

SCP SITE ASSESSMENT FOR COLLINGBOURNE DUCIS

On Wednesday 17 November 2004 I attended the A338 at Collingbourne Ducis in the vicinity of Chicks Lane. The new Primary School at Collingbourne Ducis is situated in Chicks Lane. I have been asked to assess the situation with regard to moving the SCP at Collingbourne Kingston to a site near Chicks Lane to accommodate pupils crossing the A338.

I ascertained that the ideal site would be approximately 15 metres north of Cadley Road. This site would give the patroller a visibility of approximately 100 metres in each direction when she is stood on the Cadley Road side of the A336 in the morning and approximately 100 metres towards Collingbourne Kingston, with approximately 300 metres towards Tidworth from the Chicks Lane side in the afternoon.

The speed limit at this point is 30 m.p.h. but from my observations I would suspect that the 85%ile speed is nearer 40 m.p.h..

I carried out a vehicle/pedestrian count from 0830 to 0900 that revealed that 11 children crossed the road (P), 10 accompanied by an adult and 1 unaccompanied and that 339 passenger car units (V) travelled through the proposed site on the A338.

The pedestrians crossing the road had no difficulty because of the gaps in the traffic, although they might have to wait 2 to 3 minutes to cross safely when a convoy of vehicles behind a lorry passes by.

Using the figures obtained the $VP^2 = 1,264,131$ which puts the site in area C, i.e. patrol site definitely not justified on initial assessment. According to the LARSOA School Crossing Patrol Service Guidelines. However there are adjustment factors to take into consideration at this proposed site including the proximity of the junctions of Cadley Road and Chicks Lane. These factors total 9 and mean that the VP^2 can be multiplied by an additional 2.358. This gives an adjusted total of 2,980,820.

Observations.

1. On this initial one off assessment the minimum figure of 4,000,000 is not reached.
2. The Guidelines state that there should be a minimum of 3 assessments. I have only made one count at this stage
3. I am surprised at the low vehicle count. It may have been a bad day as I am sure that traffic flows are usually in excess of 700 vehicles per hour
4. I do not know what the SCP at Collingbourne Kingston does at the moment, although I understand it is in relation to the school bus dropping off children at the Aughton junction. Does this mean that she only works in the afternoon? I am also not aware of the number of children involved.
5. If the site is to be investigated further, I would like an accurate 85%ile speed.
6. If the site is subsequently established, I feel that to meet the Health and Safety obligation to the SCP, school crossing patrol signs with a yellow backboard and flashing amber lights would be essential.

Recommendations

I recommend that I carry out two further assessments to comply with the guidelines, and that I visit the SCP at her present site to be able to compare the two sites.

Eric Farrelly AMIRSO MAIRSO

SCP SITE ASSESSMENT FOR COLLINGBOURNE DUCIS REPORT NO. 2.

I carried out a further pedestrian/vehicle count on 6 December 2004 from 0830 to 0900 when the number of child pedestrians (P) who crossed the road was 10, 9 accompanied and 1 unaccompanied. The passenger car units (V) passing through the proposed site was 362. These figures were the best ones to use for the VP² as the afternoon traffic count is similar to the first morning count.

The VP² therefore works out at 1,310,440 and then multiplying this with the adjustment factor of 2.358 as explained in my first report, the result is 3,090,017.

I have visited the Aughton junction where the SCP Kath Crook works in the afternoon only. She has been operating at this point for 27 years and there are no 'Crossing Patrol' warning signs on the A338. The site was established because originally the children from Aughton travelled on a bus that went to Marlborough. They were dropped off opposite the junction to Aughton village and had to cross the A338 to travel into the village. The situation now is that the one child (a year 6 pupil) is transported in a mini-bus that turns around in the Aughton junction, returning in the direction of Collingbourne Ducis. The child is therefore dropped off at the junction on the same side as the village. The SCP therefore acts more as an escort than an SCP.

I have spoken to Kath Crook and the new head teacher at the school, Mr Mason.

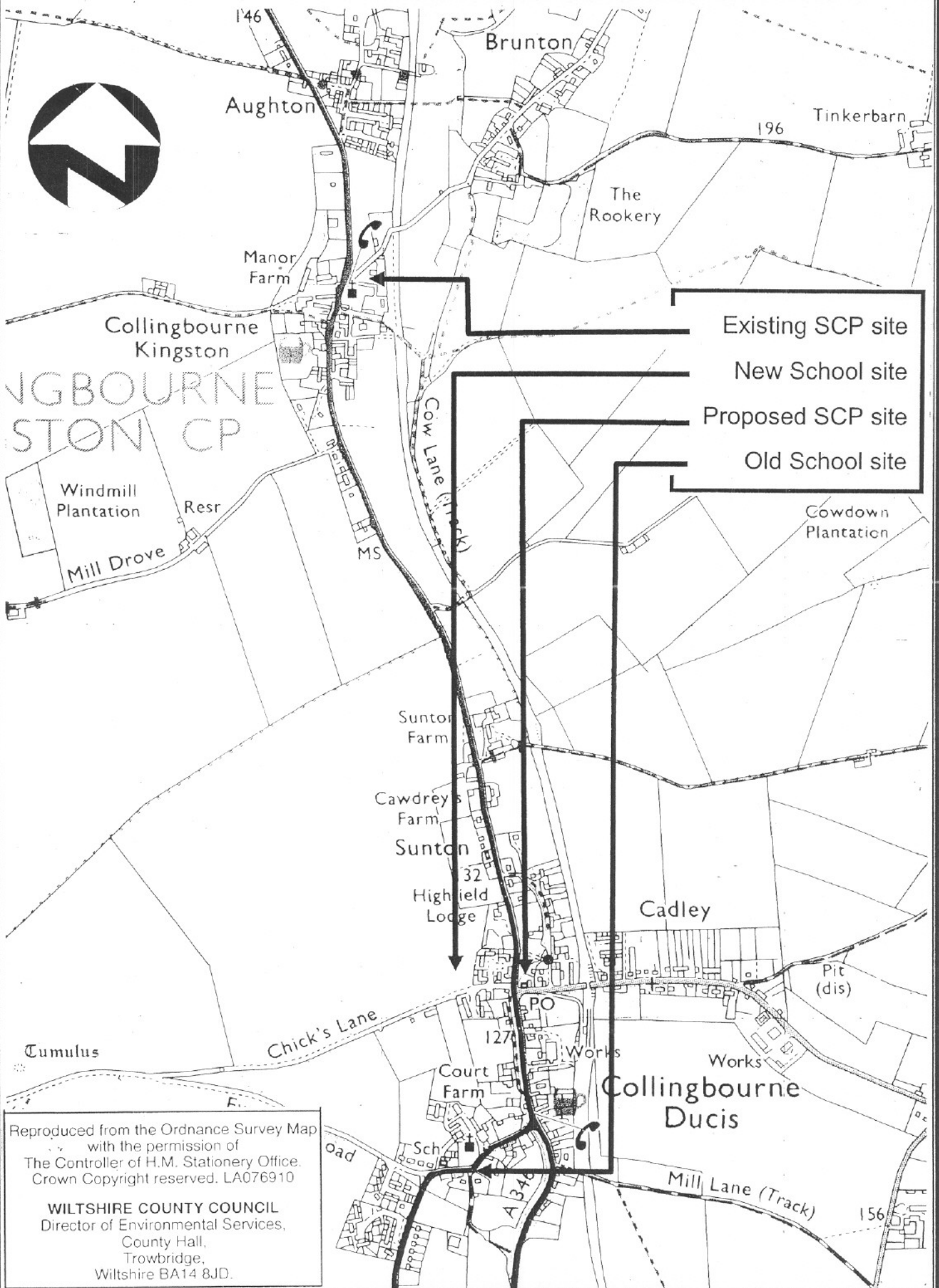
Mr Mason is keen to have an SCP near the junction with Chicks Lane and is under pressure from the School Governors and parents to get one established.

Kath Crook is willing to transfer from Aughton to Collingbourne Ducis. She appreciates that she will receive increased remuneration for operating twice a day as opposed to once. However, as she is being moved from one location to another she is also seeking a mileage allowance for travelling from her old site to the new one.

RECOMMENDATIONS

1. The Aughton site should be dis-established as it is no longer necessary.
2. A new site should be established on the A338 at a point approximately 15 metres north of the Cadley Road junction, Collingbourne Ducis.
3. Yellow backed 'Crossing Patrol' warning signs should be placed on the A338 and if possible, particularly if the 85%ile speed, as I suspect, exceeds 35 mph, automatic flashing ambers lamps.
4. The existing SCP at Aughton should be offered the transfer and she should be allowed a mileage allowance.
5. The new site should be established as soon as possible during next term. I think that as long as the new signs have been approved and ordered, we should start the site rather than wait for the signs to be erected. I would assess this as a medium risk and therefore if we have

Request for a School Crossing Patrol for Collingbourne Ducis Primary School



Reproduced from the Ordnance Survey Map with the permission of The Controller of H.M. Stationery Office. Crown Copyright reserved. LA076910

WILTSHIRE COUNTY COUNCIL
 Director of Environmental Services,
 County Hall,
 Trowbridge,
 Wiltshire BA14 8JD.