Sciennes House Place	NO - vacant	NO - suspended	Pelican
	Grange Road / Tantallon Place	Y	Y	Pelican
	Melville Drive / Livingston Place	NO - vacant	NO - suspended	Pelican
	Melville Terrace / Livingstone Place	NO - vacant	No - suspended	No
	Sciennes Road at School	NO - vacant	Y	No
	Sciennes Road / Argyle Place	NO - vacant	NO - suspended	No
West Saville Terrace / Mayfield Road	NO - vacant	NO - suspended	No	

South Morningside	Comiston Road at School	Y	Y	Pelican
	Greenbank Drive / Comiston Road	NO - vacant	NO - suspended	No
	Morningside Drive / Comiston Road	NO - vacant	Y	No
	Cluny Gardens / Baird Road	NO - vacant	NO - suspended	No
	Balcarres Street at traffic lights	NO - vacant	Y	ATS
Stenhouse	Gorgie Road / Calder Road / Stevenson Drive	Y	Y	Pelican
	Stevenson Drive at School	Y	Y	No
	Stenhouse Drive / Stenhouse Gardens North	Y	Y	No
Stockbridge	Brandon Street / Eyre Place	NO - vacant	Y	ATS
	Hamilton Place at School	Y	Y	Pelican
Tollcross	Fountainbridge at School	Y	Y	Pelican
	Gardners Crescent at Fountainbridge	Y	Y	ATS
Towerbank	Bath Street	Y	Y	ATS
Trinity	Craighall Road / Craighall Avenue	Y	Y	No
	Craighall Road / East Trinity Road / Stanley Road	Y	Y	No
	Ferry Road / Newhaven Road	Y	Y	ATS
	Newhaven Road at School	Y	Y	Pelican
Victoria	Annfield (Main Street) at School	Y	Y	No
	Craighall Road / Starbank Road	Y	Y	No
Wardie	Ferry Road / Granton Road	NO - vacant	Y	ATS
	Afton Terrace / Granton Road	Y	Y	No
	East Trinity Road / South Trinity Road	Y	Y	No
	Granton Road at School	Y	Y	Pelican

Appendix 2

Proposed Criteria

The School Crossing Patrol Service Guidelines (Revised June 2012) provides that, where the PV² value is 'borderline' a more detailed site investigation should be undertaken, utilising a range of suggested factors. In the City of Edinburgh Council, it is proposed that such 'Adjustment factors' form the basis of the criterion to be used in a full assessment, so that all sites may be comparably assessed.

By using a considered total of the criterion, it is possible to re-evaluate the original PV² value to provide a weighted (and more accurate) assessment of the potential risk at the site.

The criterion quantifies the 'environmental' considerations used in assessing the potential risks at the proposed site. Each item must be assessed objectively and an appropriate weighting assigned.

The School Crossing Patrol Service Guidelines (Revised June 2012) provides that once the number of 'Adjustment factors' has been decided, an appropriate multiplier should be obtained from the **Table of 10% Compound Multipliers** (Figure 1, page 4 herein) and applied to the initial PV² figure; to provide an adjusted value.

List of Proposed Criteria

There are 11 criteria:

Carriageway Width

(for a single Carriageway; an SCP would not be provided on a dual carriageway. Although there is no "standard" carriageway, an average may be taken as 3.75m per lane, providing 7.5m overall).

The factor considered is the width of the road to cross; recognising a wide carriageway taking longer to cross.

+1 if the carriageway width is between 7.5 and 10 metres.

+2 if the carriageway width is in excess of 10 metres.

Footpath width

The factor considered is the space available for those waiting to use the SCP, while affording others room to pass.

+1 if the footpath width is less than 2 metres.

Gradient of site

The factor considered is the slope of the approach to the site of the SCP, which has an effect upon the stopping distance of any vehicle.

+2 if the down gradient steeper than 12.5% (1 in 8).

+1 if the down gradient less than 12.5% greater than 5% (1 in 20).

Speed/Visibility

*It is recommended that SCP sites are not established on roads with speed limits greater than 40 mph.

The factor considered is the opportunity to see and be seen, encompassing the prospect of a driver reacting and complying with the signal of the SCP to STOP.

85%ile speeds of vehicles	Visibility	Weighting
Travelling between 30 and 40 mph	Less than 50 m	+3
	Between 50 – 75 m	+2
Travelling between 40 and 50 mph	Between 50 – 75 m	+1
	Less than 60 m	+3
	Between 60 – 100m	+2
	Between 100 – 150 m	+1

(For comparison, the Highway Code provides typical stopping distances as; 20mph = 12metres, 30mph = 23metres and 40mph = 36metres)

The “85th percentile” speed is a speed at which 85% of traffic will be travelling at, or below, along a street or road (under free flow conditions). It is typically associated with the setting of speed limits; as sites in Edinburgh and its environs are largely historical, its use is applicable. Care must be taken when using these factors, as the distances shown may be less than vehicle stopping distances in adverse weather conditions. If parked vehicles obstruct sightlines or mask children and it is not possible to prohibit parking, then the visibility criteria from the kerb edge should be applied using a 1 metre eye level.

Street Lighting

The factor considered is the presence of street lighting, which enhances the ability to see and be seen.

+3 if there is no street lighting.

Signs, Street Furniture, Trees, etc

The factor considered is the presence of anything that may obstruct the driver’s view of a pedestrian or their view of a vehicle.

+1 if visibility is variously obstructed within 100 metres of the Site and pedestrians are masked.

Road Markings

The factor considered is the possibility of a driver making an unexpected manoeuvre or lane change.

+1 if the Site is complicated by road markings for the purpose other than an SCP, ie turning lanes etc., within 50 metres either side of the site.

Junctions

The factor considered is the likelihood of an unseen vehicle emerging.

+2 if the Site is on a major road and is within 20 metres of a road junction.

+1 if the Site is on a minor road and is within 20 metres of a road junction.

Collisions

The factor considered is any collision involving pedestrians, on weekdays, within 50 metres of the proposed crossing point.

+1 per pedestrian injured, per year based on a three-year predicate.

Weight of Traffic

The factor considered is the opportunity to cross; if vehicle flow is high, or constant, there is little opportunity to cross which may lead to impatience.

+1 if pedestrian flows are light, the vehicle flows are heavy, at 800 passenger-carrying units per hour (two way, or one way on dual carriageway).

Age

The factor to consider is the average age of the children using the crossing.

+5 if the average age group is Primary children (up to 11 years).

+1 if the average age group is Secondary children (12+ years).

From these Criteria, the total value of all factors pertaining to any individual site is then calculated; for example – narrow footpath = +1, junction within 20metres (minor road) = +1, weight of traffic = +1 then a total value of +3 is determined.

From **Figure 1; TABLE OF 10% COMPOUND MULTIPLIERS** a multiplier of 1.331 is then used to adjust the determined PV² figure.

Figure 1; TABLE OF 10% COMPOUND MULTIPLIERS

Total value of weighting factors	Multiplier to basic PV ² value
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