

Integrated Impact Assessment (IIA)

Informing our approach to fairness

Name of proposal	School Crossing Patrols
Date of original assessment	August 2016
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Version control

Version	2
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Replaces version	1

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'. We have reviewed this assessment following a period of consultation and will continue to review it as we implement the proposal.

Section A: Current service

1. What does the service do?

We provide school crossing patrols at 55 sites across the city for schools, parents and children. This is currently paid for by direct internal funding (except for one site which is paid for by the Walker 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 we deliver this service to 55 sites at our 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, a 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 1st July 1954 through the School Crossing SCP Order 1954. The Road Traffic Act 1984 (Sections 26-28) gave 'Appropriate Authorities' the power to appoint SCPs 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 30th January 2001, amended the 1984 Regulations to allow SCPs 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	There are currently 5 vacant school crossing patrol officer posts out of the 55 sites.

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 an 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 increasing cost pressures mean that we now have no choice but to implement this proposal.

Site based assessments

We have undertaken site based assessments 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 also taken into account 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

We have 55 school crossing patrol sites, of which 50 are staffed (we have five vacancies).

A number of crossings have facilities in place such as existing zebra crossings.

Sites with:	Number of Sites	Number of Staffed Sites
Traffic Light Crossings	8	7
Zebra Crossings	6	5
Pedestrian Refuges	11	11
No Formal Crossing Facilities	30	27
<u>Totals</u>	<u>55</u>	<u>50</u>

Our 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.

Engagement with schools

All schools in the city have been contacted to ask if they would like to fund continued crossing patrols when council funding is withdrawn. To date we have received:

- A number of site specific petitions
- Small number of responses from School Governors

In relation to proposals for funding, we have received varying interest from wards who have shown an interest in providing funding and seeking further clarification. In addition to this, we have received interest from Winn Solicitors regarding providing funding for school crossing at some point throughout 2017/18.

Outcome

Our assessments of the sites has identified that we need to maintain funding for two high risk sites. These sites are:

1. Great North Road/Broadway East
2. Stephenson Road/Newton Road

We will be withdrawing funding from 53 sites across the city at the end of the school year. This will enable the Road Safety Team to undertake a programme of engagement between now and the end of July with the schools, parents and carers in the areas where the school crossing patrol provision is being removed to ensure children know the safest place to cross the road in the vicinity.

Some infrastructure changes are required due to developer agreements and the installation of new cycling facilities. The Road Safety Team will continue to work with the schools and communities.

From an operational perspective, this means that there will have to be a selection process for redundancy. We will undertake a voluntary redundancy trawl at this stage. This process will inform how sites will be staffed from September 2017.

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.

We will continue our investment in road safety training and education initiatives such as :

- **Early Years Road Safety Training:** This is provided from a young age and children in nursery, reception, and key stage 1 year groups get taught 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.
- **Bikeability National Standard Cycle Training:** 3 levels of training are delivered to pupils in various year groups allowing children to progress from off road training to young people cycling in live traffic. Level 1 training is for year 4 pupils, Level 2 for year 5 pupils and level 3 for year 8 onwards. Learn to ride sessions are also provided for children who need it.
- **Bikeability Plus:** Through this programme we deliver a range of cycle related activities to encourage participation in Bikeability cycle training. Also includes Bikeability Balance for nursery and reception children, Bikeability on Show and Bikeability Promotion.
- **Ghost Street:** Delivered in secondary schools this short film is aimed at 12 year old pupils and above to help them understand the dangers of not taking care on the road whether they are a pedestrian, cyclist or passenger.
- **Modeshift STARS and 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. Modeshift STARS is the process of recording and updating a travel plan and many schools are currently working towards an award for an active travel plan.
- **SafetyWorks!:** The Road Safety Team is a key partner of the Fire Service at SafetyWorks!, an interactive safety centre especially created to deliver a range of safety messages. In the simulation, 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 promotional activities for schools aimed at engaging children, parents, and carers in sustainable travel practices for the school journey.
- **Smart Fix:** Children participate in a practical training course to teach them basic cycle maintenance prior to taking part in Bikeability cycle training.
- **Smart Scoot:** A programme designed to encourage good pavement etiquette for scooter users as part of the journey to and from school.
- **Smart Walker:** this child pedestrian training programme is delivered in schools to children in year 4 if they are in first school, year 6 if they are in primary school and year 8 if they are in middle school and delivers practical training to help children travel safety when they make the transition to their next school.
- **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.

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 was undertaken looking at Ward, gender, age, socio-economic group, proximity to existing School Crossing Patrol and/or school and cause. This exercise has informed the direction, specifically high risk areas identified and the position to retain two crossings.</p>
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)	<p>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.</p> <p>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 which has informed the assessment.</p>
Site Assessments	This involves measuring the level of pedestrian and vehicle conflict at each site, covered in the section above
Traffic Counts	We have undertaken traffic counts over a twelve hour period at school crossing patrol sites where it may be required to install formal crossing facilities. The data from this count

information has informed our infrastructure requirements and future provision.

3.

	Gross expenditure	Gross income	Net budget	Capital projects
2017-18	£72,000	£0	£72,000	N/A

The above costs would be on the basis that the sites above would be funded with appropriate training support, management, monitoring and evaluation undertaken by the Road Safety Officer. Additional training and support may be provided depending on the availability of external funding.

	Gross Saving	Implementation Cost	Net Saving
2017-18	(£184,000)	£0	(£184,000)

	No. FTEs	% workforce	Final number of FTE's impacted may change depending on whether further funding is received to maintain additional sites.
2017-18	(14.64)	78%	

6. Who have you engaged with about this proposal?			
Date	Who	No. of people	Main issues raised
31/12/2016	Woolsington Ward Members	3	Willing to contribution 50% funding to maintain four school crossing patrol sites, if the schools can contribute remaining 50%
31/12/2016	Walker Ward Members	3	Willing to contribution 100% funding to maintain one school crossing patrol site.
31/12/2016	Other Local Authorities	3	Request for information on the proposal, options and rationale being considered to establish how their own local authority will pursue similar considerations
31/12/2016	Winns Solicitors	2	Want to explore sponsorship funding for sites from 1 st April 2017
31/12/2016	Residents, School Governors and Schools	Approximately 50	Most comments were negative, relating to the potential consequences and impact for the safety of children and young people, and their parents and carers, travelling to and from school. In addition to safety issues, residents were concerned that this could deter children and parents from walking to and from school, with negative impacts on their health and wellbeing. One respondent also commented on the social impact of potentially losing the school crossing patrol staff, as they play an important role in school and local communities. Another concern was the impact of the proposal on school crossing patrols staff who may be living in low-income households and who would lose income as a result of the proposal. Finally, concerns were expressed about this causing an additional cost pressure for school budgets, which are already under pressure.
31/12/2016	Newcastle Council for Voluntary Services	1	Asked that options for light-controlled crossings be considered wherever appropriate
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, Smart Walker, Smart Scoot, 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, Smart Walker, Smart Scoot, 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 impact on people because of their different races	N/A	N/A
	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

People vulnerable to socio-economic disadvantage				
	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 continuing to monitor collisions 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 resource is in place. An increased responsibility placed on 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, Smart Walker, Smart Scoot, and Bikeability
	People facing multiple deprivation, through a combination of factors such	Based on our research, there is no evidence to suggest the proposal will have a	N/A	N/A

	as poor health or poor housing / homelessness	disproportionately negative impact on people facing multiple deprivation		
Businesses				
	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
Geography				
	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, Smart Walker, Smart Scoot, and Bikeability
Community Cohesion				
	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
Community Safety				

	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.	<p>We are continuing to monitor collisions to determine whether there is a pattern prevalent to socio-economic background, age and gender</p> <p>We will look to see how we can publish this safety information and will continue to identify and assess areas with regards to traffic management interventions and include on works programme when required.</p>
Environment				
	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, Smart Walker, Smart Scoot and Bikeability