

ASSESSMENT OF SCHOOL CROSSING PATROL SITE, WEYMOUTH STREET,  
WARMINSTER.

On Monday 7 February 2005 I visited the vacant School Crossing Patrol (SCP) site at Weymouth Street Warminster. This site serves Sambourne Primary School and is situated between the junctions of Sambourne Road and Upper Marsh Road. Weymouth Street, before the opening of the Warminster Bypass Road, was classified as the A350 but has now been declassified. There is now in place a Zebra Crossing at the SCP site. This is a double-crossing with an island refuge in the centre and additional floodlights on either side of the island to enhance the street lighting to illuminate pedestrians. There is also an anti skid surface on the approaches to the crossings.

I recorded the pedestrian/vehicle movement in accordance with the Local Authority Road Safety Officers' Association, (LARSOA) School Crossing Patrol Service Guidelines from 0825 until 0905. The busiest continuous 30 minutes was from 0830 to 0900 and during this time 21 (P) child pedestrians (20 accompanied, 1 unaccompanied) and 42 adults, some with children, some not connected with children going to school, used the crossing. A total of 3 cycles, 2 motorcycles, 342 cars/ light goods vehicles and 5 medium/heavy goods vehicles, which equates to 354 (V) passenger car units (PCU's) passed over the crossing.

The  $PV^2$  is calculated as  $21 \times 354 \times 354$ , which equals 2,631,636.

Comparing this figure with the adopted criteria in the Guidelines it put the result in area B, patrol site not justified at initial assessment, on the graph.

However, there are adjustment factors that can be considered in this case. These factors are: -

1. Carriageway width between 7.5 and 10 metres, value +1,
2. Road markings, value +1,
3. Junctions (2) value + 2.
4. Average age – Primary value + 5

This gives a total of 9. This means that the  $PV^2$  can be multiplied by 2.594 to give an adjusted value for environmental factors. The result is 6,205,397, which exceeds the minimum figure for an SCP of 4,000,000.

I noted that during my assessment time no vehicles failed to stop when pedestrians used the crossing, and it should be noted that I had no influence on the traffic by being near the crossing in high visibility clothing because I was sat in my parked vehicle in normal clothing a discreet distance from the crossing where the parents park but with full visibility at all times.

I therefore, still have the same opinion and recommendation as I did in my report of 8 March 2004 that there is no necessity for an SCP at this point as a physical crossing point has been put in place and is a safe place to cross. An SCP would be an unnecessary duplication.

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