

Budget Proposals 2013/14: Major Decision: Business Unit: Residents & Visitors Services (RVS) Services to Academy Schools – School Crossing Patrol

Combined Impact Assessment: Full assessment (Part 2)

The council and its partners are facing a significant challenge in the savings it needs to make over the next couple of years. This Full Impact Assessment has been developed as a tool to enable business units to fully consider the impact of proposed major decisions on the community. As a council we need to ensure that we are able to deliver the savings that we need to make from the 1st April and be able to justify our decisions through any legal challenge.

This full assessment, combined with the initial review, will evidence that you have fully considered the impact of your proposed changes and carried out appropriate consultation on those changes with the key stakeholders. The Combined Impact Assessment will allow Councillors to make informed decisions as part of the decision-making process regarding the council's budget.

Name: Sue Cheriton

Position: Executive Head – Residents & Visitor Services

Business Unit: Residents & Visitor Services

Department: Streetscene

Date commenced: November 2012

Date: January 2013

Summary from Overall Proposal

Proposals – Outline	Savings 2013/14		Implementation Cost Include brief outline + year incurred	Delivery In place 01/04/13 If earlier or later state date	Risks / impact of proposals <ul style="list-style-type: none"> Potential risks Impact on community Knock on impact to other agencies 	Type of decision*		
	Income £ 000's	Budget reduction £ 000's				Internal	Minor	Major
Remove school crossing patrol subsidy		120	None if costs are funded by academies	1/4/13	<ul style="list-style-type: none"> Adverse public reaction if service withdrawn Poor relationship with academies Increase cost for academies 			X

Section 1: Purpose of the proposal/strategy/decision

No	Question	Details
1.	Clearly set out the purpose of the proposal	Currently school crossing patrols are funded by the Council, however in other local authorities, this service is often funded by education. It is proposed that where the service is provided for an academy, that the academy should fund the service as there have been national changes to the way academy schools are funded and the funding for this service will now transfer directly to them. If they refuse to fund the service it will be withdrawn. For non academy schools the service will continue to be funded by the Highway Authority. The Council currently operates 23 school crossing patrol sites.
2.	Who is intended to benefit / who will be affected?	<ul style="list-style-type: none"> Residents Schools Children and young people Parents Governors <p>If the academies agree to fund the service there should be very little change as the Council will continue to manage the service to ensure consistency of service. If the academies do not fund the service this will affect the perception of road safety risk on the routes to schools.</p>
3.	What is the intended outcome?	That the service continues but is funded by the academies as in other authority areas.

Section 2: Equalities, Consultation and Engagement

Torbay Council has a moral obligation as well as a duty under the Equality Act 2010 to eliminate discrimination, promote good relations and advance equality of opportunity between people who share a protected characteristic and people who do not.

The **Equalities, Consultation and Engagement** section ensures that, as a council, we take into account the Public Sector Equality Duty at an early stage and provide evidence to ensure that we fully consider the impact of our decisions/proposals on the Torbay community.

Evidence, Consultation and Engagement

No	Question	Details
4.	Have you considered the available evidence?	<p>The Council operate 23 sites which all serve primary schools/academies: 14 are located in Torquay 7 are located in Paignton 2 are located in Brixham.</p> <p>Sites are identified through a risk assessment based on the number of children crossing and the speed of vehicles.</p>
5.	How have you consulted on the proposal?	All academies were written to in 2012 advising them of this budget proposal i.e. that they will be required to fund this service from April 2013. To date no responses have been received.
6.	Outline the key findings	To date no responses have been received from the academies.
7.	What amendments may be required as a result of the consultation?	To be considered following ratification at Full Council

Positive and Negative Equality Impacts

No	Question	Details		
8.	Identify the potential positive and negative impacts on specific groups			
		Positive Impact	Negative Impact	Neutral Impact
	All groups in society generally			Provided Academies agree to fund the service there will be no change.
	Older or younger people	With academies being funded to deliver all services, they are able to decide best upon their local needs, and design a crossing patrol service which is the most appropriate for their needs.	This decision will impact upon children, but only if the academies choose not to fund this service themselves. However this is a decision for the academies, as funding for this has been transferred to them. If the Academies choose not to fund crossing patrols, then there is an increased risk of children who walk to school alone being involved in road traffic accidents, however this risk is difficult to quantify.	If funding is provided by academies then children's safety is not compromised.
	People with caring responsibilities	With academies being funded to deliver all services, they are able to decide best upon their local needs, and design a crossing patrol service which is the most appropriate for their needs.	There is no differential impact over and above that outlined for younger people above.	If funding is provided by academies then children's safety is not compromised.
	People with a disability	With academies being funded to deliver all services, they are able to decide best upon their local needs, and design a crossing patrol service which is the most appropriate for their needs.	Disabled parents, accompanying their children to school may find it more difficult to cross safely. This decision will impact upon children and their disabled parents, but only if the academies choose not to fund this service themselves. However this is a decision for the academies, as funding for this has been transferred to them. If the Academies choose not to fund crossing patrols, then there is an increased risk of children and their	If funding is provided by academies then children's safety is not compromised.

No	Question	Details	
			disabled parents being involved in road traffic accidents, however this risk is difficult to quantify.
	Women or men		There is no differential impact over and above that outlined for younger people above.
	People who are black or from a minority ethnic background (BME)		There is no differential impact over and above that outlined for younger people above.
	Religion or belief (including lack of belief)		There is no differential impact over and above that outlined for younger people above.
	People who are lesbian, gay or bisexual		There is no differential impact over and above that outlined for younger people above.
	People who are transgendered		There is no differential impact over and above that outlined for younger people above.
	People who are in a marriage or civil partnership		There is no differential impact over and above that outlined for younger people above.
	Women who are pregnant / on maternity leave		There is no differential impact over and above that outlined for younger people above.
	Socio-economic (including child poverty)		There is no socio-economic impact of this decision.
9.	Is there scope for your proposal to eliminate discrimination, promote equality of opportunity and/or foster good relations?	Continuity of the service ensures that sustainable journeys to school are promoted by improving the perception of safety to children, parents and carers and other vulnerable road users who access schools.	

Section 3: Steps required to manage the potential impacts identified

No	Action	Details
10.	Summarise any positive impacts and how they will be realised most effectively?	<ul style="list-style-type: none"> • The service of providing School Crossing Patrols for participating schools can continue. • The Council will continue to promote green travel options for schools. • Academies can have increased influence on the continuing provision of the service. • Safety of parents and their children continues.
11.	Summarise any negative impacts and how these will be managed?	<ul style="list-style-type: none"> • Academies, as a result of receiving the funding for the delivery of this service, will have a decision to make as to the continuation of the service. There is a risk that they may choose to fund other elements of education over and above this service. • Academies may choose not to fund their service, which may affect the safety of vulnerable road users and the potential to promote green travel. The Council's Road Safety team will continue to manage the service and will collate any feedback from the affected Academies or vulnerable road users. The continuing management will include regular site visits and ensure that risk assessments are in place for each location. If any Academy chooses not to continue to provide a service at their school then the Road Safety Team will continue to provide advice to the academy on any road safety issues. Collision data for all of Torbay is reviewed on an annual basis in partnership with the Police.

Section 4: Recommended course of action

No	Action	Details
12.	State a recommended course of action [please refer to action plan]	<p>Outcome 1: No major change required - EIA has not identified any potential for adverse impact in relation to equalities and all opportunities to promote equality have been taken.</p> <p>On the basis that Academies are prepared to fund the provision of their School Crossing Patrol service the potential impact to vulnerable road users using the schools are not impacted.</p>

Section 5: Monitoring and Action Plan

No	Action	Details
13.	Outline plans to monitor the actual impact of your proposals	<p>The Council's Road Safety team will continue to manage the service and will collate any feedback from the affected Academies or vulnerable road users. The continuing management will include regular site visits and ensure that risk assessments are in place for each location.</p> <p>If any Academy chooses not to continue to provide a service at their school then the Road Safety Team will continue to provide advice to the academy on any road safety issues. Collision data for all of Torbay is reviewed on an annual basis in partnership with the Police.</p>

Action plan

No.	Action	Reason for action / contingency	Resources	Responsibility	Deadline date
1	Torbay Council to contact the academies attached to inform them that they will be charged for the service.	To allow academies to consider future budgets.	Staff resources	Road Safety Team	Completed.
2	Funding of school crossing patrols at Academy sites to be funded by the Academies concerned.	To ensure that the service can continue within reduced budgets.	Sites to be staffed with appropriate equipment	Academy Head Teacher Road Safety Team	1/4/13
3	Sites to be managed by Road Safety Team.	To ensure that both Council and Academy funded sites are appropriate managed.	Council to provide management of staff and HR Support.	Road Safety Team	1/4/13
4	Sites where Academies chose not to fund the SCP service to be monitored.	To ensure that the removal of any service does not impact on vulnerable road users.	Council to monitor collision data and liaise with Academies.	Road Safety Team Highways Officers Police Academies	From date of removal.
5	Road Safety Team to continue to provide road safety advice.	To continue to review road safety and take actions where necessary.	Staff resources	Road Safety Team	Ongoing