



# School Crossing Patrol Service

## Guidelines

Revised April 2018

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School Crossing Patrol Service

## PREFACE

These guidelines have been produced by the Road Safety GB School Crossing Patrol Specialist Advisers Group comprising the following people:

Richard Hall	Road Safety GB
Helen Simpson	Road Safety GB
Zena Oliver	Road Safety GB
Kevin Clinton	Royal Society for the Prevention of Accidents (RoSPA)

The working group thanks everyone who contributed to the Guidelines' development.

The Guidelines comprise three sections:

- Guidelines for Managing the Service
- Criteria for Assessing School Crossing Patrol Sites
- Appendices: Sample Documents

These Guidelines have been compiled based on existing legislation, best practice, health and safety and case law.

### Using the Guidelines

The School Crossing Patrol (SCP) service is a non-statutory function and these Guidelines are not intended to be prescriptive. They highlight issues that should be considered and outline advantages and disadvantages of adopting particular measures to allow Managers to make their own informed decisions suitable to their local circumstances and policies.

Authorities providing the service should decide how best to apply the Guidelines and the criteria for assessing SCP sites.

Managers should ensure their Authority's Health and Safety Adviser and Insurance Officer are familiar with these Guidelines.

The Guidelines are designed for use with the following supporting document:

- Guidance for Patrols on Light Controlled Crossings
- Training for Managers and Supervisors
- School Crossing Patrol Service Survival Guide
- Guidelines for the use of surveillance cameras at SCP sites
- SCP Handbooks

### Regulations

The Guidelines refer to various statutory Regulations. These were correct as at June 2016, but managers should check for amendments that may have been issued since this document was published.

### Reproducing Extracts

Extracts from the Guidelines, including the sample documents provided in the appendices, may be freely copied without prior consent, provided the source is acknowledged. However, any extracts from this document may not be sold or included in any document for resale.

The advice given in these Guidelines is believed to be correct at the time of press. While every care has been taken to ensure accuracy within this document, Road Safety GB or its advisers accept no liability whatever for the information given. **Authorities should consider seeking elected Members' approval if they propose to deviate from these Guidelines.**

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## **Part 1 – Guidelines for Managing the Service**

### **1.0 INTRODUCTION**

#### **1.1 Legislation History**

School Crossing Patrols (referred to in this document as SCPs) were established by the School Crossing SCP Act 1953 and instituted on 1 July 1954 through the School Crossing SCP Order 1954.

The Road Traffic Regulation Act 1984 (Sections 26 – 28) gave ‘Appropriate Authorities’ (defined as county councils, metropolitan district councils, the Commissioner of the Metropolitan Police and the Common Council of the City of London) the power to appoint SCPs to help children cross the road on their way to or from school, or from one part of a school to another, between the hours of 8:00 am and 5:30 pm.

#### **1.2 Current Legislation**

Section 270 of the Transport Act 2000, which came into force on 30 January 2001, amended the 1984 Regulations to allow SCPs to operate “at such times as the Authority thinks fit”. Therefore, SCPs may now work outside the hours of 8.00 am to 5.30pm and can stop traffic to help anyone (child or adult) to cross the road. The same amendments were also introduced in Section 77 of the Transport (Scotland) Act 2001.

The amended Regulations define Appropriate Authorities:

- a) As respects places outside Greater London, shall be the council of the county, unitary authority or metropolitan district
- b) As respects places in the City of London, shall be the Common Council of the City
- c) As respects places in a London Borough, shall be the council of the Borough.
- d) In Scotland, the council constituted under Section 2 of the local Government etc (Scotland) Act 1994.

The Education and Inspection Act 2006 (section 508A) puts a duty on schools to promote sustainable travel to school. School Crossing Patrols are one option that can contribute to this duty.

#### **1.3 Power To Stop Traffic**

The law gives an SCP, appointed by an appropriate Authority and wearing a uniform approved by the Secretary of State the power, by displaying a prescribed sign, to require drivers to stop. SCPs operating outside these conditions have no legal power to stop traffic.

#### **1.4 Children**

Although the law now allows SCPs to stop traffic to help anyone (child or adult) cross the road, SCP sites should be established using the Authority’s adopted Criteria based on the number of children walking to and from school at the site in question. It is up to each Authority to decide what age range of children is included in the count. Once established, SCPs may stop traffic to help anyone to cross the road. It is not recommended that SCP sites are established based on the number of adult pedestrians - in this case other pedestrian facilities should be considered.

## 1.5 Parental Responsibility\*

Even where an SCP is provided, parents remain responsible for ensuring their children's safety, just as they do when a zebra crossing or pelican crossing is provided. Some parents may believe the Authority assumes responsibility for the safety of their children on their whole journey to and from school when it provides an SCP. This is a misconception that should be countered, perhaps by conducting local 'awareness-raising' campaigns to reinforce the message of parental responsibility every time a new SCP is appointed.

The issue of parental responsibility also needs to be understood clearly by Elected Members, and officially enshrined in policy statements, road safety plans and guidelines. The responsibility for ensuring the safety of children travelling to and from school is, and must remain, a parental one.

*\*A good description of case law on the duty of parents to ensure their children are able to travel to school safely can be found in Section 1 and Appendices 4 – 7 of Road Safety GB's "Assessment of Walked Routes to School Guidelines"*

### **Best Practice**

The Authority's policies should make it clear that parents are responsible for ensuring their children are able to travel to school safely, whether or not the Authority is able to provide safer routes or safer crossing facilities.

Sites should be established, using the Authority's adopted criteria, based on the number of children walking to and from school and traffic flows at the site in question.

## **MANAGEMENT**

### **2.1 Responsibility for the Service**

SCPs are essentially a road crossing facility (one of the many traffic management options available to highway engineers, alongside facilities such as zebra and pelican crossings). Indeed, their establishment should be very much part of an Authority's overall provision of safe crossing facilities. Although many SCPs are associated with individual schools, their main role is one of road safety, not education. Not all SCPs are located near the school they serve as they help children on the route to school rather than working directly outside the entrance, this may mean they are assisting children attending different schools.

It is good practice for the department responsible for highways, traffic and engineering to manage the SCP service (in Scotland, this is usually the department with responsibility for roads). This allows for greater flexibility for co-ordination of Highways Services, for example, temporary road works or road closures when the SCP facility needs to be adjusted to assist traffic management.

It is recommended that one department takes overall responsibility for the day-to-day management of the service, rather than sharing it between different ones. However, close liaison between the Highways and Education Departments, schools and the Police, where appropriate, is important as each has a valuable role to play in the provision, maintenance and management of the service.

In Authorities where the SCP service has been privatised, it is essential to have Service Level Agreements in place to cover all aspects of the service.

Road Safety GB has published the School Crossing Patrol Service Survival Guidelines to assist those services under threat from budget cuts. They also cover issues around the delivery of the SCP Service by schools and other organisations and the use of volunteers. These are available in the members' area of the Road Safety GB website.

#### **Best Practice**

The SCP service should be operated and managed by one department only, namely the department responsible for Highways, Traffic and Engineering.

### **2.2 Management System**

An effective management system is essential. It should ensure that SCPs are recruited, trained and supervised properly, that adequate records are kept, potential SCP sites are risk assessed to ensure they are 'safe' for SCPs to operate, and assessed to ensure they are justified.

The Manager must consider the risks involved in running the service (risk assessment) and how they can be reduced or minimised (risk management). Risk assessments must be conducted by 'competent persons' (for example, the Service Manager, SCP Supervisor, a Road Safety Officer or Highway Engineer). They must be recorded, and reviewed yearly, to prove that reasonable care is being taken, and to enable the service to be monitored to ensure that standards, once set, are maintained, reviewed and improved.

Further guidance on risk assessments is in Part 1 Section 3 and Appendix 1.

### **2.3 Roles and Responsibilities**

The Manager responsible for the day-to-day operation and management of the SCP Service must ensure there are adequate resources including Supervisors with which to provide an effective and safe service.

The role and responsibilities of providing the SCP Service include:

- Reports to Local Authority elected members and officers as appropriate
- Correspondence
- Managing Supervisors
- Recruitment procedures
- Interview and selection
- Arranging medical examinations
- Disclosure and Barring Service and Disclosure Scotland checks
- Induction and training
- Stock control – uniform clothing and equipment
- Regular supervisory visits
- Annual appraisals
- Site assessments and site meetings
- Risk assessment and management (including keeping appropriate records)
- Arranging stand-by cover
- Sickness reports and payroll enquiries
- Disciplinary issues

It is often not possible to defer these tasks, as the service would stop working satisfactorily and safely.

### **2.4 Staffing**

There must be enough staff to cope with all eventualities. Ideally, specifically trained staff should be appointed whose only (or main) task is operating and managing the SCP service. However, some Authorities have officers with dual roles who also act as SCP Supervisors, and this can be considered when calculating the number of Supervisors needed.

The ratio of Supervisors to SCPs should be around 1 full-time supervisor to 40 patrols, depending on the geographic area over which SCPs are spread. This ratio will enable regular supervisory visits to be conducted. Thus, an Authority with 160 approved SCPs should have four Supervisors or full-time equivalents.

#### **Best Practice**

Authorities should ensure that satisfactory staffing levels to provide and supervise a safe and efficient SCP service are maintained.

A ratio of one Supervisor for every 40 SCPs is recommended, depending on the geographical area the Supervisor covers.

### **2.5 Administrative Support**

In addition, effective clerical and administrative support is essential. Prompt and appropriate action in response to problems is vital where the safety of children is concerned.

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One full-time post should be able to manage the records, pay variations, sickness reports and queries for between 120 and 150 SCPs.

**Best Practice**

Efficient and effective administrative and clerical support should be available to ensure a quick and appropriate response to all problems that may arise.

## **2.6 Pay Arrangements**

SCPs are normally paid monthly for the hours that they have worked. In addition, some Authorities pay mobile or stand-by SCPs a retainer or a set fee. All SCPs, whether regular or stand-by, are entitled to holiday pay. Employers will automatically enrol Patrols in their pension scheme. Individuals may opt out if they wish.

### **Additional Payments**

The Authority may choose to make additional allowances for:

- Operating flashing amber warning lights
- Travelling
- Lunch (for SCPs who work at lunchtime)

## **2.7 Insurance and Indemnity**

### **General**

Authorities will have public liability insurance that provides indemnity for the SCPs and organising officers or managers against legal liabilities from third-party claims arising from their lawful activities. Managers must check and ensure the Insurance Policy covers all the activities conducted by SCPs. The manager should contact the Authority's Insurance Officer and provide a full description of the service and the activities it involves.

The manager should get written confirmation that the service is covered by the policy.

Managers should confirm whether the Indemnity policy applies to all employees regardless of age. There may be conditions on the insurance provision, for example Authorities may be required to provide a list yearly of all SCPs over the age of 65 years or sometimes insurance cover may not be provided for patrols over the age of 75.

Most policies include an excess (the amount of a claim which the insured organisation pays) which may be as small as a few hundred pounds or as large as half a million pounds. Therefore, an Authority would not normally be able to recover the full cost of a claim from its insurance.

It is essential that SCP staff that use their vehicles during their duties have appropriate insurance cover, which allows the use of their vehicles for work purposes. See Part 1 Section 3.4 for details about the safety of staff that drive for work.

### **Personal Accident Insurance**

Personal accident insurance can be provided for SCPs and children as an option. A fee to cover the cost of the premium may be charged to the SCP. All SCPs

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should be advised about personal accident insurance. If provided, managers should confirm that it applies to all employees, regardless of age.

**Best Practice**

Managers should get written confirmation that their insurance or indemnity policy applies to the SCP Service under the conditions that it is conducted.

Managers should confirm whether the Indemnity policy applies to all employees regardless of age

SCPs should be advised about the option of personal accident insurance, if available.

Managers should confirm that SCP staff who use their vehicles for work purposes have appropriate motor insurance cover.

## **2.8 Uniform – Legal Requirements**

The Secretary of State, exercising the powers conferred on him by section 28(1) of the Road Traffic Regulation Act 1984, has approved the uniform to be worn by an SCP, as described in 'Home Office Circular No. 3/1989 SCPs Uniform' (see Appendix 12 and 13). Circular 3/1989 refers to a coat and is modelled on a dustcoat, which is a knee-length garment. It also requires patrols to wear "a peaked cap, beret or yellow turban".

In addition, the Health and Safety at Work Act 1974, and the Personal Protective Equipment Regulations 1992, require that anyone working on or by the road (including SCPs) must wear a high visibility garment that complies with the requirements of the relevant British Standard. The current standard is BS EN ISO 20471: 2013, which replaced BS EN 471:2003 on 31 July 2013. Existing uniforms complying with BS EN 471 can still be used.

Therefore, when considering buying SCP uniforms, Authorities must comply with Home Office Circular 3/1989 and ensure their uniforms meet BS EN ISO 20471: 2013 class 3. Existing stocks of uniforms complying with BS EN 471 can still be used.

The SCP uniform must be full-length (that is, a knee-length coat not a jacket). A shorter coat will affect the visibility of the uniform, particularly when measured from the horizontal eye point of a driver, taken as being 1.05m from the road surface. Tests have shown that Saturn Yellow continues to be the most effective fluorescent colour.

Road Safety GB considers that circular 3/1989 is not fit for purpose. A revised circular, based on current good practice and the British Standard for PPE for operating on the highway, has been submitted to the Home Office, which they are currently considering. It is recommended that authorities use uniforms meeting the standards in the proposed revised circular in Appendix 13

An SCP should be supplied with a good quality waterproof coat capable of being easily cleaned, of good design and comfortable to wear. Buying the cheapest available coat may prove to be a false economy, as it is likely to need replacing sooner than a good quality garment. It is recommended that an extra lightweight coat be supplied for summer use but it must still comply with Circular 3/1989 and BS EN ISO 20471: 2013, (or BS EN 471:2003 for existing uniforms) Class 3 as

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discussed above.

Some Authorities supply other articles of clothing and the following may be considered desirable in view of the PPE Regulations.

- boots and leggings
- gloves
- thermal body warmers
- winter trax.

**PLEASE NOTE: The Home Office are currently considering an update to Circular 3/1989. These Guidelines will be updated to reflect this if it is approved. Please consider this change when ordering stock.**

**Best Practice**

SCPs must be provided with, and wear while working, high visibility garments complying with both the Home Office Circular 3/1989 and EN 471.

It is recommended that authorities use uniforms meeting the standards in the proposed revised Home Office Circular (see appendix 13)

Supervisory staff must ensure that SCPs always wear their full uniform, including hat when on duty and that the coat is fastened.

Supervisory staff must ensure that SCPs fully understand that, to comply with the law, they must wear their full uniform of coat and hat and use the approved sign.

**2.9 Flashing Amber Hazard Warning Lights**

Under The Traffic Signs Regulations and General Directions 2016 (Statutory Instrument 2016 No 362), flashing amber hazard warning lights 4004 may be installed in addition to warning sign “Children going to or from School or playground ahead” (diagram 545) with a supplementary “School” or “Patrol” plate (diagram 547.1). The circumstances where these signals can be used are stated in The Traffic Signs Manual (chapter 4 – Warning Signs). These are:

- a) the 85<sup>th</sup>ile speed of cars is greater than 35 mph: or
- b) on a busy road where driver’s attention is likely to be occupied

Each signal must flash at the rate stated in TRSGD 2016.

An SCP or other authorised person may switch on flashing amber warning lights at any time when children are travelling to and from school, whether or not they are being supervised. If provided, warning lights must be switched on at the start of each SCP duty period and switched off at the end.

**Hazard Warning Lights Remote Control Units**

Where the lights need to be switched on and off manually payment should be made to SCPs for the time this takes.

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If the hazard warning light unit is subsequently changed, so the lights come on automatically, any reduction in hours will need to be negotiated with the SCPs concerned.

Some systems are switched on and off using a remote control. However, different suppliers use different frequencies and remote controls bought from one supplier may not work with another.

Care should be taken with automated lights so the timings programmed into the unit are in line with the SCPs duty time, and take account of school holidays as well as changes between BST and GMT.

**2.10 Advance Warning Signs**

Advance warning signs, comprising the standard triangular “Children going to or from School or playground ahead” sign (diagram 545) with a supplementary “Patrol” plate (diagram 547.1) should be erected on the approaches to the crossing Site. See Appendix 14.

**Best Practice**

Advance warning signs and flashing amber warning lights (if applicable) should be installed at SCP sites.

**2.11 School Crossing Patrol Sign**

SCPs may only legally stop traffic if they are exhibiting the ‘approved’ SCP sign, specified in the Traffic Signs Regulations and General Directions 2016 for England and Wales and the SCP Sign (Scotland) Regulations 2002 for Scotland. The SCP Sign (England and Wales) Regulations 2006 have been revoked (See Appendix 15).

There are several kinds of material used in making the signs. It is important the sign should not be too heavy and be capable of withstanding wear and tear.

Other relevant signs, which are specified in the Traffic Signs Regulations and General Directions 2016, are illustrated in Appendix 14.

**Best Practice**

SCPs must be made aware they have no legal authority to stop traffic without their sign. Guidance should be given for those occasions when a sign is not available.

**2.12 School Liaison**

It is important the Manager and Supervisor maintain good liaison with head teachers to ensure that they are aware of the operating procedures, particularly about planned or unplanned absences.

**Best Practice**

Good liaison arrangements with schools, the local community and other relevant Authority departments are essential.

### **3.0 RISK ASSESSMENT AND RISK MANAGEMENT**

#### **3.1 Regulations**

Risk assessments are an essential and legal requirement under the Health & Safety At Work Act (1974) and the Management of Health and Safety at Work Regulations 1999.

Each Authority will already have risk assessment policies and procedures. Therefore, the Service Manager should consult the Authority's Health and Safety Adviser and comply with any policies and procedures that have been adopted.

Risk assessments must be conducted by an appropriate and competent, trained person (for example, the Service Manager, SCP Supervisor, a Road Safety Officer, or Highway Engineer). They should be regarded as a means of identifying ways of providing the Service safely, and not as a means of finding reasons for disestablishing SCPs generally or particular SCP sites.

Risk assessments should be as straightforward as possible, written records must be kept.

A generic risk assessment must be in place for the service as a whole.

#### **3.2 Generic Risk Assessment**

A generic risk assessment must be conducted and recorded and must be reviewed yearly. This should address the process of recruiting, training and supervising SCPs, the duties SCPs will undertake, incident management, accident and emergency systems and general administration matters.

#### **3.3 Site Specific Risk Assessment Monitoring**

Individual SCP locations and SCPs must also have site-specific risk assessments, which must be carried out yearly and if the road situation changes. Individual SCP sites and SCPs must also be risk assessed by an appropriate and competent trained person. The risk assessment must be carried out when the SCP is on duty and assessed as part of this process. SCPs must also tell their Supervisor if they have any concerns about their fitness to carry out their duties.

There are many issues that must be considered as listed in Appendix 1.

A risk may be assessed as higher at some sites than others, and therefore, it may not be appropriate for the same risk control measures to be adopted everywhere.

SCPs should be asked to alert their Supervisor if any changes at the site affect its safety, and Supervisors should record any problems noted during supervisory visits. Simple guidance should be provided to SCPs on possible issues that may make a site temporarily unsuitable (road works, for example).

If there is a major obstruction at the site, such as road works, an alternative site from which the SCP should operate must be identified. If the operation of the SCP needs to be suspended temporarily (during the obstruction) alternative arrangements must be made for the children's safety.

Documentation of training/instructions/materials e.g. SCP Handbook given to patrols should demonstrate clearly the instructions, advice and procedures that must be followed in the event of a patrol identifying a risk at their site which they cannot safely manage. The risk could be to themselves, those they cross or other road users. It should be clear what the procedure is if they feel the site is unsafe for them to operate (e.g. the road/path is too icy to walk/stand safely).

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Risks could include:

- Trip hazards
- Slippery surfaces
- Poor visibility (fog, heavy rain, snow etc.)
- Roadworks
- Parked vehicles
- Faults with the highway surface.

The Health and Safety Executive's website includes advice on risk assessment at "Controlling the risks in the workplace"

<http://www.hse.gov.uk/risk/controlling-risks.htm>

**Best Practice**

Ensure that you have documentary evidence that proves patrols have been instructed and trained adequately to carry out a dynamic risk assessment at the start of each duty period. Not having documentary evidence may make it difficult for an authority to prove in court that they have met their legal health and safety duties.

**3.4 Use of Vehicles**

The Authority must conduct suitable risk assessments for mobile SCPs, Supervisors and anyone else who drives (or rides) during their duties (excluding commuting). They must also put in place all 'reasonably practicable' measures to ensure that these work-related journeys are safe, staff are fit and competent to drive safely, are legally entitled to drive the vehicle they are using and the vehicles used are fit-for-purpose and in a safe condition.

Employers owe the same duty of care under health and safety law to staff who drive their own vehicles for work (excluding commuting) as they do to employees who drive company vehicles.

Further advice on managing at-work road safety is available in the HSE Guidelines, 'Driving at Work', and from Road Safety GB, RoSPA, and the Road Safety Officer of the Local Authority.

**Best Practice**

A risk assessment should be conducted and recorded regularly, following the policy of the Authority. A generic risk assessment for the Service should be conducted and reviewed yearly. Specific risk assessments for each SCP site should also be conducted and reviewed yearly.

The Authority must also carry out risk assessments for mobile SCPs and Supervisors or anyone else who drives during their duties.

**3.5 Covering Vacant Sites**

An important aspect of risk management is the procedure for responding to sudden absences at sites where an SCP normally works. It is essential that swift action is taken as failure to provide an SCP at a crossing used regularly by children may expose them to unexpected and unnecessary risk.

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Managers should ensure there is a clearly defined, written procedure for responding to absences. SCPs must be aware of the importance of giving as much notice as possible to the Supervisor or Manager that they will not be present at their site.

To provide cover when needed, Authorities should recruit several stand-by or mobile SCPs who can provide emergency cover at sites that fall vacant. Mobile and standby SCPs should be trained at various sites. Cover should be provided for at least long enough to enable the school to tell all its parents that the site will not have an SCP and, therefore, that parents should consider alternative arrangements to ensure the safety of their children.

It is possible there may not be enough SCPs to cover all vacant sites, therefore Authorities should prioritise their sites so they can decide which one receives emergency cover first. SCPs must be trained at the locations they could be expected to cover.

However, sites sometimes become vacant at short notice and it may not always be possible to secure a replacement in time. Therefore, it is important to have a procedure for telling the head teacher(s) of the school(s) concerned the SCP will be unavailable, so the school may notify parents as soon as possible.

Methods for telling parents that an SCP site will not be working normally include:

- Telephone, fax or e-mail to the head teacher
- Text messaging by school to parents
- Message on the local radio station or in the local press
- A standard letter prepared by the manager and kept by schools to photocopy and issue to parents.

The notification procedure should be recorded and all SCP staff, Supervisors and head teachers should be aware of what actions are necessary.

Teachers, administrative and ancillary staff, such as cleaners or canteen staff, are not permitted or authorised to conduct any form of SCP duty, unless they have been appointed to the SCP service and are properly trained and there is no conflict with their normal school duties.

**Best Practice**

An efficient system for telling schools when a site is unexpectedly vacant should be in place, and all relevant staff should be aware of the necessary procedures. Where possible a standby SCP should be provided for at least the time it takes to alert all schools and parents who are affected.

### **3.6 Accident and Incident Management**

Managers must ensure there is a clearly defined written procedure, which all SCPs are aware of, and adhere to. This must be followed if there is an accident or incident. A copy of the procedure should be provided to each SCP and comprise part of their training.

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**Accidents**

**If an accident happens, the SCP's priority should be to ensure the safety of themselves and any children present.** They must not move injured people. If necessary and possible, the SCP should continue their work and delegate someone to call the emergency services and provide them with information about the situation. Accident and incident procedures must form part of the SCP's training.

If the emergency services are called, the SCP must stay at the scene until the emergency services have taken all the details. If possible, the names and addresses of all independent witnesses should be obtained at the scene.

SCPs must make written notes and tell their Supervisor of any accidents or incidents at their site or witnessed by them during their duty time. If there is any injury, the accident should be reported to the Police as soon as possible.

If there is an accident or incident involving the children while an SCP is working, the head teacher, or other person with overall responsibility for the children, must be told immediately or as soon as possible.

**Harassment**

Training of SCPs and their method of operation should be designed to minimise the chances of violent incidents, abuse and harassment. However, such incidents may occur, and procedures are needed for responding to and reporting them.

SCPs should never become involved in any argument with drivers or other road users. They should, if possible, note the registration number of the vehicle(s) of drivers involved. If possible, the SCP should record the contact details of any witnesses.

**Failure to Stop**

It is an offence for motorists to fail to stop when ordered to do so by an SCP – such incidents should be treated seriously. To minimise the danger to themselves and the children, SCPs should use their sign from the pavement to tell drivers that they must stop. In busy traffic SCPs must not step into the road until they are sure that approaching vehicles are stopping. Where there are suitable gaps in the traffic flow SCPs may step into the road if it is safe, with the sign upright and clearly displayed. SCPs should still try to make eye contact with approaching drivers.

If possible, the SCP should record the registration details of a vehicle that fails to stop and try to record brief details of the driver, for example their gender, ethnicity and approximate age. The SCP should report the incident to the Supervisor, and it should be reported to the Police at the earliest opportunity.

SCPs should never argue with drivers or other road users.

Guidance about when to report a Failure to Stop incident can be found in Appendix 7.

**Training**

The SCPs' training should include accident and incident procedures, as well as the importance of working in ways that minimise the risk of an accident or incident occurring.

### **Personal Safety Training**

Advice can be found in Appendix 16.

### **Reporting Accidents and Incidents**

All procedures in reporting the accident or incident must be strictly followed. Whatever the nature of the incident, the Manager must also be told, a note made in the site file and a record made in the relevant register. If appropriate, the Police should be told.

A sample form for reporting accidents or incidents is provided in Appendix 6.

Separate Guidance for the use of Camera Technology at SCP locations is available on the Road Safety GB website, SCP section.

#### **Best Practice**

Clear accident and incident procedures should be in place and should be included in the SCPs' training. The procedures should cover accidents and incidents such as harassment, and drivers who fail to stop. All such incidents should be reported to the SCP Supervisor, and the Authority should keep records.

## **4.0 SCHOOL CROSSING PATROL SITES**

### **4.1 Requests for New Sites**

Requests for new SCP sites come from various sources: schools, education offices, Elected Members, local communities, members of the public and local organisations. Often, several of these individuals and bodies make requests for the same SCP site.

All requests and associated correspondence should be passed to the manager responsible for assessing new sites. Investigating a request for a new school crossing site should be carried out as quickly as possible and measured against the Authority's adopted criteria.

Appraisal of a potential site should be carried out objectively and so be capable of withstanding challenge or criticism.

Decisions reached using the criteria are more easily defended and upheld if the relevant committee or cabinet member in the Authority has agreed the criteria themselves, adopted it as official policy, and recorded it in a written statement. This will also help Managers resist public and political pressure to provide an SCP at sites where the criteria are not met, and to disestablish sites that no longer meet the criteria.

Once the decision to reject or approve an application for a new SCP site has been made, responses should be sent to the originators of the request telling them of the outcome. When turning down an application, the reasons for the decision should be clearly explained. The Manager may also wish to consider advising the local Elected Member(s) and head teachers.

#### **Best Practice**

Applications for providing an SCP should be assessed, according to the criteria within the National Guidelines or the Local Authority's adopted criteria, if different, as quickly as possible.

#### **4.2 Approving New Sites**

Sites should be approved only if they meet the criteria (see Section 2), but must not be established until a suitable person can be recruited and trained to fill the post. There is no point in establishing a site that cannot be staffed.

The department responsible for traffic engineering must be consulted to see whether there are any proposed changes to the road itself, including introducing other pedestrian crossings.

Any measures identified by the risk assessment, for example, warning signs or flashing lights, must be completed, where practicable, before the site becomes operational.

It is recommended that SCP sites are not established on roads with speed limits greater than 40 mph.

Before approving new SCP sites on roads that are part of the Transport for London Road Network (TLRN), a London Borough or the Common Council of the City of London must consult Transport for London (TfL) and take account of any representations made.

Liaison with the head teachers of the schools which will be served by the new crossing should take place to ensure everyone is aware of when the SCP will begin working, the hours of operation and any other relevant information.

Managers must consult with other services or departments within the Local Authority (for example: Education Department, person responsible for the Authority's Safer Routes to School Policy), to ensure all information about implementing a new site has been considered. It is also good practice to keep the local member(s) informed.

The procedure for approving new sites may vary between Authorities according to whether responsibility has been delegated to chief officers or kept as a committee or cabinet member function.

It is recommended that managers seek approval from the responsible body for the power to approve new sites to be delegated to them. This provides a more efficient and professional service.

Where this power is kept as a committee or cabinet member decision, recommendations for both approvals and rejections will need to be placed before the relevant committee or cabinet member. In this case, while the powers of elected members must at no time be abrogated, it is strongly recommended that arrangements be put in place to allow the temporary introduction of a new SCP without delay where an emergency has arisen.

It may well be desirable for the chairperson's authority to be invoked and extended to introducing all newly approved SCP applications to save time once the need has been recognised.

**Best Practice**

The power to approve new SCP sites should be delegated to the Manager of the SCP service.

New sites should only be approved if they meet the Authority's adopted criteria. Consultation should take place to check whether any changes to the highway are planned.

Any necessary measures, such as warning signs, must be installed before the site becomes operational.

#### **4.3 Reviewing Existing Sites**

Managers should introduce a system of regular reviews of all existing SCP sites. It is recommended that sites are reviewed when circumstances change (for example, school closure, road or traffic changes, retirement). Introducing a Safer Routes to School project or a traffic management scheme should also prompt a review. In addition, Authorities should review their sites regularly: at least once every two years.

A review may suggest that an SCP site should be replaced by other measures, such as a light-controlled crossing, particularly where the Authority has previously chosen to authorise a Patrol site on a road with a speed limit of over 40 mph.

Managers should review the sites against the Authority's adopted criteria and conduct a fresh risk assessment.

**Best Practice**

SCP sites should be reviewed when circumstances change (for example, a school closure, SCP retirement, resignation or a new local traffic scheme). Sites should be reviewed against the Authority's adopted criteria.

#### **4.4 Disestablishing Sites**

A review may reveal that a site no longer meets the Authority's criteria or that it has been vacant for a long period and it has proved impossible to find someone to work as an SCP at the site. In this case, the Authority may decide to disestablish the site.

Sometimes, a site may be disestablished because it is being replaced by a zebra or light controlled crossing or other engineering measures, or by changes related to a Safer Routes to School project.

Experience has shown that in some Authorities, when a new light controlled facility is provided at a location where an SCP is working, the SCP remains for a period of time to ensure that children and parents are using the facility correctly and issues publicity material. Then the SCP can be moved to another location where no other facility is available. However, there may be exceptional circumstances whereby the SCP is required to remain.

A decision to disestablish an SCP site may generate concern and criticism from the school, parents, elected members or the local media. Therefore, it is important that managers are able to clearly explain the objective basis on which the decision has been taken.

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If a decision is taken to disestablish a site and the SCP working on the site is approaching retirement, it would be prudent to delay the disestablishment until the SCP has retired.

If an SCP is working at the site, managers should consider whether it is possible to relocate the SCP to a different site.

**Best Practice**

SCP sites should only be disestablished following a review, and the reasons should be clearly explained. Where possible, SCPs should be reallocated to another site.

**4.5 Sponsored School Crossing Patrols**

As stated in Part 1 Sections 1.1 and 1.2, 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. (see also Part 1 Section 2.1).

Information on the use of external funding for the SCP Service or individual sites can be found in the SCP Service Survival Guide – available from the member's area of the Road Safety GB website.

**4.6 Safer Routes to School**

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. As stated in Part 1 Section 4.5 even in this case, SCPs must be trained and managed by the SCP service of the appropriate Authority.

## 5.0 SELECTION AND APPOINTMENT

### 5.1 General

Section 26 (3) of the Road Traffic Act 1984, as amended by the Transport Act 2000 and the Transport (Scotland) Act 2001, states that Authorities have a “duty to satisfy themselves of the adequate qualifications of persons appointed to patrol, and to provide requisite training of persons to be appointed”.

Therefore, the process of recruiting, training and supervising SCPs must be carefully considered. Managers should consult their human resources or personnel department and follow the Authority’s recruitment and equal opportunities policies and procedures.

### 5.2 Recruitment

Recruitment is a major problem facing many SCP services and there are many localities where the service is seriously understaffed. However, even when there is a recruitment shortage, it is important the suitability of potential SCPs is carefully assessed.

Recruits may be sought from various sources:

- Word of mouth, letter or leaflets distributed in the school or local community
- Job centres
- Authorities’ newsletter
- Adverts in the local press
- Local shops and libraries
- Authority and other websites
- Social media

Where an Authority uses a recruitment agency the appointment, training and management of SCPs should remain with the SCP service.

The recruitment process should be as simple as possible so potential SCPs are not deterred and to ensure that resources are used cost-effectively. However, minimum documentation is necessary which should, at least, include a basic application form, job description and person specification, medical questionnaire, Disclosure and Barring Service check and references. (See Appendices 2, 3 and 4)

Please ensure you consult with your HR advisors regarding legislation surrounding Safeguarding Children.

#### **Best Practice**

An appropriate recruitment process to assess the suitability of potential SCPs must be in place. Managers should consult their human resources or personnel department and follow the Authority’s recruitment and equal opportunities policies and procedures.

### 5.3 Interviews

Interviews should follow the Authority’s recruitment policies (which may include issues such as managing diversity, safeguarding children, equal opportunities and racial awareness). Suitable and convenient place for interviews include the Council’s offices, a local school or community centre. Interviews should not be conducted in applicants’ homes, as this could raise concerns about discrimination against candidates based on their surroundings, and other serious allegations against the interviewer.

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Interviews should have at least two interviewers, and a “standard” interview procedure should be in operation that includes an interview checklist and a person specification. Interview records must be kept, including copies of interview checklists, other relevant notes and the result of the interview. Unsuccessful applicants have the right to ask why they were unsuccessful.

**Best Practice**

Interviews should be conducted according to a formal interview procedure, including the use of an interview checklist. Interviews should have at least two interviewers, and interview records must be kept.

#### **5.4 Vetting Applicants**

Applicants for SCP posts must be vetted. Managers should find out and follow their Authority’s policies and procedures about vetting applicants by the Disclosure and Barring Service (DBS) or Disclosure Scotland.

Authorities are able to use these services to help find out whether successful candidates have a background that might make them unsuitable to be an SCP. The Authority will have a supply of application forms. The person to whom the Disclosure relates must always consent to the check being carried out.

The regular, unsupervised contact SCPs have with children means their work should be treated as regulated activity (however managers should check with their own authority to make sure this is the case locally). SCP posts, therefore, need DBS clearance before they start work. This procedure should ideally be carried out every three years.

Registered organisations must have written policies on recruiting ex-offenders to ensure that all disclosure information is used fairly and sensibly to avoid unfair discrimination.

Further details about the DBS are available on <https://www.gov.uk/government/organisations/disclosure-and-barring-service/about> . Disclosure Scotland can be contacted on 0870 60 96 006 and [www.disclosurescotland.co.uk](http://www.disclosurescotland.co.uk).

Current legislation must be followed at all times.

**Best Practice**

Applicants must be subject to a Disclosure and Barring Service or Disclosure Scotland check before appointment and these must be carried out every three years.

#### **5.5 Medical Fitness**

Managers must adhere to their Authority’s Occupational Health policies and procedures. SCPs must be medically fit to carry out their duties. All SCPs must undertake a medical assessment before starting work. A medical examination may also be required. The Occupational Health Adviser must know and understand the physical needs of the post.

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SCPs must report any changes in their fitness to carry out their duties to their Supervisor or Manager. It must be made clear to applicants at the time of appointment that an SCP may be called in for medical review at any time. It is recommended that Occupational Health assessments are carried out at the road side, ideally at the patrols' own location. This procedure must be included in their appointment letter.

SCPs must also tell their Supervisor as soon as practicable if they have any concerns about their fitness to carry out their duties.

**Best Practice**

Managers should establish a process to assess the medical fitness of SCPs.

SCPs must pass a pre-employment medical examination before starting work. It must be made clear to SCPs on appointment that they may be called in for medical review at any time and that this procedure must be included in their appointment letter. It is recommended that Occupational Health assessments are carried out at the road side, ideally at the patrols' own location.

SCPs must also tell their Supervisor as soon as practicable if they have any concerns about their fitness to carry out their duties.

**5.6 Age Limits**

To comply with the European Employment Directive, the UK introduced changes to laws governing employment and ages in October 2006. In essence, it is now unlawful to discriminate against someone because of their age.

Managers should consult their human resources department to ensure they comply with the Authority's policy. Managers should also check whether the Authority's insurance policy imposes any limits. See Part 1 Section 2.7.

**Minimum Age**

The Management of Health and Safety At Work Regulations 1999 require that employers assess risks to young people (defined as someone above compulsory school age but under 18 years old) before they start work.

Employers must ensure that young people are protected from risks:

*“which are a consequence of their lack of experience, or absence of awareness of existing or potential risks or the fact that young persons have not yet fully matured”. The risk assessment must take “particular account” of “the inexperience, lack of awareness of risks and immaturity of young persons”.*

Therefore, Authorities that employ people under the age of 18 years as SCPs must ensure that their risk assessment specifically considers whether they are able to conduct the duties of an SCP safely, and whether extra training and supervision is needed.

Further advice about employing people under the age of 18 years is available from the HSE at <http://www.hse.gov.uk/youngpeople/>

### **Retirement Age**

Everybody has to retire at some point and a person's health, fitness and ability to perform the duties of an SCP does decline gradually with increasing age (although not at a predictable or uniform rate). There is, however, no retirement age.

See Part 1 Section 2.7 about insurance for SCPs.

#### **Best Practice**

Managers must be guided by their own Local Authority policy on this issue.

Where SCPs under the age of 18 years are employed, managers should ensure they follow the HSE Guidance on employing young people.

### **5.7 References**

References must be obtained and kept for each successful applicant according to the Authority's policy. Applicants must only be appointed subject to the receipt of satisfactory references.

#### **Best Practice**

SCPs must only be appointed subject to DBS check, two satisfactory references and medical clearance.

### **5.8 Contracts and Statement of Particulars**

SCPs must be given an appointment letter or Statement of Particulars that should be for the service and not for the location at which they work. This will allow an SCP to be moved to a different site if necessary. They should also be issued with a Code of Practice setting out the Authority's policies and practice for the service.

## **6.0 OPERATIONAL PROCEDURES**

### **6.1 General**

All SCPs must be trained. Section 26 of the Road Traffic Regulation Act 1984, as amended by the Transport Act 2000 and the Transport (Scotland) Act 2001, places a duty on the Authority “to provide requisite training” for its SCPs.

It is essential to have a well-planned and executed training programme for SCPs. The behaviour of SCPs at their sites, the manner of stopping traffic and marshalling pedestrians safely across the road is the essence of the SCP service. It is important to remind SCPs that other than in an emergency situation it should not be necessary for them to have any physical contact with users of their crossing. It is recommended Local Authorities provide SCPs with a handbook explaining the detail of the service and that SCPs sign a receipt. It is also recommended that an annual training seminar for SCPs is held to discuss general issues and raise items of common concern and interest.

The following sections give general guidance on some training issues that often arise. More comprehensive advice is given in the SCP training DVD and accompanying leaflet “Welcome to the SCP Service”, available from Road Safety GB.

### **6.2 Working at a Crossing Location**

It is important to ensure that SCPs are decisive when indicating they wish to stop a vehicle and they should be trained to make eye contact with a driver where possible. However SCPs should never assume that a driver has seen them or will stop for them. SCPs should use their sign from the pavement to tell drivers they must stop (see figure 1 on page 26). In busy traffic SCPs must not step into the road until they are sure that approaching vehicles are stopping. Where there are suitable gaps in the traffic flow SCPs may step into the road if it is safe, with the sign upright and clearly displayed.

Whenever possible, SCPs should avoid stopping large vehicles for example buses and lorries, as they can take much longer to stop. Don't stop emergency vehicles if they have their blue lights on. SCPs should be aware of, and look for, motorcyclists or cyclists, which may approach the crossing point on the inside or outside of a lane of traffic that has stopped.

### **6.3 School Crossing Patrol Uniform and Sign**

The uniform provided must be worn whenever an SCP is on duty and at no other time for any other purpose. The ‘authorised sign’ provided must be carried and displayed whenever an SCP crosses people over the road even when working with light controlled facilities

It is important to stress that an SCP is only legally entitled to stop traffic when the correct uniform is worn and approved sign is displayed. Supervisors must direct their SCPs that uniforms must be fastened to give maximum warning of their presence in the carriageway. (See also Part 1 Section 2.8)

There have been several Court cases where the way the sign has been displayed by an SCP has been challenged. The guidance has, therefore, been developed based on case law.

The SCP must hold the sign so it is displayed full-face to motorists. The SCP should stretch the other arm straight out to the side as a further indication to traffic to stop. The SCP must always display the sign so motorists can read the word ‘STOP’ and see the child symbol clearly.

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SCPs must keep the sign upright until they return to the pavement, and then stand away from the kerb edge, so motorists are not confused. Fig 1 shows an SCP gathering pedestrians with the sign held parallel to the kerb, this also helps to keep pedestrians under control before the crossing manoeuvre begins.

SCPs must not use hand or arm signals to control traffic. In extreme weather (such as high winds) and if the SCP has difficulty holding the sign, then it is recommended the SCP crosses with the pedestrians but does not signal to drivers to stop, see Appendix 17 for a policy on operating in adverse weather conditions.

### School Crossing Patrols



Figure 1. School Crossing Patrols using the pole to control pedestrians and give instruction to traffic as depicted in the Highway Code.

**Case law:**

Hoy v Smith (1964)

The sign must be displayed so traffic can read the words 'Stop Children', but it need not be precisely at right angles to the kerb.

Franklin v Langdown (1971)

There is a duty not to pass the crossing place while the sign is displayed, whether children are crossing or not.

Wall v Walwyn (1973)

Once a sign is properly displayed by an SCP, a driver must stop and cannot continue until the sign is removed.

**Best Practice**

Only SCPs who have been trained and judged to be competent should be allowed to work. Retraining sessions should be conducted regularly. It should not be necessary for SCPs to have physical contact with anyone using their crossing unless there is an emergency situation. Patrols should be trained to make eye contact with drivers where this is possible, however they should never assume that a driver has seen them or will stop for them.

**6.4 Working at Light Controlled Signal Crossings** (puffins, pelicans, traffic light junctions, toucans etc.)

SCPs and light-controlled crossings fulfil the same purpose (they stop traffic so pedestrians may cross the road safely) and, therefore, having both in place at the same site is a duplication of resources and may be confusing for drivers.

SCPs should not be located on light-controlled crossings unless there are exceptional circumstances such as poor driver behaviour (for example red light running), large groups of children crossing or concern about the children's age and ability to use the facility correctly. Local road safety enforcement, education or pedestrian training at the school in question may help to address these concerns.

Some Authorities have SCPs who work on light-controlled crossings. In many cases, the SCP predated the crossing and was kept when the light-controlled crossing was installed. See supporting document "Guidance for patrols who work on Light Controlled Crossings" for further information.

Where an Authority introduces a new light-controlled crossing at an SCP site, it may be helpful for the SCP to remain at their post for a while to ensure that children and parents use the facility correctly. The SCP may also give out publicity material. Once everyone understands how the new light-controlled crossing works, the SCP may be relocated to a different site.

When SCPs work on light-controlled crossings, they must step off the kerb and take their position in the road while the red light is showing for traffic, so they do not confuse drivers. SCPs must use the lights to stop traffic, **and must also display their sign.**

Further Guidance for patrols that work on light controlled crossings can be found on the Road Safety GB website, SCP section.

**Best Practice**

It is not necessary for SCPs to work on pelican, puffin or toucan crossings (unless there are exceptional circumstances), as they are, by definition, safer crossing facilities. However, where they do work on such crossings, SCPs should be specifically trained how to do so. They must use the crossing's lights to stop traffic and display their SCP sign as normal.

### **Puffin Crossings**

It is important to ensure that SCPs working with this type of crossing understand how they operate. The detectors sense pedestrians who are crossing or waiting to cross. Therefore, SCPs need to position themselves accordingly, because if they do not stand in the correct zone after they have pressed the button, the facility will not come into operation. The detectors also automatically extend the red traffic signal to give pedestrians time to finish crossing, however, there is a time limit and managers should discuss the time setting of the facility with the Authority's traffic engineers.

### **Working on Pedestrian Islands (Central Refuges)**

At some places where wide roads are divided by central refuges or dual carriageways by central reservations, crossing procedures can only be carried out in two stages and pedestrians must wait in the centre until the SCP has stopped the traffic on the other half of the road. However, sometimes the central refuge or reservation is not large enough to contain a group of pedestrians, in which case, the crossing procedure will need to be completed in one action. In some locations two SCPs are needed and they will have to work together to control this situation. Supervisors should judge the number of SCPs needed based on the capacity of the refuge and the volume of pedestrians and traffic.

On roads where there is a speed limit of over 40mph, providing an SCP is considered to be inappropriate, and providing a light-controlled facility is recommended instead.

## **6.5 Working at Zebra Crossings**

SCPs who work on zebra crossings should follow their normal working procedure, using the sign to stop drivers.

### **Best Practice**

SCPs who work on zebra crossings should work normally.

## **6.6 Accidents or Incidents at a Crossing Location**

Training should include an agreed course of action and protocol with the Police about incidents at SCP locations within their Local Authority area. Appendix 6 shows an example of a protocol.

SCPs should be given a supply of incident cards or a notebook to note down the name of witnesses and the details of any vehicles when an incident occurs.

Training should also be provided to help SCPs respond to possible violence and aggression. See Appendix 16.

### **Best Practice**

SCPs should be aware of the agreed protocol for reporting accidents or incidents at their site.

## **6.7 Remedial Action**

If supervision reveals problems with the standard of work, the Authority must take appropriate action to correct all such problems. This may include discussions with the SCP or retraining. An example supervision checklist is provided in Appendix 5.

**6.8 Use of surveillance cameras**

Authorities considering using surveillance cameras either mounted on the 'STOP' sign or elsewhere should refer to the guidelines for their use. These can be found within the member's area of the Road Safety GB website.

**6.9 Parking problems on and around the crossing site**

Patrols should avoid getting involved with parking problems and issues in the area around their site as this can lead to distraction from their duties and conflict with drivers. The patrol can politely ask someone obstructing their crossing to move their vehicle but shouldn't get into arguments or discussions about this. If parking problems persist the matter should be referred to their supervisor.

**6.10 Gifting**

The giving of sweets, gifts and presents to individual children is not at all acceptable. It can cause resentment between children and families and could be construed as favouritism. To help schools, teachers and parents avoid the upset this could create patrols should be instructed to refrain from giving individual gifts to children. In addition to this patrols cannot know whether or not a child has a particular allergy to certain foods. Any gifting of class sweets etc. should be made directly to the school and not the individual child.

**6.11 Patrols accompanied on site by other people**

When on duty a patrol must not be accompanied by friends, family members or any other person whilst they are at work. As part of the pre-employment check process patrols are required to undergo a DBS check to ensure they are a suitable candidate to work with children. At no point during the session should another person be present as this can cause unnecessary concern to parents, children and schools.

**6.12 Safeguarding**

Safeguarding is everyone's responsibility and the health and safety of young people must be taken seriously. Patrols are eyes and ears in the community and are in a position to notice changes in the children and others they see on a day to day basis that may indicate they are at risk of harm. It is essential Patrols receive at least awareness training on safeguarding issues and be clear what course of action they should take if they suspect a child, young person or adult may be at risk.

## **7 SUPERVISION**

### **7.1 General**

Supervision is a vital part of an effective, efficient and professional Service. It enables an Authority to ensure that standards of operation are maintained, and provides an essential human point of contact between SCPs and their employers.

Authorities should supervise their SCPs regularly, and at intervals of not less than twice a term. Supervision should be conducted by staff employed as SCP Supervisors or by Road Safety Officers.

Initial careful supervision after appointment should be conducted, followed by further, regular supervision. Robust supervision is recommended, but managers should be aware of the Regulation of Investigatory Powers Act 2000, which limits the use of covert observation. SCP managers are advised to liaise with their Authority's human resources or personnel departments for guidance. If used, SCPs must be advised that covert supervision may be conducted from time to time, although the exact times and dates should not be announced. Incidental supervision may also be used, although it is never enough as the main, or sole, supervisory activity.

Supervisory visits must include a discussion with the SCP and must be recorded and the records should be accessible to the Service Manager. They will be more useful if they contain (positive or negative) written comments. Negative comments must be followed by explanatory notes and remedial action. All information recorded and held must comply with the requirements of the Data Protection Act.

Supervisors must have the use of a car and a telephone and answer-phone service for which appropriate allowances must be paid. Supervisors and mobile SCPs should have access to mobile phones for personal safety and security reasons. Authorities may have their own policies on this.

Ideally, Supervisors should live in the general area where the SCPs for which they are responsible are deployed. In rural districts (or areas where significant distances must be travelled) the workload should be adjusted so each supervisor has the opportunity of visiting each SCP site not fewer than twice during each school term.

Supervisors should preferably take their annual leave during the school holidays, be available from 07.30 each school day and on stand-by should the need arise.

Supervisors must ensure that any young people (under 18) employed as SCPs are protected from risks that are a result of their lack of experience. Please see section 5.6 for further information on 'The Management of Health & Safety At Work etc. Regulations 1999'.

### **7.2 Training of Supervisors**

Wherever possible, regions should hold regular meetings for SCP Supervisors or Managers to develop a network of contacts and allow an exchange of information, ideas and support between Authorities. The groups may also want to consider working together to develop publicity campaigns and other schemes where there may be financial benefits to buying in larger quantities. Regional meetings can also be used as training and personal development forums for Supervisors and Managers where relevant topics appropriate to the service can be discussed. (See supporting document "Training for Managers and Supervisors" available on the Road Safety GB website, SCP page in the member's area, for further information).

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**Best Practice**

All SCPs should be supervised regularly and monitored at least twice a term, and written records kept.

## SUMMARY OF BEST PRACTICE

### **Parental Responsibility**

The Authority's policies should make it clear that parents are responsible for ensuring their children are able to travel to school safely, whether or not the Authority is able to provide safer routes or safer crossing facilities. Sites should be established, using the Authority's adopted criteria, based on the number of children walking to and from school and traffic flows at the site in question.

### **Responsibility for the Service**

The SCP Service should be operated and managed by one department only, namely the department responsible for Highways, Traffic and Engineering.

### **Staffing**

Authorities should ensure that satisfactory staffing levels to provide and supervise a safe and efficient SCP service are maintained. A ratio of one Supervisor for every 40 SCPs is recommended, depending on the geographical area the Supervisor covers.

### **Administrative and Clerical Support**

Efficient and effective administrative and clerical support should be available to ensure a quick and appropriate response to all problems that may arise.

### **Insurance and Indemnity**

Managers should get written confirmation that their insurance or indemnity policy applies to the SCP service under the conditions that it is conducted. Managers should confirm whether the Indemnity policy applies to all employees regardless of age. SCPs should be advised about the option of personal accident insurance, if available. Managers should confirm that SCP staff who use their vehicles for work purposes have appropriate motor insurance cover.

### **Uniform**

SCPs must be provided with, and wear while working, high visibility garments complying with both the Home Office Circular 3/1989 and BS EN ISO 20471:2013 which replaced EN 471. It is recommended that authorities use uniforms meeting the standards in the proposed revised Home Office Circular (see appendix 13) Supervisory staff must ensure that SCPs always wear their full uniform, including hat when on duty and that the coat is fastened. Supervisory staff must ensure that SCPs fully understand that, to comply with the law, they must wear their full uniform of coat and hat and use the approved sign.

### **Advanced Warning Signs**

Advanced Warning Signs and Flashing Amber Warning Lights (if applicable) should be installed at SCP sites.

### **School Crossing Patrol Sign**

SCPs must be made aware they have no legal authority to stop traffic without their sign. Guidance should be given for those occasions when a sign is not available.

### **School Liaison**

Good liaison arrangements with schools, the local community and other relevant Authority departments are essential.

### **Site Specific Risk Assessment Monitoring**

Ensure that you have documentary evidence that proves patrols have been instructed and trained adequately to carry out a dynamic risk assessment at the start of each duty period. Not having documentary evidence may make it difficult for an authority to prove in court that they have met their legal health and safety duties.

### **Risk Assessment and Risk Management**

A risk assessment should be conducted and recorded regularly, following the policy of the Authority. A generic risk assessment for the Service should be conducted and reviewed yearly. Specific risk assessments for each SCP site should also be conducted and reviewed yearly.

The Authority must also carry out risk assessments for mobile SCPs and Supervisors or anyone else who drives during their duties.

### **Vacant Sites**

An efficient system for telling schools when a site is unexpectedly vacant should be in place, and all relevant staff should be aware of the necessary procedures. Where possible, a standby SCP should be provided for at least the time it takes to alert all schools and parents who are affected.

### **Accident and Incident Management**

Clear accident and incident procedures should be in place and should be included in the SCPs' training. The procedures should cover accidents and incidents such as harassment, and drivers who fail to stop. All such incidents should be reported to the SCP Supervisor, and the Authority should keep records.

### **Application for an SCP Site**

Applications for providing an SCP should be assessed, according to the criteria in the National Guidelines or the Local Authority's adopted criteria, if different, as quickly as possible.

### **Approving New Sites**

The power to approve new SCP sites should be delegated to the Manager of the SCP Service.

New sites should only be approved if they meet the Authority's adopted criteria. Consultation should take place to check whether any changes to the highway are planned.

Any necessary measures, such as warning signs, must be installed before the site becomes operational.

### **Reviewing Existing Sites**

SCP sites should be reviewed when circumstances change (for example, a school closure, SCP retirement or a new local traffic scheme). Sites should be reviewed against the Authority's adopted criteria.

### **Disestablishing SCP Sites**

SCP sites should only be disestablished following a review, and the reasons should be clearly explained. Where possible, SCPs should be reallocated to another site.

### **Recruitment**

An appropriate recruitment process to assess the suitability of potential SCPs must be in place. Managers should consult their Human Resources or Personnel Department and follow the Authority's recruitment and equal opportunities policies and procedures.

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**Interviews**

Interviews should be conducted according to a formal interview procedure, including the use of an interview checklist. Interviews should have at least two interviewers, and interview records must be kept.

**Vetting**

Applicants must be subject to a Disclosure and Barring Service or Disclosure Scotland check before appointment and these must be carried out every three years.

**Medical Fitness**

Managers should establish a process to assess the medical fitness of SCPs. SCPs must pass a pre-employment medical examination before starting work. It must be clear to SCPs on appointment that they may be called in for medical review at any time and that this procedure must be included in their appointment letter. It is recommended that Occupational Health assessments are carried out at the road side, ideally at the patrols' own location. SCPs must also tell their Supervisor if they have any concerns about their fitness to carry out their duties during the annual site-specific risk assessment monitoring procedure.

**Age Limits**

Managers must be guided by their own Local Authority policy on this issue.

Where SCPs under the age of 18 years are employed, managers should ensure they follow the HSE Guidance on employing young people.

**References**

SCPs should only be appointed subject to DBS check, two satisfactory references and medical clearance.

**Training**

Only SCPs who have been trained and judged to be competent should be allowed to work. Retraining sessions should be conducted regularly. It should not be necessary for SCPs to have physical contact with anyone using their crossing unless there is an emergency situation. Patrols should be trained to make eye contact with drivers where this is possible, however they should not assume that a driver has seen them or will stop for them.

**SCPs Working on Light-Controlled Crossings**

It is not necessary for SCPs to work on pelican, puffin or toucan crossings (unless there are exceptional circumstances), as they are by definition, safer crossing facilities. However, where they do work on such crossings, SCPs should be specifically trained how to do so. They must use the crossing's lights to stop traffic and display their SCP sign as normal.

**SCPs Working on Zebra Crossings**

SCPs who work on Zebra Crossing should work normally.

**Accidents and Incidents**

SCPs should be aware of the agreed protocol for reporting accidents or incidents at their site.

**Supervision**

All SCPs should be supervised regularly and monitored at least twice a term, and written records kept.

## Part 2 – Criteria for Establishing School Crossing Patrol Sites

### 1.0 BACKGROUND

#### 1.1 The Need for Criteria

When the SCP service was first set up few guidelines were available to those who were responsible for its operation and management. Nor was advice provided by any of the Government departments. Most decisions were based on one (or more) person's views of the safety or danger of sites.

No matter how skilled the Manager, the situation had the potential for unsound decisions to be made and was unprofessional. Sites that were justified might well be refused an SCP, whereas sites that did not justify one could well have SCPs approved.

These criteria are not meant to be prescriptive, and managers should make their own informed decisions appropriate to their local circumstances and policies.

#### 1.2 Development of the Criteria

Criteria were developed which incorporated elements from the existing proven and widely adopted criteria for assessing potential zebra and pelican crossing sites. The SCP criteria used the  $PV^2$  formula as its basis (P = Number of Pedestrians, V= Number of Vehicles)

The relationship  $PV^2$  provided a measure of both the potential conflict and the delays experienced by pedestrians. It also accounted for the need to help small numbers of pedestrians to cross roads safely when traffic flows were heavy and the delays long; and conversely, large numbers of pedestrians when traffic was lighter and the delays shorter.

The criteria also incorporated factors to reflect the special conditions at sites during school opening and closing times when the numbers of child pedestrians were concentrated over a fairly short period of time. Environmental differences between sites and the varying levels of traffic awareness between children in rural areas and those in large urban areas also needed to be considered.

A series of 'Adjustment' factors was produced based on examples of known site conditions (other than the basic vehicle and pedestrian flows). The criteria were tried out at a series of 80 existing sites, and have been used (often with local amendments) by most Authorities for many years.

## **2.0 GUIDELINES FOR TRAFFIC AND PEDESTRIAN COUNTS**

### **2.1 INTRODUCTION**

2.1.1 Flows of child pedestrians (P) crossing the road on their way to and from school are generally concentrated into short periods of time. The heaviest pedestrian and vehicle flows usually occur during morning journeys between 08.15 and 09.15. Because of this, site surveys should generally be conducted during this period, unless it is proven that the afternoon period is busier, in which case counts should be carried out during that period.

2.1.2 Surveys must be site specific, taking into account the start and finish times and relevant activities of the school(s) served by the SCP. Data should be recorded in 5-minute consecutive periods. This procedure is described in detail on page 37.

### **2.2 CRITERIA**

The procedure for determining whether an SCP site is justified comprises six parts:

1. Count of pedestrians and vehicles.
2. Calculation of PV<sup>2</sup> Rating.
3. Comparison with adopted criteria threshold level.
4. Consideration of 'Adjustment Factors' and selection of 'Multipliers' (where appropriate).
5. Recalculation and recheck against the adopted criteria threshold level.
6. Consideration of additional facilities (e.g. zebra and light-controlled crossings – where heavy traffic flows or speeding exist).

Often it will be unnecessary to continue beyond Part 3 of the procedure, as there will often be a clear indication about whether an SCP Site can be justified. Use the graph provided at page 39 to carry out an initial check about the viability of the SCP Site:

- a. Sites that fall within area "A" justify a SCP site without any further investigation.
- b. Sites falling within area "B" need further investigation.
- c. Sites that fall within area "C" will not usually warrant further investigation unless there are exceptional circumstances attached to the Site.
- d. Sites that fall within area "P" need special consideration because traffic flows are so heavy they create major difficulties for an SCP to work safely. Within this area additional facilities (such as pedestrian crossings) may be justified.

## 2.3 PROCEDURE – PART ONE

### Pedestrian and Vehicle Count

- 2.3.1 Sites having fewer than 15 children (P) crossing the road in the busiest 30-minute period should not be considered for establishing an SCP. It is important to check the policy of your own organisation. Based on specific circumstances, Authorities may choose to set a lower minimum number of children.
- 2.3.2 A classified count should be taken at the Site to identify the busiest 30-minute period, recording child pedestrians (P) and vehicles (light vehicles, large goods vehicles and PCUs and cycles).
- 2.3.3 It is recommended the traffic counts be recorded as 'passenger car' equivalent values (PCUs), by using the following multiplication factors:

<b>Passenger Car Units (PCUs) for Recording Purposes</b>	
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

If an automatic vehicle counter is used that does not provide vehicle classification data, then some observation of the traffic flow and composition will be needed.

- 2.3.4 The count should include child pedestrians who attend an educational establishment and who cross the road at the time of the heaviest traffic flow (normally during the morning peak). Record the numbers of children (P) who cross the road at (for existing staffed sites) or within 50 metres of the site (for unstaffed or new sites).

## 2.4 PROCEDURE PART TWO: CALCULATION OF PV<sup>2</sup> RATING

PLEASE NOTE – all values used in the calculation must be taken from the same 30-minute (6x5 minutes) busiest period.

- 2.4.1 Having collected all the necessary data from the site, the calculation PV<sup>2</sup> must be completed. Below is a checklist of the main points to be considered:
- Identify the busiest consecutive 30-minute period (note that vehicles form the most significant part of the equation).
  - Calculate the total of child pedestrians (P) and multiply it with the square of the total number of PCU equivalents (V<sup>2</sup>) from the same consecutive 30-minute period to provide the product PV<sup>2</sup>.

## 2.5 PROCEDURE – PART THREE

### Comparison with Adopted Criteria Threshold Level

- 2.5.1 If a  $PV^2$  of greater than 4 million is achieved, an SCP location can be justified. The graph on page 39 shows whether a site immediately justifies a SCP or if it needs further investigation or measures other than a SCP.

**Example (i):**

200 children (P) and 250 vehicle equivalents (V) in the same consecutive 30-minute period, multiplied together in the form  $PV^2$  produces point 'X' on the graph. The point is within area 'A', exceeding the required threshold value of  $4 \times 10^6$  and justifying the establishment of an SCP site. There is no need for further site assessment, or mathematical calculations.

**RESULT**

Site can be justified.

**Example (ii):**

300 children (P) and 100 vehicle equivalents (V) in the same consecutive 30-minute period, multiplied together in the form  $PV^2$  produces point 'Y' on the graph. This is within area 'B' [between lines (1) and (2)], not achieving the threshold level and not justifying the establishment of an SCP site at this stage. Reference should be made to Part 4 of the criteria in order to re-assess whether the site can be justified.

**RESULT**

Site NOT immediately justified – further investigation needed using Adjustment factors.

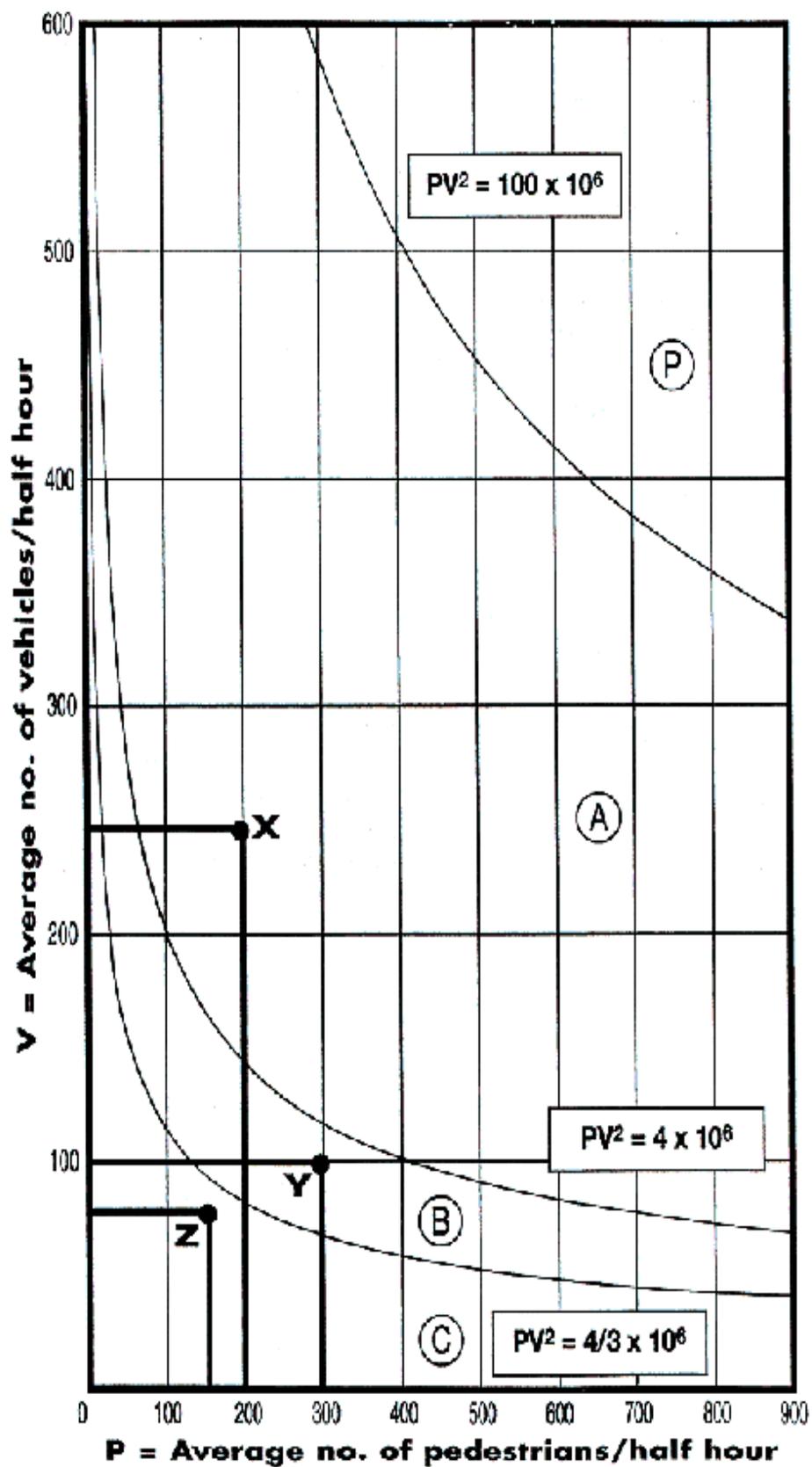
**Example (iii):**

150 children (P) and 75 vehicle equivalents (V) in the same consecutive 30-minute period, multiplied together in the form  $PV^2$  produces point 'Z' on the graph. This is within area 'C' [below and to the left of line (2)], not reaching the threshold level and almost certainly not justifying the establishment of an SCP site.

**RESULT**

Site NOT justified.

Should extreme pressure be applied for the provision of an SCP at this site, Part 4 of the criteria may be applied to verify the position.



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**Action Chart – Checking SCP Site Viability (using Graph)**

Position of Point	<b>Action to be taken</b>
<b>Area 'P'</b>	Crossing facilities justified  (It is recommended a light controlled crossing be considered)
<b>Area 'A'</b>	SCP site justified  (Recommended establishment of SCP site)
<b>Area 'B'</b>	SCP site not justified at initial assessment  (Apply Part 4 of the procedure to verify the position)
<b>Area 'C'</b>	SCP site definitely not justified at initial assessment  (Apply Part 4 of the procedure if exceptional circumstances exist)

## **2.6 PROCEDURE – PART FOUR**

### **Consideration of ‘Adjustment factors’ and selection of ‘Multiplier’.**

- 2.6.1 Where the PV<sup>2</sup> criterion threshold level falls within area ‘B’ [between lines (1) and (2)] a detailed site investigation should be undertaken using the list of ‘Adjustment Factors’ below.
- 2.6.2 The adjustment factors quantify the ‘environmental’ considerations to be used in assessing the potential risks at the proposed site. Each item must be assessed objectively and appropriate factors assigned.
- 2.6.3 Once the number of adjustment factors has been decided, the appropriate multiplier should be obtained from the table of 10% Compound Multipliers (Page 44).

## **2.7 ADJUSTMENT FACTORS**

The following section highlights environmental factors that may be the cause of potential risk at sites where an SCP already exists or is proposed. Some or all of these may be true for the site under consideration.

Accurate site assessment makes it possible to check each of the items on the following list and establish how many adjustment factors should be allocated (factors being assigned according to the level of difficulty). Using the final total of adjustment factors it is possible to determine a compound multiplier (from the table), which is then used to uprate the original PV<sup>2</sup> value to provide a weighted (and more accurate) assessment of the potential risk at the site.

### **Table of Adjustment Factors**

<b>2.7.1</b>	<b>Carriageway Width (single Carriageway)</b>	<b>Factor</b>
	Carriageway width between 7.5 and 10 metres	<b>+1</b>
	Carriageway width in excess of 10 metres	<b>+2</b>
	Footpath width less than 2 metres	<b>+1</b>
	Down gradient steeper than 12.5% (1 in 8)	<b>+2</b>
	Down gradient less than 12.5% greater than 5% (1 in 20)	<b>+1</b>

### **2.7.2 Visibility**

It is recommended that SCP sites are not established on roads with speed limits greater than 40 mph.

<b>85%ile speed of traffic)<sup>1</sup></b>	<b>Visibility (metres)<sup>2, 3</sup></b>	<b>Factor</b>
Travelling between 30 and 40 mph	Less than 50 m	<b>+3</b>
	Between 50 – 75 m	<b>+2</b>
	Between 75 – 100 m	<b>+1</b>
Travelling between 40 and 50 mph	Less than 60 m	<b>+3</b>
	Between 60 – 100 m	<b>+2</b>
	Between 100 – 150 m	<b>+1</b>

<sup>1</sup> To obtain the 85<sup>th</sup> percentile (85%ile) speed of traffic, a record of the speeds of at least 100 free running vehicles will be needed on one visit during the period 08.30 (08.15 if the full operation of an SCP is required) to 09.00 – i.e. the site operation times prior to the start of the **busiest** school day.

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<sup>2</sup> Care must be taken when using these factors, as the distances shown are less than vehicle stopping distance in adverse weather conditions.

<sup>3</sup> If parked vehicles obstruct sightlines or mask children, and it is not possible to prohibit parking, then the visibility criteria from the kerb edge should be applied using a 1 metre eye level.

**2.7.3 Speed**

The formula used is:  $\frac{(85\%ile - 30)}{3} = \text{FACTOR}$

e.g. 36 MPH 85%ile gives  $\frac{(36 - 30)}{3} = +2$

**A negative factor would not be applied.**

Rounding should be applied to factors that are not whole numbers.

**2.7.4 Street Lighting**

None

**Factor**  
**+3**

**2.7.5 Signs, Street Furniture, Trees, etc**

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

**Factor**  
**+1**

**2.7.6 Road Markings**

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.

**Factor**  
**+1**

**2.7.7 Junctions**

If the Site is on a major road and is within 20 metres of a road junction

**Factor**  
**+2**

If the Site is on a minor road and is within 20 metres of a road junction

**+1**

**2.7.8 Accidents**

Accidents involving pedestrians on weekdays within 50 metres of the proposed crossing point.

One point per pedestrian injured per year based on a three-year average.

**2.7.9 Weight of Traffic**

Where pedestrian flows are light, the vehicle flows are heavy and the criteria are not satisfied, then at 800 passenger-carrying units (see table on page 37) per hour (two way, or one way on dual carriageway) it is recommended to add a further +1 factor.

**2.7.10 Age Factors**

Average Age

Primary (up to 11 years)  
Secondary (12+ years)

**Factor**

**+5**  
**+1**

## **2.8 PROCEDURE – PART FIVE**

### **Recalculating the Rating against the Adopted Criteria Threshold Level**

- 2.8.1 Take the 'Multiplier' indicated in the table of '10% Compound Multipliers' and multiply it with the previous threshold rating ( $PV^2$ ). The result of this calculation is the 'New'  $PV^2$  value. Re-check it again with the adopted threshold level.

#### **Worked Examples – using the 'Multiplier' factor**

<b>Example 1</b>	<b>300 pedestrians</b>	<b>100 vehicles</b>		
$V^2$	100 x 100	=		10,000
$PV^2$	300 x 10,000	=		3,000,000

This is less than 4 million and produces point 'Y' on the graph in area 'B'. However, further investigation at the site identified five 'Adjustment Factors' that should be taken into account. By referring to the Table of Compound Multipliers, five factors produce a multiplier of 1.610.

Thus the revised value is  $3,000,000 \times 1.610 = 4,830,000$ . This value exceeds the criteria threshold value ( $4 \times 10^6$ ) and therefore justifies the establishment of an SCP site.

Had only two factors been assigned, the multiplier would have been 1.210 and the revised value  $3,000,000 \times 1.210 = 3,630,000$  (less than 4,000,000).

The provision of an SCP site would not have been justified.

<b>Example 2</b>	<b>150 pedestrians</b>	<b>75 vehicles</b>		
$V^2$	75 x 75	=		5,625
$PV^2$	5625 x 150	=		843,750

This produces a value of 843,750, point Z within area 'C' on the graph, and is very much less than 4 million.

Unless the Site attracts an abnormally large number of Adjustment Factors, it is unlikely that an SCP site could be justified.

## **2.9 PROCEDURE – PART SIX**

### **Consideration of Additional Facilities**

- 2.9.1 Where significant flows of vehicles and/or children are identified at the potential site, other additional facilities may be justified. Assuming that there are no grade separated facilities already available, a zebra or light-controlled crossing should be considered in accordance with the criteria laid down by the DfT.
- 2.9.2 It should be remembered that an important part of the Manager's responsibility as 'employer' is to ensure the safety of their employees (SCPs), the people in their charge and the safety of those who may be affected by their acts or omissions. Therefore, sites which are very heavily trafficked, or deemed

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potentially dangerous by the nature of the road layout or other environmental conditions, may not be safe for the authorisation and siting of an SCP.

**2.9.10 TABLE OF 10% COMPOUND MULTIPLIERS**

<b>No of Factors</b>	<b>Multipliers to be applied to basic PV<sup>2</sup> 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

## Part 3 – Appendices

1. SCP Service Risk Assessments
2. SCP Recruitment Information
3. SCP Training/supervision monitoring record form
4. Training and Retraining Check Sheet
5. SCP Supervision Report Form
6. Incidents and Accidents Protocol
7. Fail to stop assessment
8. Protective Clothing List
9. Site census and count forms
10. Department of Transport letter-SCPs at Pelicans (dated 23/1/92)
11. Department of Transport letter-SCPs at Puffins (dated 5/4/94)
12. Home Office Circular No.3/1989 (dated 16/12/88)
13. Recommended SCP uniform standard (proposed new Home Office Circular)
14. Traffic Signs and Lights at SCP Sites
15. Personal Safety for SCPs
16. Policy for operating in adverse weather conditions.
17. Useful Contacts Addresses

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**APPENDIX 1**  
**SCP Service Risk Assessment**

Risk assessments must be carried out on School Crossing Patrol sites, and the people operating at the crossings. Every authority has their own style and forms for risk assessing, however you should take into account the following information when carrying out risk assessments on the School Crossing Patrol service:

## **Hazards**

**Footpath/road conditions** – road/path surface, kerbs, puddles, leaves etc. Road/path width and layout, central pedestrian refuges, speed limits, number of traffic lanes and other crossing facilities.

**Failure of equipment** – warning lights, traffic lights, SCP sign, uniform and other PPE.

**Sight lines** – obstruction by parking, street furniture, foliage, road layout.

### **Traffic**

**Speed of vehicles** – inappropriate speed, excessive speed, vehicle type (e.g. HGVs).

### **Road works on site**

**Driver behaviour** – fail to stop incidents, aggressive behaviour, vehicle manoeuvring.

**Air quality** – traffic fumes, other pollution, allergies e.g. hay fever

**Animal attack** – insect bite/stings, animal bites and scratches.

**Fitness of Patrol** – poor or deteriorating eyesight, hearing and mobility.

**Patrol behaviour** – failure to adhere to training or not following codes of practice/conduct.

**PPE** – poor or inadequate PPE and its correct use.

### **Lone working**

**Weather** – sun (high UV, low sun reducing visibility), rain, high wind, ice/snow, extreme temperatures.

**Pedestrian behaviour** – bullying/intimidation, distraction.

## **Risks**

**Physical harm** – injury due to slips, trips, falls, being struck by vehicle, physical assault and extreme weather. Disease, illness and injury due to contact with animals and insects. Breathing difficulties due to allergic reactions and poor air quality. Sunburn, sun/heat stroke, dehydration, hypothermia, allergic reactions.

**Mental stress** – due to verbal assault, intimidation and driver/pedestrian behaviour.

**Damage to vehicles/property** – due to traffic collision.

## **Control measures**

Recruitment process and pre-employment checks

Training

Personal protective equipment

Other equipment e.g. warning signs and lights

Monitoring of SCP operation and medical fitness

Site monitoring during supervisory visits and dynamic risk assessment by patrol on a day-to-day basis.

Reporting process for patrols and members of the public.

The Patrols themselves have a large part to play in the risk assessment process, as they need to carry out a dynamic risk assessment each time they go on duty. They need to be aware of their own responsibilities and how to report significant issues that affect themselves and the operation of the site.

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**APPENDIX 2**

**SCP Service – recruitment information**

The following information can be used to help develop job descriptions and specifications in the format required by your authority. It also provides information on the physical requirements and working conditions of School Crossing Patrols to help officers and recruits understand what is expected from those taking on the role.

**Job title:** School Crossing Patrol

**Main purpose:** To stop traffic and ensure the safety of children crossing the road at a designated point between specified times. The discharge of these duties must not be to the detriment of the welfare of other road users.

**Principal duties and responsibilities:**

- To carry out the Council's policy with regard to the SCP Service which includes all Health and Safety procedures, and reporting of accidents and incidents.
- To use all uniform and equipment provided for your safety, the safety of children and all other members of the public, especially when stopping traffic on the highway.
- To maintain control over children who are awaiting your instruction to cross.
- To report any problems or difficulties to the Manager of the School Crossing Patrol Service.
- To be aware of and comply with all relevant codes of practice and provisions in the Highway Code.

**Special factors:**

- This is a term time position requiring holidays to be taken during periods of school closure.
- Good punctuality and attendance are essential otherwise children may be at risk.
- This post is categorised as a regulated activity so therefore is subject to a criminal check being carried out by the Disclosure and Barring Scheme (DBS).
- This post is subject to a satisfactory pre-employment medical.
- The post holder may be required to attend, from time to time, training courses, conferences, seminars or other meetings as required by his/her own training needs and the needs of the SCP Service.

**Physical requirements:**

- To be physically able to move on and off the road. (Average walking speed 3ft per second).
- To be able to work in all weather conditions.
- To be physically fit and able to deal with emergency traffic situations as they relate to the crossing of pedestrians and yourself.
- To be able to operate switches, keys etc. on traffic light control boxes, pedestrian crossings and other equipment.
- To be physically and mentally able to judge and foresee dangerous situations and to be alert and able to respond rapidly.
- To be able to look and see unsafe traffic situations in all directions.
- To be able to hear potential unsafe traffic situations that may be out of immediate vision.
- To be able to hold in one hand the SCP sign, weighing up to 2 kilos, in all weathers.

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**Working conditions:**

- Lone working.
- Required to stand throughout duty period (Average duty time is more than one hour).
- Working conditions may be arduous requiring an SCP to be outside in all weather conditions.
- Exposure to traffic fumes.

The physical requirements and working conditions information may also be used to accompany any medical forms or request for a medical that an SCP or prospective SCP requires. This is to ensure the Occupational Health Professional is aware of the purpose of the job, the physical requirements and working conditions of the post before making a decision about a person's ability to carry out the role of an SCP.

**Job Specification**

<b>Attributes</b>	<b>Essential</b>	<b>Desirable</b>
Qualifications		
Vocational Training		Driving Licence First Aid
Work-related Experience (paid and unpaid)		Previous experience of working with children and/or the public
Specialist Knowledge	Good understanding of road use and traffic awareness	
Job-related Skills	Punctuality Meets physical requirements of the job	
Personal Skills	Dependable Honesty Smart Appearance Good Communicator Good Community Spirit Reliable	
Special Working Conditions	Ability to travel to SCP site Willingness to attend regular health checks where appropriate. Willingness to undergo further training.	Home Telephone / mobile telephone

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**APPENDIX 3**

**SCP SERVICE – EXAMPLE TRAINING/SUPERVISION MONITORING RECORD**

You can use or adapt this example format for use in your own supervision records.

Employee Name: \_\_\_\_\_ Pay No: \_\_\_\_\_

Address: \_\_\_\_\_

Date commenced: \_\_\_\_\_ Permanent/standby: \_\_\_\_\_

Induction discussion date: \_\_\_\_\_ Carried out by: \_\_\_\_\_

**On-Site Training**

Date: \_\_\_\_\_ from: \_\_\_\_\_ to: \_\_\_\_\_ and from: \_\_\_\_\_ to: \_\_\_\_\_

Location point no: \_\_\_\_\_ (Control: Zebra, Pelican, Traffic Lights, Refuge, None)

Method of training: \_\_\_\_\_

Signed: \_\_\_\_\_ (SCP)

Date: \_\_\_\_\_ from: \_\_\_\_\_ to: \_\_\_\_\_ and from: \_\_\_\_\_ to: \_\_\_\_\_

Location point no: \_\_\_\_\_ (Control: Zebra, Pelican, Traffic Lights, Refuge, None)

Method of training: \_\_\_\_\_

Signed: \_\_\_\_\_ (SCP)

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APPENDIX 4**

**SCP SERVICE – EXAMPLE TRAINING AND RE-TRAINING CHECK SHEET**

You can use or adapt this example format for use in your own supervision records.

**SCP Name:** \_\_\_\_\_ **Date Commenced:** \_\_\_\_\_

The above SCP has received training in the duties and responsibilities of an SCP during the following times:

Date \_\_\_\_\_ Times \_\_\_\_\_ am \_\_\_\_\_ pm      Date \_\_\_\_\_ Times \_\_\_\_\_ am \_\_\_\_\_ pm

Date \_\_\_\_\_ Times \_\_\_\_\_ am \_\_\_\_\_ pm      Date \_\_\_\_\_ Times \_\_\_\_\_ am \_\_\_\_\_ pm

Supervisor's Signature: \_\_\_\_\_

**Record of re-training**

Date \_\_\_\_\_ Point No. \_\_\_\_\_ Duration \_\_\_\_\_ Signed \_\_\_\_\_

Date \_\_\_\_\_ Point No. \_\_\_\_\_ Duration \_\_\_\_\_ Signed \_\_\_\_\_

**Comments:**

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**Health and Safety Check**

**Date seen:**

Ability		Sight Lines	
Uniform		Signs	
Sign		Road Markings	
Punctuality		Road Works	
Flashing hazard warning lights		Control Children	
Special Lighting			
Accidents/Incidents			

**Remarks:**

**SCP Guidelines  
Revised April 2018  
APPENDIX 5**

**SCP SERVICE - EXAMPLE SUPERVISION REPORT FORM**

You can use or adapt this example format for use in your own supervision records.

Site No: \_\_\_\_\_

Date: \_\_\_\_\_ Site: \_\_\_\_\_

Name of SCP: \_\_\_\_\_

Schools served: \_\_\_\_\_

Times of Duty: From \_\_\_\_\_ to \_\_\_\_\_

Time Supervisor Attended: \_\_\_\_\_

**Uniform**

Summer coat: \_\_\_\_\_

Winter coat: \_\_\_\_\_

Hat: \_\_\_\_\_

Sign: \_\_\_\_\_

**Site Details:**

**Report on SCP operating:**

Turnout: \_\_\_\_\_

Procedure for crossing children correctly: \_\_\_\_\_

---

Supervision of children: \_\_\_\_\_

Relationship with children, motorists, parents and other members of the public:

---

**SCP Guidelines  
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Punctuality:

\_\_\_\_\_

SCP's comments, requests etc. _____ _____ _____ _____
--

**Additional Report and Comments:**

Manager comments

\_\_\_\_\_  
\_\_\_\_\_

Supervisor : \_\_\_\_\_ (Signature)

Date: \_\_\_\_\_

SCP's signature:

\_\_\_\_\_

Date:

\_\_\_\_\_

School comments/feedback

_____ _____ _____
-------------------------

Further action required (Yes/No)

_____ _____ _____
-------------------------

**SCP Guidelines**  
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**APPENDIX 6**

**SCP SERVICE – INCIDENTS/ACCIDENTS PROTOCOL**

Course of action when an incident or accident occurs at an SCP Location.

Patrol should note as much detail as possible on an incident report form or notebook/paper as soon after the event as they can – this **must** be retained as it could be used as supporting evidence in court.

**SCP obtains:**

- 1) Registration number, make and colour of vehicle
- 2) Description of Driver
- 3) Details of any witnesses

SCP contacts their Supervisor in line with local policy

Supervisor/Manager assesses the circumstances and takes appropriate follow-up action

---

**SCP Guidelines**  
**Revised April 2018**  
**APPENDIX 6(continued)**

**SCP Service – Example Accident/Incident Report**

You can use or adapt this example format for use in your own supervision records

**Information to be completed by SCP Supervisor/Road Safety Officer**

**Name of SCP:**

**Point Number:**

**Location:**

**Authorised Hours:**

1 Details of incident ( <b>please attach sketch</b> )	
SCP signature:	Date:
1. Time of Incident	
2. Date of Incident	
3. Place of Incident	
4. Was the Regular SCP on duty or a Standby?	
5. If no SCP on duty state reason	
6. Was the SCP wearing the correct uniform?	
7. If no state items not worn	
8. Was the Authorised sign displayed correctly?	
9. Are there any warning lights?	
10. Were they working?	
11. Was the weather fine/rain/snow/fog?	
12. Was visibility good/fair/bad?	
13. Was the road surface dry/wet/greasy?	
14. Was the street lighting on or off?	
15. Were the vehicle lights on or off?	
16. Speed limit	
17. Estimated speed of vehicle	
18. Registration No., type, make and colour of vehicle(s)	1.
	2.
	3.
19. Were the Police informed? If so, time and place	
20. Was the accident/incident at a Zebra Crossing/Traffic Lights/Pelican Crossing/Puffin Crossing	
21. If at Traffic Lights/Pelican/Puffin were the lights in favour of traffic?	
22. Was anyone injured?	

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24. Name of injured person (state if SCP)	
25. Address of injured person	
26. Type of injuries (with detail right or left)	
27. Was medical treatment provided?	
28. Date, time, and type of treatment	
29. Who, if anyone, was taken to hospital?	
30. If SCP was injured did he/she resume work immediately after the accident?	
31. Date on which SCP resumed work	
32. Has the accident/incident been recorded in the accident book?	
33. Date(s) of any previous accidents/incidents	
34. Any other driver(s) involved?	Name
	Address
	Registration No., type, colour
	Name
	Address
	Registration No., type, colour
35. Witness(es)	Name
	Address
	Name
	Address
Comments (Supervisor)     Supervisor's Signature ..... Date .....	
Comments (Road Safety Manager)     Road Safety Manager Signature ..... Date .....	

**APPENDIX 7**  
**Fail to Stop Assessment**



**Inactive Phase**

**Not ready to cross.**

SCP to wait near the back of the pavement away from the kerb.



**Green Phase**

**Barrier to prevent pedestrians crossing.**

Gather children at the roadside, checking for approaching traffic.



**Amber Phase**

**Ready to cross pedestrians. Drivers must stop unless unsafe to do so.**

Ready to walk into the road, looking all around. Drivers may still be passing on the offside. At this point you need not report drivers that fail to stop.



**Red Phase – Fail to Stop**

**All drivers must stop**  
Ready to direct children across the road. Drivers that fail to stop must be reported.



**Red/Amber Phase**

**Return to the pavement**  
Drivers must remain stationary until the SCP has reached the pavement. Consider reporting any drivers that move off before the SCP has reached the pavement.

**APPENDIX 8**

**SCP – Example Protective Clothing List**

**Important Notice**

This form should be kept as a record of uniform and equipment issued to:

Name of SCP

Site

The following items of Protective Clothing have been issued to the above named:-

Item	Size	Date	Item	Size	Date	Item	Size	Date
Winter coat			Winter coat			Winter coat		
Summer coat			Summer coat			Summer coat		
Bodywarmer			Bodywarmer			Bodywarmer		
Overtrousers			Overtrousers			Overtrousers		
Ladies hat			Ladies hat			Ladies hat		
Gents hat			Gents hat			Gents hat		
Balaclava			Balaclava			Balaclava		
Gloves			Gloves			Gloves		
Ladies boots			Ladies boots			Ladies boots		
Gents boots			Gents boots			Gents boots		
Sign			Sign			Sign		

Supervisor \_\_\_\_\_ Date \_\_\_\_\_

**To be completed by employee**

I acknowledge receipt of the above item(s)

Signed.....Date .....

Authorised by:

Name

Position

**SCP Guidelines  
Revised April 2018  
APPENDIX 9**

**SCP Service – Example Site Assessment Form**

**School Crossing Patrol Service**

School  Point number

Site  Date

Site times  School times

Time	Cars	Large Vehicles > 7.5 t	Medium vehicles > 3.5 t	Motor Bikes	Push Bikes	Children (11 & under)	Children (11+)
8:15 – 8:20							
8:20 – 8:25							
8:25 – 8:30							
8:30 – 8:35							
8:35 – 8:40							
8:40 – 8:45							
8:45 – 8:50							
8:50 – 8:55							
8:55 – 9:00							
9:00 – 9:05							
9:05 – 9:10							
9:10 – 9:15							

**Observations/comments**

Requested by  Date request received

Recommendation

**SCP Guidelines**  
**Revised April 2018**  
**SCP – Crossing Point Features**

Road width \_\_\_\_\_

Footpath width \_\_\_\_\_

Age of children \_\_\_\_\_

Average group size \_\_\_\_\_ Maximum \_\_\_\_\_

Traffic speed \_\_\_\_\_

Bus stops \_\_\_\_\_

Sight lines \_\_\_\_\_

Light controlled junction \_\_\_\_\_

Pedestrian crossing \_\_\_\_\_

Guard rails \_\_\_\_\_

School or Patrol warning signs/lights \_\_\_\_\_

Parking restrictions \_\_\_\_\_

---

Comments from school \_\_\_\_\_

---

Comments from person requesting \_\_\_\_\_

---

Observations and comments of Road Safety Officer/SCP Supervisor

SIGNED: \_\_\_\_\_ DATE: \_\_\_\_\_

**SCP Guidelines  
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APPENDIX 10**

**Department of Transport Letter  
SCP at Pelicans (dated 23/1/92)**



2 MARSHAM STREET LONDON SW1P 3EB  
TELEX 22221 DIRECT LINE 071-276 6314  
SWITCHBOARD 071-276 3000  
GTN 276

My Ref:

Your Ref:

Mr Tony Rosser  
County Road Safety Officer  
Mid Glamorgan County Council  
Highways and Transportation Department  
Greyfriars Road  
Cardiff  
CF1 3UJ

23 January 1992

*Dear Tony,*

SCHOOL CROSSING PATROLS

I refer to the query you raised at the RoSPA National Road Safety Committee on 25 October last about the use of school crossing signs by school crossing patrols to stop traffic at pelican crossings.

I have now had an opportunity to consult our lawyers. Section 28 of the Road Traffic Regulation Act 1984 defines a "school crossing patrol" as a person authorised to patrol in accordance with arrangements under section 26 of the Act, and makes it clear that a school crossing patrol wearing a uniform approved by the Secretary of State shall have power, by exhibiting a prescribed sign, to require the person driving or propelling a vehicle to stop it.

It therefore appears to us that if a person who is authorised under section 26 escorts children across the road at a pelican crossing, or at other junctions/crossings controlled by traffic lights, but not in accordance with the 1984 Act, then that person has no particular authority and merely relies on the display of lights to control the traffic. The only way of overriding the green light for oncoming traffic and to stop the traffic would be by the school crossing patrol wearing the approved uniform and exhibiting the prescribed sign. This would provide a sanction against drivers because anyone failing to comply with the requirements of section 28(2) would commit an offence under section 28(3). So we conclude that if a person authorised in accordance with section 26 wishes to stop traffic at a pelican crossing or any crossing controlled by lights/signals when the signal is at green for oncoming traffic then they must not only wear the approved uniform but also exhibit (not just carry) the prescribed sign. Otherwise they would have no more authority than any other member of the public to stop traffic on the crossing.

I should emphasise that these are the views of the Department. Ultimately it is for the courts to decide should this become necessary.

I am copying this letter to David Rogers at RoSPA.

*Yours sincerely*  
*Gavin Lord*

G N LORD

**SCP Guidelines  
Revised April 2018  
APPENDIX 11**

**Department of Transport Letter  
SCP at Puffins (dated 5/4/94)**



22 MARSHAM STREET LONDON SW1P 3EB  
TELEX 22221 DIRECT LINE 071-276 6314  
SWITCHBOARD 071-276 3000  
GTN 276

My Ref:

Your Ref:

Mr Colin Pettener  
County Road Safety Officer  
Shropshire County Council  
Road Safety Section  
107 Longden Road  
SHREWSBURY SY3 9DS

5 April 1994

*Dear Mr Pettener*

At the meeting of the School Crossing Patrol Review Working Party held on 28 February, you handed me the attached correspondence from Jenny Jones of Coventry City Council about the use of Puffin crossings. I have consulted with colleagues in the Network Management and Information Division, who have provided the following advice.

The Puffin crossing is designed to have a number of advantages:

- i. it does away with the flashing green man/flashing amber period used at Pelican crossings and the "black out" period used at traffic control signals with a pedestrian phase;
- ii. it varies the crossing time to the speed of the pedestrian;
- iii. with a near side signal head there are clear advantages for the partially sighted pedestrian;
- iv. the vehicular traffic is only stopped when there are pedestrians waiting to cross.

Points (i) and (ii) will help in situations where there are a number of children crossing. Rather than a flashing green man fixed period, when pedestrians often felt insecure due to the impatience of a minority of drivers, there is now an all-red. The driver has no way of anticipating the end of the crossing period and the pedestrian can have confidence that they will have sufficient time to cross, providing that they have started to cross whilst the nearside green man is showing.

There are two main reasons why a repeater sign on the far side would go against the basic philosophy:

1. the drivers who now edge forward on the flashing amber would surely do the same on seeing the start of the red man on the repeater;
2. pedestrians, particularly the elderly, could become concerned at seeing the green man change to a red man when they were half way across. This is the criticism levelled at both the flashing green man and the "black out" signals. Elderly pedestrians have even been known to stop and retrace their steps.

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The introduction of any new type of crossing will bring with it initial problems. We do try to encourage the local authorities to advertise the new facility and it is important that road safety officers visit nearby schools to explain the operation of new types of pedestrian crossing.

With 50 initial sites being installed, we are still very much on the early learning curve. It is possible to adjust the green man and red periods and this has been done where representations have been made.

There is, however, always a maximum period that the all red can be held for. This difficulty could arise at the end of this period if the school crossing patrol is still in the road. Children, or parents with children, seeing the patrol, may start to cross without regard to the nearside signal and without the warning given by the far-side signal which is provided by a Pelican crossing. If there is a steady stream of pedestrians joining the end of the crossing group, this could put the patrol in the position of holding vehicles against a traffic green. Although there is nothing ambiguous legally in this, it can be dangerous and confusing to motorists. It is also important for children to understand the rules regarding the use of light controlled crossings. The Departmental Advice Note TA55/87 states:

"Where a School Crossing Patrol is located at a pelican crossing, the operator should be instructed, in the interests of safety, to avoid stopping traffic during the red man phase."

With Puffin crossings, the need to stand in the road "policing" the traffic should no longer be necessary. It may be better for the school crossing patrol could stay on the leaving side and operate the crossing from there. At most sites, the main flow of children will be crossing one way at any one time of the school day. The school crossing patrol's main tasks could therefore be seen:

- as educational in explaining the use to parents and children;
- in marshalling them across only when the green man is showing.

This may prove more difficult at staggered crossings. However, if the patrol left the first footway, at the end of the green man, they would be able again to supervise the second half from the central refuge. At the beginning of the next "first half" green man, they could then recross. The only time that the patrol would then be in the road would be as a normal pedestrian and there would be no perceived conflict.

I appreciate that you may wish to discuss these issues at the next SCP Working Party meeting and I am copying this letter to Kevin Clinton for circulation to Working Party members. In the meantime, if you have any further queries about the operation of Puffin Crossings, please do not hesitate to contact Mr Middleton in the Department's Network Management and Driver Information Division on 071-921-4858.

Yours sincerely  


Ms D Burnett  
Road Safety Division

SCP Guidelines  
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**APPENDIX 12**  
**HOME OFFICE CIRCULAR No.3/1989**



Our reference:

Your reference:

**HOME OFFICE**

Queen Anne's Gate London SW1H  
*Direct line:* 01-273 Switchboard: 01-  
273 3000

16 December 1988

The Chief Executive to the County Council  
The Chief Executive to the Metropolitan District Council  
The Clerk to the Police Authority  
The Chief Officer of Police

Dear Sir,

HOME OFFICE CIRCULAR NO. 3/1989  
SCPS' UNIFORM

I am writing to inform you that in exercise of the powers conferred on him by section 28(1) of the Road Traffic Regulation Act 1984, the Secretary of State has approved the uniform described below as the uniform to be worn by an SCP, namely :-

- either (a) a white raincoat, dustcoat or other white coat worn as an outer garment except that fluorescent material may cover the upper half of the coat or any part thereof; or a high visibility raincoat or dustcoat complying with the requirements in British Standard 6629:1985 for a Class A garment; and,  
(b) a peaked cap, a beret, or a yellow turban;

or where the duties of a School Crossing Patrol are undertaken by a community support officer, traffic warden, a traffic warden's uniform as determined at the time by the Secretary of State.

This approval supersedes that previously notified in Home Office Circular No. 123/1976 dated 20 August 1976.

Yours faithfully,

Mrs P G W Catto

**PLEASE NOTE: The Home Office are currently considering an update to Circular 3/1989. These Guidelines will be updated to reflect this if it is approved. Please consider this change when ordering stock.**

SCP Guidelines  
Revised April 2018  
**APPENDIX 13**

**Recommended SCP Uniform Standard**

**Proposed new Home Office Circular**

**Home Office circular 3/1989 is not fit for purpose and currently the Home Office is considering an update. In the meantime Road Safety GB recommends that authorities use uniforms meeting the standards in the proposed revised circular detailed below.**

A knee length outer garment with full length sleeves, consisting of no more than two fluorescent colours covering the whole outer area of the garment (but may include non fluorescent \*trimmings). The Garment shall be certified, by a Notified Body, to the highest Class of the standard for "High Visibility Warning Clothing", currently Class 3 BS.EN471:2003+A1 2007 or future ISO 20471 equivalent. The garment is to include a retro-reflective tape configuration of at least two bands on the torso and one 50mm band, not greater than 300mm from the hem of the body.

Plus a peaked hat or alternative headwear for religious reasons;

\*Trimmings are strictly defined as the collar and pocket flaps.

**APPENDIX 14**

**Traffic Signs and Lights for School Crossing Patrol Sites**

**Extracts from TSRGD 2016**

**SCHEDULE 2, PART 2  
Warning signs and associated plates**

<i>(1) Item</i>	<i>(2) Description</i>	<i>(3) Diagram</i>	<i>(4) First associated plate legend</i>	<i>(5) Supplementary associated plate (by reference to Part 3 sign table item number)</i>	<i>(6) Applicable provisions in Part 7</i>	<i>(7) Schedule 2 General Directions</i>
25	Diagram 545		<p>Children going to or from school or playground ahead</p> <p>1. “School”, “Patrol”, “Playground”, “Disabled children”, “Blind children” or “Deaf children” with or without an arrow pointing to the left or to the right;</p> <p>2. “School”, “Patrol”, “Playground”, “Disabled children”, “Blind children” or “Deaf children” and a distance with or without an arrow pointing to the left or to the right; or</p> <p>3 “No footway for” and a distance</p>			1

**The Schedule 2 General Directions**

1. The triangular sign must not be placed unless placed with a plate showing the applicable first plate legend indicated in column 4 of the sign table in Part 2 at the item number in question

**SCHEDULE 7, PART 4**  
**Road markings for stopping, waiting, loading and parking controls**

(1) Item	(2) Description	(3) Diagram	(4) Variants in Part 5
10	Diagram 1027.1 Part of the carriageway outside an entrance where, as described in paragraph 2 or 3 (as applicable) of Part 6, vehicles should, or must, not stop.		14, 15, 16

**PART 5**  
**Required or permitted variants**

14. "SCHOOL" may be varied to "CHILDREN" with the maximum length of the marking increased to 44545 mm in consequence.
15. "SCHOOL" and the line between "SCHOOL" and "KEEP" may be omitted and the minimum length of the marking reduced to 25250 mm when used outside a fire, police or ambulance station, or a hospital.
16. The overall length of the marking may be varied within the specified limits by the addition or removal of an equal number of complete zig-zag elements on each side of the legend.

**SCHEDULE 14**  
**Signs for traffic control by light signals, signs for crossings, and signs for lane control**

**PART 1**  
**Provisions applying to signs in Parts 2 and 3**

**School crossing places**

**11.** Each light signal forming part of the sign to warn of a school crossing place provided for at item 23 of the Part 2 sign table must, when in operation, show an intermittent amber light at a rate of flashing of not less than 60 nor more than 90 flashes per minute with the sign operating such that one light is always shown when the other light is not shown.

**School crossing patrol signs**

**26.—(1)** A school crossing patrol sign provided for at item 24 of the Part 2 sign table—

- (a) may be varied in accordance with sub-paragraph (2); and
- (b) must be mounted on a pole in accordance with sub-paragraph (3).

**(2)** A protective strip may be applied to the perimeter if—

- (a) the strip—
  - (i) is not retroreflecting;
  - (ii) is not more than 15 mm wide; and
  - (iii) is coloured red or is uncoloured and transparent;

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(b) the part of the red border of the roundel not covered by the perimeter strip is at least 35 mm wide; and

(c) the diameter of the part of the roundel coloured black and yellow is not less than 360 mm, nor more than 370 mm.

**(3)** The sign is mounted on a pole in accordance with this sub-paragraph if—

- (a) where a section of the pole at the bottom of the roundel extends over the face of the roundel for the purpose of securing the roundel to the pole, it does not obscure any part of the black symbol;
- (b) subject to paragraphs (c) and (d), the pole is coloured with alternating black and yellow bands not less than 280 nor more than 320 mm deep, beginning with a black band immediately below the roundel;
- (c) any part of the pole which extends over the face of the roundel is coloured red or yellow in accordance with the colour of the part of the roundel covered by it;
- (d) where the pole is separable into two pieces when the sign is not in use, any unpainted metallic finish does not extend beyond the joint between the two pieces or more than 5 mm of each piece of the pole on either side of the joint;
- (e) any fastenings used to attach the roundel to the pole are coloured red or yellow in accordance with the colour of the part of the sign on which they are placed or of an unpainted metallic finish;
- (f) the pole is not separable into more than two pieces;
- (g) where a handgrip is fitted to the pole, it is black and fitted within the black band immediately below the roundel; and
- (h) the yellow bands on the pole are not illuminated other than by means of retroreflecting material.

**PART 2**  
**Light signals, signs and road markings for the control of traffic**

1) Item	2) Description	3) Diagram	4) Variants	5) Applicable requirement in Part 4	6) Schedule 14 General Directions
23	Diagram 4004 Signals placed at or near a school crossing place where children likely to be crossing the road on their way to or from school ahead (Alternative types)		The container may be coloured grey		5, 23
24	Diagram 605.3 School crossing patrol sign			1, 2, 12	

**PART 4**  
**Requirements applying to signs in Parts 2 and 3**

1. Section 36 of the 1988 Act applies to the sign.
2. The sign is specified for the purposes of column 5 of the entry in Schedule 2 to the Road Traffic Offenders Act 1988(a) relating to offences under section 36 of the 1988 Act.
- 12.—(1) The illumination of the roundel must be in accordance with this paragraph.
  - (2) The parts of the roundel coloured black must not be illuminated by means of retroreflecting material.
  - (3) Subject to sub-paragraph (4), the parts of the roundel coloured yellow must be either fluorescent or illuminated by means of internal lighting.
  - (4) Subject to sub-paragraph (5) with the exception of the parts of the roundel coloured black and any protective strip applied to the perimeter of the roundel, the roundel must be illuminated by means of retroreflecting material and any such material applied to the parts coloured yellow must, if not fluorescent, be applied in horizontal strips with gaps between the strips.
  - (5) The parts of the roundel coloured red may be fluorescent or illuminated by means of internal lighting.

**PART 6**  
**The Schedule 14 General Directions**

- 5.—(1) The light signals may only be placed if they are placed so that they face the stream of traffic to which they are intended to convey the warnings, information, requirements, restrictions or prohibitions prescribed.
  - (2) A container enclosing the lamps of the light signals must be coloured black except that—
    - (a) if a container encloses lamps of the light signals provided for at item 23, 25, 32, 33 or 34 it may be coloured grey instead of black;
    - (b) the back of a container enclosing the light signals provided for at item 11 to 14, 16 to 18 or 20 to 22 may be coloured yellow; and
    - (c) the container may have a white border not less than 45 nor more than 55 mm wide.
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  - (3) The light signals other than the signals provided for at item 5 may be mounted on a backing board, which must be coloured black and may have a white border not less than 45 nor more than 55 mm wide.
  - (4) In the case of the light signals provided for at item 5, the back of the backing board may be coloured black or grey.
  - (5) Where the light signals are mounted on a post specially provided for the purpose, that part of the post which extends above ground level must either be coloured grey, black, brown, dark green or dark blue or be in a non-reflective metallic finish.

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(6) Despite sub-paragraph (5)—

(a) the post may be marked with a yellow or white band not less than 140 nor more than 160 mm deep and the lower edge of the band being not less than 1500 nor more than 1700 mm above ground level; and

(b) where the light signals provided for at item 1, 3, 4, 9 to 11 or 13 to 22 are installed temporarily, the containers in which the posts are placed may be coloured with alternate red and white horizontal stripes.

(7) The portable light signals provided for at item 2 and the signals provided for at items 9 to 13 when used at a portable crossing, instead of being mounted on a post coloured in accordance with sub-paragraph (5), may be mounted on a post coloured yellow (but having no yellow or white band as specified in sub-paragraph (6)) or on a tripod or other support coloured yellow.

**23.** The light signals may only be placed in conjunction with the sign provided for at item 25 of the table in Part 2 of Schedule 2, together with a plate bearing the legend “School”, “Patrol” or “Disabled children”.

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**Revised April 2018**  
**APPENDIX 15**

**Personal Safety for SCPs**

Due to the nature of SCP work it is suggested that all SCPs receive some training on personal safety. This should include anticipating, avoiding and dealing with aggression and violence.

The sort of incidents that an SCP is likely to come across include:

- Verbal abuse from motorists
- Children swearing and name calling
- Physical threats
- Intimidation tactics by drivers
- Aggression from parents who are illegally parked.
- Complaints from parents about the way their children are crossed
- Personality clashes leading to ostracism, harassment and bullying within the community.

Violence can be defined as "any incident in which an employee is abused, threatened or assaulted by a member of the public in circumstances arising out of the course of his/her employment" *B Poyner and C Warner (Preventing Violence to Staff)*.

Training should include:

- Recognising signs of potential violent behaviour such as a person high on drink/drugs, staring, agitation, finger jabbing or tapping, clenched fists, shouting, sweating, facial colour (eg. Sudden pallor could be a sign of imminent attack).
- Signs of tension in themselves such as butterflies/churning stomach, cold hands/feet, sweating/clamminess, increased heartbeat, breathing difficulties, dry mouth, and wobbly legs.
- The difference between aggressive and assertive behaviour when dealing with confrontation.
- The "control trilogy" of calming, reaching and controlling.

Unless managers have been trained in teaching personal safety it is suggested that specialist trainers are used to ensure the information and methods in dealing with potentially violent situations are correctly taught. The annual SCP seminar would be an appropriate time for this training.

## APPENDIX 16

### Policy for operating in Adverse Weather Conditions

Under normal conditions, the SCP will operate as set out in the Road Safety GB School Crossing Patrol Service Guidelines.

#### Strong Wind

When the wind speed at the site increases it may be necessary to adopt a different approach to ensure the SCP's personal safety, and also that of others who may use the crossing facility.

Each SCP is different in terms of stature and physical strength; therefore it is the responsibility of each individual to determine when an increased wind speed will cause operational difficulties.

The arm that is not holding the Stop sign has a two-fold use. In the first instance, this increases the area of high visibility material to approaching drivers. It also forms a visible barrier to drivers and reinforces the Stop sign.

The following directions are for much higher wind speeds: If wind speed is at a level that the SCP feels is too high to operate using the Stop sign, the Stop sign may be laid down in a safe place, and the children may be "escorted" across the road as if they were with any responsible adult. SCPs must be aware that when "escorting" children, they are no longer operating as a School Crossing Patrol and therefore they cannot stop traffic. **It is NOT permissible to stop traffic without the prescribed STOP sign.**

An indicator of when the Stop sign should be laid down is when the SCP finds that he or she is concentrating more on holding the sign than on observing the traffic and crossing the pedestrians.

The procedure for escorting children is:

1. First explain to the children that because of the wind speed you will not be using the stop sign and you will not be stopping the traffic.
2. Explain the importance of listening to and obeying instructions
3. Explain that you will be crossing all the way over the road with them.
4. Before crossing, look all around for traffic, including behind if you operate on or near a junction. Include the children in the "looking for traffic".
5. Look for sufficient gaps in the approaching traffic that will give you an opportunity to escort a group across safely.
6. When it is safe to cross, instruct the children to cross quickly but without running.
7. Cross with the children to the other side of the road, continuing to look all around for traffic. Remind the children to keep looking all around for traffic. You should not stop in the road.
8. On the completion of the crossing, safely return to your normal operating side of the road.
9. With larger groups of children, split them into smaller groups and follow the procedure as set out above. Cross back to escort the next smaller group.
10. The number of children within the groups will depend on the number of vehicles, the speed of the traffic and the road width. The SCP should assess the conditions and determine the number of children to cross at any one time based on these factors.

## **SCP Guidelines Revised April 2018**

### Extreme Weather/Wind Conditions

If the wind speeds are extremely high, it may not be possible to operate at all. Managers and SCPs should be aware of possible severe wind and weather warnings by monitoring weather forecasts. Hurricane force is rare in this country, however, if conditions such as this are experienced it may be that schools will close and therefore the SCP may not be needed. However, when schools are open despite the weather, SCP staff must attend work unless told otherwise.

### **Other extreme weather**

Sun (specifically low sun reducing visibility), ice/snow or fog.

The patrols themselves have a part to play in risk assessment as they need to be comfortable in carrying out a dynamic risk assessment each time they go on duty. They need to be aware of their responsibilities and how to report significant issues that affect them and the safe operation of the site.

### **Low Sun**

This can have a significant effect on a driver's ability to see a patrol – especially if the light is reflected off a wet road. This risk will be highest on roads oriented in an east/west direction.

One potential solution could be that if the patrol operates on the side with traffic travelling away from the sun they can be more easily seen. They then stop traffic on that side of the road and move into the carriageway on that side of the road only; waiting with their sign up until traffic heading into the sun has stopped. They are more likely to be seen in this position. They can then move into the centre and allow pedestrians to cross.

If operating on the side of the road with vehicles travelling into the sun they would make sure a vehicle has stopped before moving into the road, rather than waiting for a gap in the traffic flow.

Having a vehicle stopped on the side travelling into the sun provides some protection for the patrol.

Potentially the patrol would be looking towards the sun, but they are more able to manage this and should not enter the carriageway until traffic had stopped

Of course there may be other ways of working to mitigate the effects of low sun or it may be decided that under certain conditions it is not safe to operate a patrol at all.

Sites should be assessed on an individual basis.

### **Rain/snow and ice**

Snow and rain can severely affect a driver's visibility and patrols need to exercise extra caution in these weather conditions.

In wet weather, stopping distances will be at least double those required for stopping on dry roads and can increase ten-fold in ice and snow. Patrols should wait on the pavement with their sign up, and only move into the road to help pedestrians to cross once traffic had stopped.

Gritting/salting of local road networks is the responsibility of local authorities. In some cases there may be a lag before roads are treated so never assume that roads have been gritted.

Patrols will also need to be aware of slipping or falling, especially if there is snow or ice on the road.

## USEFUL CONTACT ADDRESSES

### **BRITISH STANDARDS INSTITUTION (BSI)**

389 Chiswick High Road  
London W4 4AL  
0208 996 9000 (Tel)  
0208 996 7400 (Fax)  
[www.bsi-global.com](http://www.bsi-global.com)

### **CHILD ACCIDENT PREVENTION TRUST (CAPT)**

PO Box 74189  
London  
E14 1SU  
safe@capt.org.uk  
0207 608 3828 (Tel)  
0207 608 3674 (Fax)  
[www.capt.org.uk](http://www.capt.org.uk)

### **DEPARTMENT FOR EDUCATION**

Piccadilly Gate  
Store Street  
Manchester  
M1 2WD  
0261 600 1332 (Tel)  
[www.education.gov.uk](http://www.education.gov.uk)

### **DEPARTMENT OF INFRASTRUCTURE (NORTHERN IRELAND)**

Clarence Court  
10-18 Adelaide Street  
Belfast  
BT2 8GB  
028 9054 0540 (Tel)  
[dcu@infrastructure-ni.gov.uk](mailto:dcu@infrastructure-ni.gov.uk)  
<https://www.infrastructure-ni.gov.uk/>

### **DEPARTMENT FOR TRANSPORT, (DFT)**

Great Minster House  
33 Horseferry Road  
London  
SW1P 3DR  
0300 330 3000 (Tel)  
<https://forms.dft.gov.uk/contact-dft-and-agencies/>

### **London Road Safety Council**

PO Box 669  
ADDLESTONE  
KT15 9EB  
<http://londonroadsafetycouncil.org.uk/>

**ROAD SAFETY GB**

The Thatched Barn  
Low Road  
Wortham  
Diss  
Norfolk IP22 1SH  
01379 650112 (Tel)  
[www.roadsafetygb.org.uk](http://www.roadsafetygb.org.uk)

**ROAD SAFETY WALES**

2nd Floor  
2 Cwrt-y-Parc  
Parc Ty Glas  
Cardiff Business Park  
Llanishen  
Cardiff CF14 5GH  
Tel: 02920 250600

**ROYAL SOCIETY FOR THE PREVENTION OF ACCIDENTS (RoSPA)**

Kevin Clinton  
Head of Road Safety  
28 Calthorpe Road  
Edgbaston  
Birmingham,  
B15 1RP  
0121 248 2125 (Tel)  
0121 248 2001 (Fax)  
[www.rospa.com](http://www.rospa.com)  
[kclinton@rospa.com](mailto:kclinton@rospa.com)

**ROSPA SCOTLAND**

Sandy Allan  
Road Safety Manager, Scotland  
Livingstone House  
43 Discovery Terrace  
Heriot-Watt University Research Park  
Edinburgh  
EH14 4AP  
0131 455 7457 (Tel)  
0131 443 9442 (Fax)  
[sallan@rospa.com](mailto:sallan@rospa.com)

**ROSPA WALES**

Michelle Harrington  
Road Safety Manager, Wales  
2nd Floor,  
2 Cwrt-y-Parc  
Parc Ty Glas  
Cardiff Business Park  
Llanishen  
Cardiff  
CF14 5GH  
02920 250600 (Tel)  
[mharrington@rospa.com](mailto:mharrington@rospa.com)

**SCOTTISH GOVERNMENT**

St Andrew's House  
Regent Road  
Edinburgh  
EH1 3DG  
0300 244 4000 (Tel)  
Email: [ceu@gov.scot](mailto:ceu@gov.scot)  
[www.gov.scot/](http://www.gov.scot/)

**ROAD SAFETY SCOTLAND**

9<sup>th</sup> Floor  
Buchanan  
58 Port Dundas Road  
Glasgow  
G4 0HF  
0131 244 6133 (Tel)  
<http://roadsafetyscotland.org.uk>

**WELSH GOVERNMENT**

Transport  
Cathays Park  
Cardiff  
CF10 3NQ  
0300 0604400 (Tel)  
[www.wales.gov.uk](http://www.wales.gov.uk)  
[customerhelp@gov.wales](mailto:customerhelp@gov.wales)

Advice is also available from the Road Safety Department of your local authority

**Road Safety GB Specialist Advisers for School Crossing Patrols**

Richard Hall	<a href="mailto:richard.hall@northlincs.gov.uk">richard.hall@northlincs.gov.uk</a>
Helen Simpson	<a href="mailto:helen.simpson@leics.gov.uk">helen.simpson@leics.gov.uk</a>
Zena Oliver	<a href="mailto:zena.oliver@viaem.co.uk">zena.oliver@viaem.co.uk</a>
Kevin Clinton	<a href="mailto:kclinton@rospa.com">kclinton@rospa.com</a>

SCP Guidelines  
Revised April 2018  
**Appendix 18**

**Support documents for the School Crossing Patrol Service**

The following documents provide information, advice and support for the School Crossing Patrol Service. They are free to download from the School Crossing Patrol page in the member's area of the Road Safety GB website:

<http://roadsafetygb.org.uk/members-area/school-crossing-patrol/>

**SCP Handbook** – a model handbook that can be used as it is or adapted to you own local needs.

**Guidance for Patrols that Work on Light Controlled Crossings**

**Guidance for the use of Surveillance Cameras at School Crossing Patrol Sites**

**Training for Managers and Supervisors**

**School Crossing Patrol Survival Guide**

**Information leaflet for parents and drivers**

**Notes to support the School Crossing Patrol training film.**