

Built and Natural Environment: EIT Review

Stage 2 Review of School Crossing Patrol Service

Summary

In November 2007 Stockton Borough Council instigated a review of the School Crossing Patrol service, stage 1 of the review aligned both payments and duties of the SCP. Stage 2 was to disestablish sites that no longer fulfilled criteria or had been replaced with light controlled crossings.

Recommendations

To be agreed

Details

Background

1. Stockton Borough Council has had responsibility for the School Crossing Patrol service since Local Government was reorganised in 1996. The School Crossing Patrol service consists of; 1 Road Safety Officer, 3 Senior Patrollers, 2 Mobile Patrollers and 54 Static Patrollers at annual cost of £350,000.
2. There are at present 58 sites in the Borough (4 vacant). This has already been significantly reduced from approximately 80 sites in recent years. Previously sites were only disestablished following school closure or when the patroller left and the site no longer met criteria. This helped meet the increased service costs, brought about by single status agreement.
3. The School Crossing Patrol service is operated to assist children to be able to get to and from school safely on foot. It is an integral part of Road Safety and although most authorities provide School Crossing Patrols across the country, it is a non-statutory Service. The responsibility for ensuring the safety of children travelling to and from school is a parental one.
4. This service is part of the BaNE EIT Review.

Discussion

5. The service is operated in accordance with the adopted National Guidelines for the operation of School Crossing Patrols. The National Guidelines provide a clear procedure for determining whether a School Crossing Patrol site is justified. The process involves a survey comparing the flow of child pedestrians crossing the road and vehicle flow. The criteria for establishing a new or maintaining an existing site is when the average number of vehicles squared and average number of pedestrians over a 30 minute period is in excess of 4 million ($PV^2 >$

4x10⁶) or sites below this figure where environmental considerations increase the potential risk at the site (adjustment factors) such as speed, visibility, age of pupils crossing.

6. The National Guidance also states that School Crossing Patrols should not operate on a light controlled crossing unless there are exceptional circumstances. All sites are re surveyed every 3 years.
7. Appendix 1 identifies all primary schools within the borough and the School Crossing Patrol sites that originally served, currently serve and proposed to serve these schools following the review. At present 17 primary schools within the borough do not have a School Crossing Patrol as they do not meet criteria.
8. Currently 35 sites meet the numerical criteria and have no alternative crossing facility. 17 sites meet the numerical criteria but operate on light controlled or zebra crossings and 6 sites no longer meet the criteria but currently are served by a School Crossing Patrol (Appendix 2).
9. New guidance on the retirement process will also have an impact on Phase 2 of the review. Previously patrollers were allowed to work past the age of retirement because the site was justified and there were difficulties to recruit. These patrollers were required to reapply on a yearly basis. The new process would involve patrollers currently operating on sites that no longer meet criteria being moved to these vacant sites where practicable (ie within 1 mile of the patroller's address). There are two retirement ages within the School Crossing Patrol service, 65 and 70 for those staff who were employed by Cleveland Police.
10. The age profile of the School Crossing Patrol is as follows:
 - 30% of staff are below 50
 - 46% of staff are between 50 and 59
 - 11% of staff are between 60 and 64
 - 13% of staff are over 65
11. The patrollers operating on the proposed sites to be disestablished will where possible be relocated to a suitable alternate site. It is suggested that suitable alternative site would be within 1 mile of the patrollers address. Appendix 3 shows the sites that meet criteria that are currently vacant, operated by a patroller that is already past the age of retirement or due to retire within 12 months and possible patrollers that could be relocated.
12. It is proposed that schools currently served by the proposed disestablished sites are offered additional education and training before the sites are closed to assist them in continuing to walk to school safely.

Proposals

Option 1 – All current School Crossing Patrol sites are closed

1. The removal of the School Crossing Patrol service could increase the risk of pedestrian/vehicular conflict along routes to school, thus potentially lead to a decrease in children using sustainable modes of travel to and from school.
2. The removal of the School Crossing Patrol service will have a negative impact on the Council image.
3. **Potential savings £212,000 in year one, £350,000 in subsequent years, less costs of any necessary physical measures.**

Option 2 – School Crossing Patrols operating on light controlled crossings, zebra crossing or no longer meet criteria are closed.

4. School Crossing Patrol operating on traffic signals with a pedestrian phase or zebra crossings should be considered a higher risk than pelican or Puffin crossings, each of these sites serve a primary school and there is potential that younger pedestrian will not use the facilities correctly, crossing during an incorrect traffic signal phase, whilst queuing right turn vehicles complete their maneuver within the pedestrian phase or cross the zebra without giving vehicles adequate time to stop, thus increasing the risk of pedestrian/vehicular conflict.
5. The removal of the School Crossing Patrol service at these sites will have a negative impact on the council image but less than option 1.
6. **Potential savings £16,000 in year 1, £74,000 in subsequent years.**

Option 3 – School Crossing Patrols operating on puffins, pelican crossings or no longer meet criteria are closed.

7. School crossing Patrol operating on a pelican or puffin crossing fulfill the same purpose, as they are by definition safer crossing facilities and having both in place may be confusing for drivers.
8. The removal of the School Crossing Patrol service at these sites will have a negative impact on the council image but less than option 1.
9. **Potential savings £12,000 in year 1, £46,000 in subsequent years.**

It is proposed that schools currently using the proposed disestablished School Crossing Patrol sites are offered additional education and training to assist them in continuing to walk to school, before the School Crossing Patrol is removed.

Financial Implications

All potential savings have been estimated on an hourly rate of £7.08.

Option 1

The potential annual saving from disestablishing the service would be £350,000. The provision of the School Crossing Patrol service is a non-statutory Service.

The potential costs from redundancies payment for 53 static patrollers, 2 mobile patrollers and 3 senior patrollers would be approximately £138,000. This is on the assumption none of the School Crossing Patrollers can be redeployed. There are some sites that even adults may require assistance and formal crossing point will be required, this would have an impact on savings

Option 2

The closure of the 23 sites would generate an approximate annual saving of £66,000. There would also be potential for other savings, reduction in the senior patrollers from 3 to 2, approximate annual saving of £8000 and reduction in the annual cost of School Crossing Patrol equipment.

The potential costs from redundancies costs, for 23 static patrollers and 1 senior patroller would be £58,000. This is assuming that 6 of the static patrollers will be transferred into sites that are vacant or operated by patroller who have passed the age of retirement or due to retire.

Option 3

The closure of the 13 sites would generate an approximate annual saving of £38,000. There would also be potential for other savings, reduction in the senior patrollers from 3 to 2, approximate annual saving of £8000 and reduction in the annual cost of School Crossing Patrol equipment.

The potential costs from redundancies costs, for 13 static patrollers and 1 senior patroller would be £34,000. This is assuming that 4 of the static patrollers will be transferred into sites that are vacant or operated by patroller who have passed the age of retirement or due to retire.

Note

There may be additional early repayment pension costs but detail are not yet available.

Appendix 1 Number of school crossing patrol sites that originally, currently and proposed serves each primary school within the borough. (A number of the site will serve more than one school)

Primary School	Ward	Original Number of Sites	Current number of Sites	Reason previous sites were closed	Proposed number of sites if option 2 accepted	Proposed number of sites if option 3 accepted
Our Lady of the Most Holy Rosary	Billingham Central	2	2	N/A	2	2
Pentland	Billingham Central	5	4	The Causeway, patroller left operating on pelican)	2 (2 sites closed no longer meet criteria)	2 (2 sites no longer meet criteria)
Roseberry	Billingham Central	4	4	N/A	4	4
Bewley	Billingham East	1	1	N/A	1	1
Oakdene	Billingham East	1	1	N/A	1	1
St Josephs RC (Billingham)	Billingham East	1	1	N/A	1	1
Billingham South	Billingham South	2	2	N/A	2	2
High Clarence	Billingham South	0	0	N/A	0	0
St John RC (Billingham)	Billingham South	2	2	N/A	2	2
Priors Mill	Billingham West	2	2	N/A	2	2
St Marks Elm Tree	Bishopsgarth and Elm Tree	3	3	N/A	1 (1 site closed operating on zebra, 1 site closed no longer meets criteria)	2 (1 site closed no longer meets criteria)

Primary School	Ward	Original Number of Sites	Current number of Sites	Reason previous sites were closed	Proposed number of sites if option 2 accepted	Proposed number of sites if option 3 accepted
Whitehouse	Bishopsgarth and Elm Tree	1	1	N/A	0 (site no longer meets criteria)	0 (site no longer meets criteria)
Durham Lane	Eaglescliffe	0	0	N/A	0	0
Eggescliffe	Eaglescliffe	1	1	N/A	0 (site closed operating on a puffin)	0 (site closed operating on a puffin)
Junction Farm	Eaglescliffe	0	0	N/A	0	0
Preston	Eaglescliffe	1	1	N/A	1	1
The Links	Eaglescliffe	1	1	N/A	1	1
Fairfield	Fairfield	4	3	Bishopton Road West, patroller left, replaced by a zebra	0 (3 sites closed operating on pedestrian)	3
St Patricks RC (Stockton)	Fairfield	4	3	Bishopton Road West, patroller left replaced with zebra	0 (2 sites closed operating on pedestrian phase. 1 site closed operating on zebra)	3
Hartburn	Grangefield	2	1	Darlington Road, patroller left, site no longer met criteria	1	1
Hardwick Green	Hardwick	0	0	N/A	0	0
Harrow Gate	Hardwick	1	0	Hardwick Road, patroller left, replaced by pelican	0	0

Primary School	Ward	Original Number of Sites	Current number of Sites	Reason previous sites were closed	Proposed number of sites if option 2 accepted	Proposed number of sites if option 3 accepted
Holy Trinity Rosehill	Hartburn	2	1	Upsall Grove, patroller left, replaced by a puffin	1	1
St Francis of Assisi	Ingleby Barwick East	0	0	N/A	0	0
Whinstone	Ingleby Barwick East	1	0	Ingleby Way, Patroller left, replaced by puffin	0	0
Barley Fields	Ingleby Barwick West	1	1	N/A	1	1
Ingleby Mill	Ingleby Barwick West	1	1	N/A	1	1
Myton Park	Ingleby Barwick West	1	1	N/A	1	1
St Therese of Lisieux RC	Ingleby Barwick West	1	1	N/A	1	1
Harewood	Mandale and Victoria	3	3	N/A	2 sites closed operating on pedestrian phase)	3
Mandale Mill	Mandale and Victoria	3	3	N/A	1 (1 site closed operating on pedestrian phase, 1 site closed operating on a puffin)	2 (1 site closed operating on a puffin)
St Patricks RC (Thornaby)	Mandale and Victoria	3	2	Westbury Street, patroller left, no longer met criteria	1 (1 ped phase)	2

Primary School	Ward	Original Number of Sites	Current number of Sites	Reason previous sites were closed	Proposed number of sites if option 2 accepted	Proposed number of sites if option 3 accepted
St John CE (Stockton)	Newtown	2	1	A1027 ring road, patroller left, no longer met criteria	1	1
The Oak Tree	Newtown	2	2	N/A	2	2
St Bedes	Newtown	4	2	1 site on Norton Road, patroller left, operating on pelican. 1 Site Durham Road, patroller left operating on Pelican	2	2
St Pauls RC	Northern Parishes	1	1	N/A	1	1
Wolviston	Northern parishes	1	0	Wynyard Road patroller left, no longer met criteria	0	0
Frederick Natrass	Norton North	1	1	N/A	0 (site closed operating on pelican)	0 (site closed operating on pelican)
St Josephs RC (Norton)	Norton North	6	6	N/A	2 (2 sites closed operating on pedestrian phase, 2 sites closed operating on pelican or puffin).	4 (2 sites closed operating on pelican or puffin)
Norton	Norton South	6	3	2 sites on Billingham Road, patrollers left no longer met criteria. 1 site on Norton High Street operating on a pelican	2 (1 site closed operating on a zebra)	3

Primary School	Ward	Original Number of Sites	Current number of Sites	Reason previous sites were closed	Proposed number of sites if option 2 accepted	Proposed number of sites if option 3 accepted
Crooksbar	Norton West	5	5	N/A	4 (site closed operating on a puffin)	4 (site closed operating on a puffin)
The Glebe	Norton West	1	0	A1027 ring road, patroller left operating on a pelican	0	0
Bowesfield	Parkfield and Oxbridge	3	3	N/A	0 (1 site closed operating on a pelican, 2 sites closed no longer meets criteria)	0 (1 site closed operating on a pelican, 2 sites closed no longer meets criteria)
Oxbridge Lane	Parkfield and Oxbridge	1	1	N/A	0 (site closed operating on a pelican)	0 (site closed operating on a pelican)
Rosebrook	Roseworth	1	1	N/A	1	1
St Gregorys	Roseworth	1	0	Ragpath Lane, patroller left, no longer met criteria.	0	0
Christ The King	Stainsby Hill	1	1	N/A	1	1
Mill Lane	Stockton Town Centre	1	0	Mill Lane, patroller left no longer met criteria	0	0
St Cuthberts	Stockton Town Centre	1	1	N/A	0 (sites closed no longer meets criteria)	0 (sites closed no longer meets criteria)
Tilery	Stockton Town Centre	1	1	N/A	0 (site closed operating on pedestrian phase)	1

Primary School	Ward	Original Number of Sites	Current number of Sites	Reason previous sites were closed	Proposed number of sites if option 2 accepted	Proposed number of sites if option 3 accepted
Bader	Village	3	1	Site 1 Bader Avenue SCP finished, no longer met criteria. Site 2 Thornaby Road SCP finished, operating on puffin	0 (site closed replaced with puffin)	0 (site closed replaced with puffin)
Thornaby CE	Village	3	3	N/A	1 (2 sites closed operating on a pedestrian phase)	3
Village	Village	2	2	N/A	0 (2 sites closed operating on pelicans)	0 (2 sites closed operating on pelicans)
St Marys CE	Western Parishes	0	0	N/A	0	0
William Cassidi CE	Western parishes	0	0	N/A	0	0
Kirklevington	Yarm	1	0	Site on Forest Lane, patroller left, site no longer met criteria	0	0
Layfield	Yarm	0	0	N/A	0	0
Levendale	Yarm	0	0	N/A	0	0
Yarm	Yarm	2	1	Larun Beat Patroller left, no longer met criteria	1	1

Appendix 2

School Crossing Patrol sites operating on light controlled, zebra crossing or no longer meet criteria

Location	Hours	Reason for closure	Primary schools served
(4) Bishopton Road West/Rimswell Road (Fairfield)	11.25	Operating on traffic signals (Pedestrian phase)	Fairfield and St Patricks (Stockton)
(6) Fairfield Road/Glenfield Road (Fairfield)	11.25	Operating on traffic signals (Pedestrian phase)	Fairfield and St Patricks (Stockton)
(18) Maritime Road/Portrack Lane (Tilery)	11.25	Operating on traffic signals (Pedestrian phase)	Tilery
(32) Ring Road/Fieldfare Lane (Crooksbar)	12.5	Operating on traffic signals (Pedestrian phase)	Crooksbar and St Joseph RC (Norton)
(33) Ring Road/Fieldfare Lane (Crooksbar)	12.5	Operating on traffic signals (Pedestrian phase)	Crooksbar and St Joseph RC (Norton)
(55) Mitchell Avenue/Baysdale Road (Thornaby)	14.58	Operating on traffic signals (Pedestrian phase)	Thornaby CE
(56) Mitchell Avenue/Allensway (Thornaby)	14.58	Operating on traffic signals (Pedestrian phase)	Thornaby CE
(60) Lanehouse Road/Thorntree Road (Thornaby)	11.25	Operating on traffic signals (Pedestrian phase)	Harewood, Mandale Mill and St Patricks RC (Thornaby)
(2) Darlington Back Lane/Rimswell Road (Fairfield)	12.5	Operating on zebra crossing	St Marks Elm Tree, Fairfield and St Patricks (Stockton)
(37) Norton Road/Harland Place (Norton)	12.5	Operating on zebra crossing	Crooksbar and St Joseph RC (Norton)
(12) Oxbridge Lane/Marlborough Road (Oxbridge)	9.58	Operating on pelican crossing	Oxbridge Lane
(13) Yarm Road/St Peters Road (Oxbridge)	10	Operating on pelican crossing	Bowesfield
(34) The Green/Duckpond (Norton)	12.72	Operating on pelican crossing	Crooksbar and St Joseph RC (Norton)

Location	Hours	Reason for closure	Primary schools served
(44) Yarm Road/Butts Lane (Yarm)	8.33	Operating on pelican crossing	Eaglescliffe
(49) Thornaby Road/Windsor Road (Thornaby)	12.08	Operating on pelican crossing	Thornaby Village
(52) Trenchard Avenue/ The Spitfire Pub (Thornaby)	10	Operating on puffin crossing	Bader
(58) Thorntree Road/Humber Road (Thornaby)	14.17	Operating on pelican crossing	Thornaby Village and Mandale Mill
(1) Elm Tree Avenue/Melton Road (Fairfield)	9.17	Latest survey fails to meet criteria	St Marks Elm Tree and Whitehouse
(14) Northcote Street/Bowesfield Primary (Bowesfield)	8.75	Latest survey fails to meet criteria	Bowesfield
(15) Bowesfield Lane/Northcote Street (Bowesfield)	9.17	Latest survey fails to meet criteria	Bowesfield and St Cuthbert
(29) Norton Ave/Recreation Ground Entrance (Norton Grange)	12.92	Latest survey fails to meet criteria	Fredrick Natrass and St Joseph (Norton)
(78) Kingsway/Grampian Road (Billingham)	11.67	Latest survey fails to meet criteria	Pentland
(79) Pentland Avenue/Grampian Road (Billingham)	10.83	Latest survey fails to meet criteria	Pentland

Appendix 3

Potential vacant School Crossing Patrol sites

Site	Hours	Additional Information
(20) Bishopton Road/Green Lane (vacant)	10	Relocate SCP from site 1
(57) Baydale Road/Thornaby C of E Primary (vacant)	14.35	Relocate SCP from site 52
(80) Roseberry Road/ The Causeway (retirement)	11.67	Relocate SCP from site 78 (no change in Hours)
(65) Clifton Avenue/Embleton Road (retirement)	11.17	No suitable SCP to relocate
(76) Marsh House Avenue/ Roseberry Juniors (Retirement)	10.42	Relocate SCP from Site 79 (Additional weekly cost of 0.41 hours to maintain current hours worked)
(81) Central Avenue/ Cowpen Lane (retirement)	12.92	Relocate SCP from site 32 (Assuming Pedestrian Phase sites are disestablished)
(82) Belasis Avenue/Billingham South (retirement)	11.25	Relocate SCP from site 33 (Additional weekly cost of 1.25 hours to maintain current hours worked) (Assuming Pedestrian Phase sites are disestablished)
(86) Blair Avenue/Myton Park (retirement)	10	No suitable SCP to relocate