

## **Environmental Information Regulations – Response - 27770**

*I especially want to know how Suffolk County Council calculates whether a road is safe for children to cross to get to/from school. You must have a procedure guide showing how the sums add up and what you do with the product of those sums. Your website says proposed school crossing patrol sites will be assessed using "set criteria".*

*1. Please send me a copy of your guidance.*

Please find below details as to how Suffolk County Council (SCC) assesses the suitability of a location for a School Crossing Patrol. As regards the request for a copy of the RSGB guidance; this is available directly through them to members, and as an item to purchase for non-members; therefore, SCC is unable to provide you with a copy of this document.

We believe that each location is unique and whilst data supports our assessment, we prefer to rely on the judgement of experienced officers to make such important decisions rather than a purely mathematical approach.

To assess the need for a school crossing patrol at a site, we count the number of unaccompanied, primary school age children crossing the road from 45 minutes before school starts until 15 minutes after. This is multiplied by the number of vehicles (PCU) passing the site over same time period, squared i.e.  $P \times V^2$ . The vehicles are weighted according to size:

|                                                                         |        |
|-------------------------------------------------------------------------|--------|
| 3 Pedal Cycles                                                          | 1 PCU  |
| 2 Motorcycles                                                           | 1 PCU  |
| 1 Car                                                                   | 1 PCU  |
| 1 Light Goods Vehicle (up to 3.5 tonnes gross weight)                   | 1 PCU  |
| 1 Bus/Coach                                                             | 2 PCUs |
| 1 Medium Goods Vehicle (over 3.5 tonnes gross weight)                   | 2 PCUs |
| 1 Large Goods Vehicle (over 7.5 tonnes gross weight/multi axle lorries) | 3 PCUs |
| 1 Bendi-bus                                                             | 3 PCUs |

A multiplier is then applied to this figure, based on the adjustment factors detailed below. This gives us a baseline figure which is compared against a threshold of 4,000,000. If the figure is less than this, we will not consider a school crossing patrol at the site. If it is equal to or greater than 4,000,000, we will then move on to the officer assessment detailed below.

*2. Another example is you say you apply adjustment factors. I would like to see the complete range of factors you use, how they are applied and what affect they have on outcomes. I'm sure this will all be explained in your procedure guide too.*

The adjustment factors that we use along with the relevant figure are detailed below. The figures are added together, and the resulting total is used to ascertain the multiplier which we apply to the PV2 figure.

### **Carriageway Width (single Carriageway) Factor**

|                                                         |    |
|---------------------------------------------------------|----|
| Carriageway width between 7.5 and 10 metres             | +1 |
| Carriageway width in excess of 10 metres                | +2 |
| Footpath width less than 2 metres                       | +1 |
| Down gradient steeper than 12.5% (1 in 8)               | +2 |
| Down gradient less than 12.5% greater than 5% (1 in 20) | +1 |

### **Street Lighting Factor**

None present +3

### **Signs, Street Furniture, Trees, etc Factor**

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

### **Road Markings Factor**

If the Site is complicated by road markings for the purpose other than an SCP, i.e. turning lanes etc., within 50 metres either side. +1

### **Junctions Factor**

If the Site is on a major road and is within 20 metres of a road Junction +2

If the Site is on a minor road and is within 20 metres of a road Junction +1

| <b>Total of Factors</b> | <b>Multiplier to be applied to basic PV2 figures</b> |
|-------------------------|------------------------------------------------------|
| 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                                                |

At this point, when a total figure has been ascertained, a risk assessment of the site by a senior officer (minimum grade 6) within the Transport, Travel and Safety Team is undertaken. This will include location visibility and presence of higher speed limits in the vicinity and any other factors that are considered relevant to that specific site. For example, even though the presence of a junction will increase the index figure, it may make it less safe to locate a crossing patrol at that point.

In addition to the above factors, we will review the budgetary position of the School Crossing Patrol Service. The budget is fixed and any additional sites may need to be funded by the removal of another site, therefore the relative risk between the sites is considered by a senior officer.

3. *If you are using any other management tools please tell me what they are?*

Whilst on occasion we may refer to the RSGB guidance on school crossing patrols (e.g. for matters of uniform), we are not required to use it and do not use any other management tools in site selection.