

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
Fully remove all current school crossing patroller cover within Argyll and Bute Council

Description of proposal
Currently Argyll and Bute Council have 28 School Crossing posts. This is a non-statutory service which costs in excess of £131,000 from the budget each year. In order to provide best value for the community and limit spending in line with budget reductions Roads and Infrastructure Services propose to remove the service completely.

Business Outcome(s) / Corporate Outcome(s) to which the proposal contributes
BO104: Our Communities are protected and respected.
Reduction in spending is in relation to non-statutory services to allow savings to be made.

Lead officer details:	
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?
Hugh O'Neill/Jim Smith

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

Consultation / engagement
We have sent out letters to all relevant School Parent and Teacher Councils to consult with them around the proposed removal of School Crossing Patrol Service asking for their views around the effects on communities. Further consultation will be held with Community Councils via the Council Consultation process.

Data

We still await responses from Parent and Teacher Councils and will update the Eqseia when this is received.

Responses received from Parent and Teacher Councils are attached to the email sent on to Chris Carr on 17 January 2020.

Other information

Previous views expressed on this proposal expressed concern in relation to young children being placed in a vulnerable position if the council removes this service both on route and when leaving school and having to cross roads to get to their homes.

Gaps in evidence

Awaiting responses from Parent and Teacher Councils

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		
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		

	Negative	No impact	Positive	Don't know
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?

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

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

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?

Regular monitoring of complaints or issues raised by schools and local communities.