

# Integrated Impact Assessment (IIA)

## Informing our approach to fairness

<b>Name of proposal</b>	School Crossing Patrols
<b>Date of original assessment</b>	August 2016
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<b>Assessment team</b>	Peter Gray, Peter Chamley, Tracey McNichol, Sally Herbert
<b>Review date</b>	January 2016

### Version control

<b>Version</b>	1
<b>Date</b>	4 October 2016
<b>Replaces version</b>	0

This is our assessment of the potential equality and other impacts of this 2017-18 budget proposal, based on the available evidence. It is a 'living document' and we will review it throughout the consultation period. A formal review will take place on all proposals when consultation closes to consider comments and information from all stakeholders, research or new and emerging policy.

## Section A: Current service

### 1. What does the service do?

This service is delivered to 55 sites across the City for schools, parents and children and is currently paid for by direct internal funding (except for one site which is paid for by the Walkergate Ward Budget).

The responsibility of any child's safety on the way to and from school is that of the parents or carers. The provision of school crossing patrols is not statutory and Newcastle City delivers this service to 55 sites at its discretion.

### 2. Who do you deliver this service for?

The service is delivered for schools, parents and children across the city.

### 3. Do you have any statutory requirements?

Under the Road Traffic Regulations Act 1984, the Local Authority has the power to provide a School Crossing Patrol service as a discretionary service (not statutorily required). There is, however, a statutory duty for a Local Authority to provide training to any person who operates a School Crossing Patrol service and to be satisfied that the person appointed has adequate training (sections 26 and 28 of the Act).

School Crossing Patrols (SCP) were established by the School Crossing SCP Act 1953 and instituted on 1<sup>st</sup> July 1954 through the School Crossing SCP Order 1954. The Road Traffic Act 1984 (Sections 26-28) gave 'Appropriate Authorities' the power to appoint SCP's to help children cross the road on their way to or from school between the hours of 08-00 and 17.30.

Section 270 of the Transport Act 2000, which came into force on 30<sup>th</sup> January 2001 amended the 1984 Regulations to allow SCP's to operate 'at such times the Authority thinks fit' Therefore SCPS can work outside the hours of 08.00 and 17.30 and can stop the traffic to help anyone (child or adult) to cross the road.

### 4. How much do you spend on this service?

Gross expenditure	Gross income	Net budget	Capital projects
£256,000	£0	£256,000	

### 5. What workforce delivers this service?

Posts	FTEs	Comments
61	18.82	

## Section B: Change proposal

### 1. What is the proposal to change the service?

Last year we reluctantly made a decision to end funding for all school crossing patrols – except in those areas where there is a clear evidence of accident risk.

The decision was deferred for a year whilst a risk assessment of school crossing patrol areas was carried out, and to allow time for alternative sources of funding to be sought.

We have no statutory duty to provide school crossing patrols. The responsibility for ensuring children cross the road safely rests with parents or carers.

Continued budget pressures caused by cuts to government funding and due to increasing cost pressures mean that we now have no choice but to implement this proposal.

We have undertaken risk assessment which are in line with the national guidelines adopted by Road Safety Great Britain (national road safety organisation). The national guidance consists of a ranked score which is produced from a formula, based on the number of children walking to and from school and traffic flows at the site in question, other considerations are taken into consideration which are assessed on a weighted scoring matrix, these are:

- Formalised provision
- Speed limit/ visibility
- Accident data
- Road markings
- Signs/street furniture/trees etc.
- Junctions
- Weight of traffic
- Age factors (of users)
- Carriage way width
- Street lighting

Our risk assessment of the existing 55 school crossing sites across the city shows that only two are classed as high risk; Great North Road Traffic Lights and Newton Road/Stephenson Road.

Many existing crossings have facilities in place such as existing zebra crossing. Where necessary other crossings will be remodelled to make them safer and remove the need for a crossing patrol.

All schools in the city will be contacted to ask if they would like to fund continued crossing patrols when council funding is withdrawn. We welcome approaches from schools, and continue to explore alternative funding approaches.

If no alternative funding is found we will start to withdraw school crossing patrols from April 2017, unless remodelling work is first required to make a crossing point safer.

We understand that the withdrawal of this valued service will be a concern. We have an excellent relationship with schools regarding road safety, providing training to children of all ages, liaising on highways issues and developing school travel plans. We are committed to building on this approach to work with schools and parents to help ensure the withdrawal of the service is done safely. Free training will be available for volunteers should they wish to continue monitor crossing points.

As in accordance with The Road Traffic Act 1984 (Sections 26-28) we would remain responsible for the appointment and training of School Crossing Patrol Officers. With this, we will continue our investment in the following education and training programme, and road safety training initiatives such as:

## Education and Training Programme:

- **SafetyWorks!:** The Road Safety Team is key partners with the Fire Service at SafetyWorks! An interactive safety centre especially created to deliver a range of safety messages. Visitors to the centre will take part in several scenarios including the road scene which has a fully operated puffin crossing and a video wall ideal for discussion and role play.
- **Schools Go Smarter:** A range of transport related activities for schools aimed at engaging children, parents, and carers in sustainable travel practices for the school journey.
- **School Travel Plans:** This is a package of measures aimed at improving road safety and reducing car use. School Travel Plans look at the travel patterns of pupils and staff with the aim of making it easier for them to choose walking, cycling, or public transport as their way of getting to and from school. Every school in Newcastle now has a travel plan and we are in the process of updating and reviewing documents to reflect the changes that have occurred at many schools.
- **Student Travel Fact File:** A guide to all pupils who are moving from primary to secondary schools. The guide provides pupils and parents with all the bus and metro information they will need to get and from school.

## Road Safety Training Initiatives:

- **Early Years Road Safety Training:** This is promoted from a young age. Our dedicated Early Years Advisors teach young children nursery, reception, and key stage 1 basic road safety messages to help keep them safe. Special attention is given to remind young children to stay with a responsible adult at all times and to hold hands when they are out and about. Be safe be seen, cycle safety, and road awareness are also key messages.
- **Child Pedestrian Training Programme:** This is delivered in schools to children in year 3. The programme consists of an outdoor practical sessions and a classroom discussion encouraging children to think about key road safety messages.
- **Cycling Initiatives:**
  - Cycle Smart Basic: Children are taught to ride a bike from scratch. This service will continue to be available via schools for children aged 6 and over. An adult version of the course is available at participating schools for parents and carers
  - Cycle Smarter Intermediate: Children participate in 3 sessions which involve practical training in the school grounds and cycle related homework. All children are encouraged to take part in the training and take a practical test at the end of the third session
  - Cycle Smart Cycle Training: On road training for children from 11 years to adults. This is available on request.

## 2. What evidence has informed this proposal?

Information Source	What has this told you?
Accident Statistics	<p>National information suggests that accidents are more likely to occur within socially deprived areas within the male 9-10 year old group.</p> <p>In December 2015 a full analysis of accident statistics is being undertaken looking at Ward, gender, age, socio-economic group, approximation to existing School Crossing</p>

	Patrol and/or school and cause. This exercise has informed the direction specifically high risk areas identified and the position to remain 2 crossings.
Road Traffic Regulations Act (1984)	Confirmed discretionary service, and statutory duty for us to provide training
Road Safety GB, School Crossing Patrol Service Guidelines (2012)	Our 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 our adopted criteria, based on the number of children walking to and from school and traffic flows at the site in question. This is the approach has informed the risk assessment.
Risk Assessments	

## 2. How much will you spend on this service?

	Gross expenditure	Gross income	Net budget	Capital projects
2017-18	£44,000	£0	£44,000	N/A

The above costs would be on the basis that the 2 highest risk school crossing patrol sites would be funded with appropriate:

- Training Support
- Management
- Monitoring
- Evaluation

## 4. What will the net savings be of this proposal?

	Gross Saving	Implementation Cost	Net Saving
2017-18	(£212,000)	£0	(£212,000)

## 5. What impact will this have on the workforce?

	No. FTEs	% workforce
2017-18	(17.28)	91.8%

6. Who have you engaged with about this proposal?				
Date	Who	No. of people	Main issues raised	
30 September 2016	School Crossing Patrol	Approximately 25 people	Level of provision at sites if there is no School Crossing Patrol Job protection opportunities Role of police and council in parking enforcement and tackling dangerous driving	
July 16	Wellbeing Care and Learning	2	Initial budget proposals indicated concern at school budgets being used to fund SCP.	
7. What are the potential impacts of the proposal?				
Staff / service users	Specific group / subject	Impact (actual / potential disadvantage, beneficial outcome or none)	Detail of impact	How will you address or mitigate disadvantage?
People with protected characteristics				
	Younger people and / or older people (age)	Potential disadvantage	It would remain the case that it is the responsibility placed on parents and carers to ensure children's safety. Some younger people of the community may find it more difficult to cross the road where no SCP staff are in place.	We will continue to work with schools and community groups to provide a comprehensive pack of Road Safety training at schools across the City which includes programmes in Early Years Road Safety training, Cycle Smart, Walk Smart, and Bikeability.
	Disabled people	Potential disadvantage	Some disabled members of the community may need to ask other pedestrians for assistance to cross the road safely where no additional facilities are available.	Along with publishing safety information we will continue to identify and assess areas with regards to traffic management features and include on works programme when required.

	Carers	Potential disadvantage	It would remain the case that responsibility is placed on parents and carers to ensure children's safety.	We will continue to work with schools and community groups to provide a comprehensive pack of Road Safety training at schools across the City which includes programmes in Early Years Road Safety training, Cycle Smart, Walk Smart, Bikeability and initiatives such as Ghost Street.
	People who are married or in civil partnerships	Based on our research, there is no evidence to suggest the proposal will have a disproportionately negative impact on people who are married or in civil partnerships	N/A	N/A
	Sex or gender (including transgender, pregnancy and maternity)	Based on our research, there is no evidence to suggest the proposal will have a disproportionately negative impact on sex or gender	N/A	N/A
	People's sexual orientation	Based on our research, there is no evidence to suggest the proposal will have a disproportionately negative impact on people because of their sexual orientation	N/A	N/A
	People of different races	Based on our research, there is no evidence to suggest the proposal will have a disproportionately negative	N/A	N/A

		impact on people because of their different races		
	People who have different religions or beliefs	Based on our research, there is no evidence to suggest the proposal will have a disproportionately negative impact on people because of their different religions or beliefs	N/A	N/A
<b>People vulnerable to socio-economic disadvantage</b>				
	People living in deprived areas	Potential disadvantage	National information suggests that accidents are more likely to occur within socially deprived areas within the male 9-10 year old group.	We are undertaking a full analysis of accident data to determine whether there is a pattern prevalent to socio-economic background, age and gender.
	People in low paid employment or in households with low incomes	Potential disadvantage	Disestablishment of some SCP sites could reduce the number of local part-time employment opportunities available to the community.	The Council can continue to ensure that alternative employment opportunities and support is made available
	People facing barriers to gaining employment, such as low levels of educational attainment	Based on our research, there is no evidence to suggest the proposal will have a disproportionately negative impact on people facing barriers to gaining employment	N/A	N/A
	Looked after children	Potential disadvantage	Some younger people and members of the community may find it more difficult to cross the road where no SCP	We will continue to work with schools and community groups to provide a comprehensive pack of Road Safety training at schools

			resource is in place. An increased responsibility placed on carers to ensure children's safety.	across the City which includes programmes in Early Years Road Safety training, Cycle Smart, Walk Smart, and Bikeability
	People facing multiple deprivation, through a combination of factors such as poor health or poor housing / homelessness	Based on our research, there is no evidence to suggest the proposal will have a disproportionately negative impact on people facing multiple deprivation	N/A	N/A
<b>Businesses</b>				
	Businesses providing current or future jobs in the city	Based on our research, there is no evidence to suggest the proposal will have a disproportionately negative impact on businesses	N/A	N/A
<b>Geography</b>				
	Area, wards, neighbourhoods	Potential disadvantage	Some wards will have no longer have School Crossing Patrol provision in their locality.	We will continue to work with schools and community groups city wide provide a promote sustainable travel and Road Safety training at schools across the City which includes programmes in Early Years Road Safety training, Cycle Smart, Walk Smart, and Bikeability

<b>Community Cohesion</b>				
	Community cohesion	Based on our research, there is no evidence to suggest that there will be a negative impact on community cohesion.	N/A	N/A
<b>Community Safety</b>				
	Community safety	Potential disadvantage	National information suggests that accidents are more likely to occur within socially deprived areas within the male 9-10 year old group.	The Council is undertaking a full analysis of accident data to determine whether there is a pattern prevalent to socio-economic background, age and gender. Along with publishing safety information we will continue to identify and assess areas with regards to traffic management interventions and include on works programme when required.
<b>Environment</b>				
	Environment	Potential negative impact	May result in increased car travel due to a reluctance to walk to school	We will continue to work with schools and community groups to provide a promote sustainable travel and Road Safety training at schools across the City which includes programmes in Early Years Road Safety training, Cycle Smart, Walk Smart, and Bikeability