

# **REVIEW for School Crossing Patrol at Lamphey Primary School.**

*Report Prepared by: Road Safety Team, Pembrokeshire County Council*

## **1. Purpose of Report**

- 1.1 To advise of the method and outcome of the review of the School Crossing Patrol Site at Lamphey Primary School.
- 1.2 Establish the processes used for the basis of the review, and ensure they are clear, robust and effective.

## **2. Background**

- 2.1 The Authority currently provides a School Crossing Patrol Service in accordance with the provisions of the School Crossing Patrol Act 1953 and successor legislation under amendments to s. 26 of the Road Traffic Regulations Act 1984 (introduced by the Traffic Act 2000). The Act allows services to be established, but does not obligate the Council to do so, and as such the provision of the service is not a statutory function. It remains the responsibility of parents to ensure the safety of their children travelling to and from school.
- 2.2 The School Crossing Patrol Site in Lamphey is located directly outside the school on the A4139 shown in Picture 1. Due to the resignation of the School Crossing Patrol as per policy we are required to undertake a review of the site. The hours of the current patrol are 8:20 – 9:05 and 15:25-15:50, totalling 6.25 hours per week.



Picture 1 Location of SCP site on A4139 outside Lamphey Primary School

- 2.3 The Road Safety Team undertook surveys of the post in October and November 2025, as per policy and procedure to review all School Crossing Patrol sites if a site became vacant or if environmental factors changed to establish viability. The site was also reviewed in 2022, as per policy to review sites on a three yearly basis.

### **3. Review**

- 3.1 The review has been conducted in accordance with the School Crossing Patrol Service Guidelines-November 2018 produced by Road Safety GB; Road Safety Team Members carried it out. These guidelines are produced for and available for national use and have been adopted by Pembrokeshire County Council. These guidelines provide advice on the provision of the service as a whole, but specifically include an assessment procedure.
- 3.2 The assessment procedure, uses a baseline number, measurements of child pedestrians (P) and vehicles (V), as this provides a measure of both the potential conflict and delays experienced by pedestrians. It allows for the need to help small numbers of pedestrians to cross roads safely when traffic flows are heavy and conversely where there are large numbers of pedestrians, but traffic flows are lighter. The value gained from this figure is then considered; in accordance with the guidance to determine whether a site is justified, needs further consideration using adjustment factors, or is not justified.
- 3.3 The count includes child pedestrians who attend an educational establishment and who cross the road at the time of the heaviest traffic flow. The children are to be recorded/ counted who cross the road at (for existing staffed sites) or within 50 metres of the site (for unstaffed or new sites).
- 3.4 The guidelines state that a threshold of 4 million  $PV^2$  is needed before a school crossing patrol could be considered necessary. Where a site is heavily trafficked or deemed potentially dangerous by the nature of the road layout the guidelines allow for non-authorisation of a SCP site. These considerations are then used as the basis for recommendations.
- 3.5 The adjustment factors used are a series of weighted values based on site conditions including the highway infrastructure, vehicle speeds, collision history and others and are used to amend the originally determined  $PV^2$  value. The application of the adjustment factors may or may not conclude the provision of a patrol is justified.
- 3.6 The guidelines state that sites having fewer than 15 children crossing the road in the busiest 30-minute period should not be considered for establishing an SCP.

- 3.7 The outcome of the review is included below in table 1, which shows all the children pedestrians who crossed within 50 metres of the crossing point and the total traffic that passed within the busiest 30 minutes. The highest PV<sup>2</sup> value was 2,028,600 for this site.

Date	Time	Buise <sup>st</sup> 30mins	Child Ped (P)	Total Peds	Total Vehicles	PCU (V2)	PV <sup>2</sup> Value	National Criteria Applied
8/10/25	AM	8:30 – 9:00	46	91	179	210	2028600	Further Investigation Required
11/11/25	PM	15:25 – 15:50	38	75	95	98	364952	Further Investigation Required

Table 1: Shows the outcome of the survey within 50 metres of the current SCP crossing site.

#### 4. Initial Outcomes of Survey Assessments

- 4.1 The National Guideline Criteria threshold of 4 million PV<sup>2</sup> determines that the SCP site at Lamphey Primary School is not justified as a School Crossing Patrol Site.

#### 5. Adjustment Factors Assessments

- 5.1 The adjustment factors quantify the ‘environmental’ considerations to assessing the potential risk at SCP sites. Consideration of adjustment factors and selection of multipliers are then applied. These factors include Carriageway Width, Speed/ Visibility, Street Lighting, Street Furniture and Signs, Road Markings and Junctions, Accidents. Weight of Traffic and Age Factors.
- 5.2 After applying the ‘environmental’ considerations to the site at Lamphey Primary school, the adjustment factors have been decided, the appropriate multiplier was then obtained from the 10% compound multipliers and multiplied with the highest PV<sup>2</sup> value, to give a revised PV<sup>2</sup> value as shown in Table 2.

Location	Pv2 Value	Total of Risk Adjustment factors and 10% compound multiplier	PV2 x 10% compound multipliers = PV2 (2) Final Score	Adjustment factors include- Justified/ Not Viable
Lamphey	2,028,600	6=1.772	3,594,679	Not Viable

Table 2: Lamphey School Crossing Patrol site with adjustment factors included

- 5.3 With the adjustment factors included the PV<sup>2</sup> value is 3.5million therefore, this site remains below the national guideline criteria of PV<sup>2</sup> 4 million.

## 6. Site Review

- 6.1 Table 3 outlines the 2022 survey undertaken at Lamphey Primary School. The table illustrates that the PV<sup>2</sup> value has consistently been below the recommended guidelines, even with environmental factors added.

Date	Time	Buisest 30mins	Child Ped (P)	Total Peds	Total Vehicles	PCU (V2)	PV <sup>2</sup> Value	National Criteria Applied	PV <sup>2</sup> Value after environmental factors added	Final outcome
September 2022	AM	8:30 – 9:30	67	122	155	168	1891008	Further Investigation Required	3350866	Not Justified

Table 3: PV<sup>2</sup> Values for Lamphey Primary School 2022

- 6.2 There are good pavements and walkways already established in the Lamphey area allowing the pupils to walk safely to school.
- 6.3 The School is established in a 20 mph Zone.
- 6.5 The Road Safety Team instructs pupils at Lamphey School in Year 1 through the Kerbcraft scheme on how to cross the road safely. If deemed appropriate the Kerbcraft skills can be updated and refreshed for junior school pupils on a yearly basis.
- 6.6 It remains the responsibility of parents to ensure the safety of their children travelling to and from school.

## 7.0 Conclusion

- 7.1 Due to the site near Lamphey Primary school not meeting national guideline criteria with additional environmental factors already considered and the site surveys over recent years not meeting the criteria. With additional engineer considerations already in place to create a safe walking and crossing environment, the Road Safety Team are recommending that the School Crossing Patrol site be disestablished.
- 7.2 This report will be shared with relevant stakeholders including Highway Officers, the school the SCP site serves and local council members, who can send feedback to the Road Safety Team. Feedback will be considered before a final decision is made by the Head of Service.

## **8.0 Proposals**

- 8.1 Where the site does not meet the criteria, other funding may be sought to keep or appoint SCPs to encourage pupils and parents to walk to school, particularly where schools have introduced a school travel plan and identified a need. An SCP can only be appointed by the appropriate local Authority. Any SCP sponsored by another organisation (for example, a Parish Council) must be trained, paid and managed by the SCP service of the appropriate Authority. The appropriate Authority may recharge the other organisation to recover its costs.