## Argyll and Bute Council: Equality and Socio-Economic Impact Assessment

### Section 1: About the proposal

| **Title of Proposal** |
|---|
| Removal of School Crossing Patrollers from Argyll and Bute Council |

| **Intended outcome of proposal** |
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| We have engaged with all relevant Parent Councils to consult with them around the proposal to seek volunteer school crossing wardens as well as carrying out GAP Analysis and thereafter full surveys on the crossings identified as being busy enough to possibly require a crossing point. Where this has been carried out and a crossing point is not required we will remove the school crossing patrol locations should there be no take up from external volunteers.<br>The summary of responses are listed below in Data: |

| **Description of proposal** |
|---|
| Currently Argyll and Bute Council have 28 School Crossing locations with 8 posts vacant (details in Appendix 1). This is a non-statutory service which costs in excess of £150,000. In order to provide best value for the community and limit spending in line with budget reductions, Roads and Infrastructure Services will carry out engagement with Parent Council and the community councils for the relevant schools to establish if volunteers are able to take on the school crossing role. This will be supported by training and Day to day management.<br>Further to this we will carry out a GAP analysis survey on 20 of the 28 crossing points (at present there are 8 vacant post locations which have been vacant for over 1 year) to establish whether a crossing point is considered necessary at each location. Should the GAPs analysis identify concerns to local officers, additional surveys will be carried out to assess what, if any, improvements are required, (eg introducing a crossing point). This will then be costed against proposed savings from the removal of school crossing patrols.<br>The island school crossing on the Isle of Bute, will be assessed in line with the other crossings to ensure no detriment to the island community. |

| **Business Outcome(s) / Corporate Outcome(s) to which the proposal contributes** |
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| Reduction in spending in relation to non-statutory services to allow savings to be made. |

| **Lead officer details:** | |
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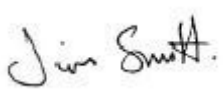
| Name of lead officer | **Jim Smith** |
| Job title | **Head Of Service** |
| Department | **Roads and Infrastructure Services** |
| **Appropriate officer details:** | |
| Name of appropriate officer | **Hugh O'Neill** |
| Job title | **Network and Standards Manager** |
| Department | **Roads and Infrastructure Services** |
| Sign off of EqSEIA |  |
| Date of sign off | |

| **Who will deliver the proposal?** |
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| Hugh O'Neill/Jim Smith |

## Section 2: Evidence used in the course of carrying out EqSEIA

| **Consultation / engagement** |
| --- |
| We have engaged with all relevant Parent Councils to consult with them around the proposal to seek volunteer school crossing wardens as well as carrying out GAP Analysis and thereafter full surveys on the crossings identified as being busy enough to possibly require a crossing point. Where this has been carried out and a crossing point is not required we will remove the school crossing patrol locations should there be no take up from external volunteers.<br><br>The summary of responses are listed below in Data: |

**Data**

School Crossing Patrol Parent Association/School and Community Council summary of response for EqSEIA

A total of 14 responses were received from the following organisations and one from an individual from the Dunoon area:

Garelochhead Community Council - Kirn Primary Parent Council and parents - Taynuilt Community Council and Taynuilt Primary School Parent Council - Colgrain Primary Parent Teacher Council - St.Andrew's Primary School Rothesay - Dalintober Primary School Parent Council - Dunoon Primary School Parent Council - Dunoon Community Council - Helensburgh Community Council - Strachur and District Community Council - Campbeltown Community Council - Islay Community Council - Castlehill Primary School Parent council and PTA (Friends of Castlehill)

**In summary:**

One organisation confirmed they were supportive of the possible removal of the SCP, which instead could be replaced by a permanent crossing which would benefit the entire community. One organisation, whilst opposed to the removal of the SCP, stated "if cuts are unavoidable, we suggest that School Crossing Patrollers should be kept where there is a higher than normal risk to children".

The remaining organisations and one member of the public who provided a response did not support the removal of SCP citing busy roads and road safety as the main concerns as well as the School Crossing Patroller being a trusted, respected, and very much appreciated member of staff who supports the children in being able to arrive safely at school. They also made mention of mental health and physical disabilities making it harder for children and parents/carers to safely cross the road. Environmental impact of more cars on the road as parents/carers are more likely to take children to school in cars if there is no SCP was also raised.

No responses were received which supported the suggestion to gather interest in volunteers. Some cited unavailability and others stated they felt there would be an extremely high turnover of volunteers as well as this being too important a job for volunteers.

All responses will be forwarded to the Roads and Infrastructure Correspondence Team, should elected members wish to read these in full detail then please make contact with the RIS Team.

| **Other information** |
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| Previous views from 2019/20 from contact with Parent Councils on a similar proposal raised concerns in relation to young children being placed in a vulnerable position if the council removes this service both en route and when leaving school and having to cross roads to get to their homes. It should be noted that the current crossing locations may not necessarily be the only roads in which children cross en route to school.<br><br>It should again be reiterated that the provision of school crossing patrols is not a statutory duty placed on the Council, the safety of children attending school rests with parents and carers to ensure their children get to and from school safely.<br><br>Engagement with Unions has identified that they have suggested that the Council consider keeping the School Crossing Patrollers and not spending the budget on engineering solutions. It was explained that this would only be taken into consideration when we have carried out further engineering analysis.<br><br>Staff group and individual consultation meetings were held and highlighted the below:<br>• There was a suggestion that certain posts could be removed but others maintained. This could be in relation to the vacant posts.<br>• There was a suggestion that School Crossing Patrollers would need to be replaced by pelican crossings in order for children to safely cross, since many drivers do not stop for the School Crossing Patrollers so are unlikely to stop for a child unless there are stop lights, and that this cost would count against any savings made by the redundancies. |

| **Gaps in evidence** |
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| GAP analysis has now been carried out at the 20 locations which currently have a school crossing patroller. The Council have identified that further more technical engineering analysis is required which will allow a more detailed evaluation of what measures can be introduced to mitigate risks.<br><br>This will take a number of months to carry out due the requirement to carry out detailed analysis of the roadway including sight lines, parking trends which will not be confined to school opening and closing times as any crossing point, controlled or otherwise, may have a knock on effect to road users out-with school times. |

## Section 3: Impact of proposal

**Impact on service users:**

| | **Negative** | **No impact** | **Positive** | **Don't know** |
|---|---|---|---|---|
| **Protected characteristics:** | | | | |
| Age | X | | | |
| Disability | X | | | |
| Ethnicity | | X | | |
| Sex | | X | | |
| Gender reassignment | | X | | |
| Marriage and Civil Partnership | | X | | |
| Pregnancy and Maternity | | X | | |
| Religion | | X | | |

| | Negative | No impact | Positive | Don't know |
|---|---|---|---|---|
| Sexual Orientation | | X | | |
| **Fairer Scotland Duty:** | | | | |
| Mainland rural population | X | | | |
| Island populations | X | | | |
| Low income | X | | | |
| Low wealth | X | | | |
| Material deprivation | | X | | |
| Area deprivation | | X | | |
| Socio-economic background | | X | | |
| Communities of place? | X | | | |
| Communities of interest? | | X | | |

**Impact on service deliverers (including employees, volunteers etc):**

| | Negative | No impact | Positive | Don't know |
|---|---|---|---|---|
| **Protected characteristics:** | | | | |
| Age | X | | | |
| Disability | | X | | |
| Ethnicity | | X | | |
| Sex | X | | | |
| Gender reassignment | | X | | |
| Marriage and Civil Partnership | | X | | |
| Pregnancy and Maternity | | X | | |
| Religion | | X | | |
| Sexual Orientation | | X | | |
| **Fairer Scotland Duty:** | | | | |
| Mainland rural population | X | | | |
| Island populations | X | | | |
| Low income | X | | | |
| Low wealth | X | | | |
| Material deprivation | | X | | |
| Area deprivation | | X | | |
| Socio-economic background | | X | | |
| Communities of place? | X | | | |
| Communities of interest? | | X | | |

| **If any 'don't know's have been identified, at what point will impacts on these groups become identifiable?** |
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| |

| **How has 'due regard' been given to any negative impacts that have been identified?** |
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| Negative impact regarding age is specific to school children as the service is provided for them. Communities of place will be affected in certain areas dependent on whether they have a crossing service in place due to their location and proximity to another crossing facility such as pelican/toucan crossing. |

## Section 4: Interdependencies

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| **Is this proposal likely to have any knock-on effects for any other activities carried out by or on behalf of the council?** | Yes |

| **Details of knock-on effects identified** |
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| There is the possibility of extra engineering works to be carried out if we identify a crossing service which requires traffic management engineering to introduce a physical method of slowing down vehicles at or near a school such as signs or speed bumps. Further impact may be required to monitor speed in and around schools where we identify inappropriate speeds |

## Section 5: Monitoring and review

| **How will you monitor and evaluate the equality impacts of your proposal?** |
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| Regular monitoring of complaints or issues raised by schools and local communities. Further analysis of crash statistics will be monitored in and around the locations. |

### Appendix 1 – School Crossing Patroller Locations

| | School Crossing Patroller Location | No. of staff per location |
|---|---|---|
| 1 | A885 Argyll Street near to McArthur Street, Dunoon | Vacant<br>0 |
| 2 | Hillfoot Street, near to Milton Avenue, Dunoon | 1 |
| 3 | Dixon Avenue, near to Park Avenue, Kirn | 1 |
| 4 | A815 / Old Road and Service Road to Succoth Forest View | Vacant<br>0 |
| 5 | Ministers Brae at High Street, Rothesay | 1 |
| 6 | Ralston Road, Campbeltown | 1 |
| 7 | Millknowe, Campbeltown | Vacant<br>0 |
| 8 | High Street Entrance to School, Campbeltown | 1 |
| 9 | Lennox Street, Port Ellen, Islay | Vacant<br>0 |
| 10 | Taynuilt Village & A85 at Taynuilt | 1 |
| 11 | Craigendoran Bridge, Helensburgh | 1 |
| 12 | Hardy Hill / Winston Road, Helensburgh | 1 |
| 13 | Henry Bell / East King Street, Helensburgh | 1 |
| 14 | Fisher Place / Winston Road, Helensburgh | 1 |
| 15 | Sinclair Street / Argyle Street, Helensburgh | Double Crossing with 2 staff |
| 16 | Sinclair Street / Argyle Street, Helensburgh | |
| 17 | Old Luss Road / South King Street, Helensburgh | 1 |

| | | |
|---|---|---|
| 18 | East King Street / Old Luss Road, Helensburgh | Double Crossing with 2 staff |
| 19 | East King Street / Old Luss Road, Helensburgh | |
| 20 | Redgauntlet Road / School Road, Helensburgh | 1 |
| 21 | Ben Bouie Drive / Old Luss Road, Helensburgh | Double Crossing with 2 staff |
| 22 | Ben Bouie Drive / Old Luss Road, Helensburgh | |
| 23 | East Abercrombie / Easterhill Road, Helensburgh | Vacant<br>0 |
| 24 | East Argyle Street / Grant Street, Helensburgh | 1 |
| 25 | A82 Tarbet | 1 |
| 26 | Feorlin Way, Garelochhead | Vacant<br>0 |
| 27 | Ferry Road, Rosneath | Vacant<br>0 |
| 28 | Outside Luss Primary School, Luss | Vacant<br>0 |
| | | 20 with 8 Vacancies |