

# Aberdeenshire Council

## Integrated Impact Assessment

### Budget Saving Proposal - School Crossing Patrollers - 2023

Assessment ID	IIA-001624
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Approved By	Anne Marie Davies Macleod
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# 1. Overview

This document has been generated from information entered into the Integrated Impact Assessment system.

Proposal to make a budget saving of £436k by removing the current school crossing patroller service from all applicable sites. School Crossing Patrollers are a non-statutory service.

During screening 3 of 10 questions indicated that detailed assessments were required, the screening questions and their answers are listed in the next section. This led to 3 out of 5 detailed impact assessments being completed. The assessments required are:

- Childrens' Rights and Wellbeing
- Equalities and Fairer Scotland Duty
- Town Centres First

In total there are 0 positive impacts as part of this activity. There are 5 negative impacts, of these negative impacts, 10 have been mitigated and 0 cannot be mitigated satisfactorily.

A detailed action plan with 2 points has been provided.

This assessment has been approved by [annemarie.daviesmacleod@aberdeenshire.gov.uk](mailto:annemarie.daviesmacleod@aberdeenshire.gov.uk).

The remainder of this document sets out the details of all completed impact assessments.

## 2. Screening

Could your activity / proposal / policy cause an impact in one (or more) of the identified town centres?	Yes
Would this activity / proposal / policy have consequences for the health and wellbeing of the population in the affected communities?	No
Does the activity / proposal / policy have the potential to affect greenhouse gas emissions (CO2e) in the Council or community and / or the procurement, use or disposal of physical resources?	No
Does the activity / proposal / policy have the potential to affect the resilience to extreme weather events and/or a changing climate of Aberdeenshire Council or community?	No
Does the activity / proposal / policy have the potential to affect the environment, wildlife or biodiversity?	No
Does the activity / proposal / policy have an impact on people and / or groups with protected characteristics?	Yes
Is this activity / proposal / policy of strategic importance for the council?	No
Does this activity / proposal / policy impact on inequality of outcome?	No
Does this activity / proposal / policy have an impact on children / young people's rights?	No
Does this activity / proposal / policy have an impact on children / young people's wellbeing?	Yes

## 3. Impact Assessments

Children's Rights and Wellbeing	All Negative Impacts Can Be Mitigated
Climate Change and Sustainability	Not Required
Equalities and Fairer Scotland Duty	All Negative Impacts Can Be Mitigated
Health Inequalities	Not Required
Town Centre's First	All Negative Impacts Can Be Mitigated

## 4. Childrens' Rights and Wellbeing Impact Assessment

### 4.1. Wellbeing Indicators

Indicator	Positive	Neutral	Negative	Unknown
Safe			Yes	
Healthy		Yes		
Achieving		Yes		
Nurtured		Yes		
Active			Yes	
Respected		Yes		
Responsible		Yes		
Included		Yes		

### 4.2. Rights Indicators

UNCRC Indicators upheld by this activity / proposal / policy	Article 3 - Best interests of the child
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### 4.3. Negative Impacts and Mitigations

Impact Area	Details and Mitigation
Active	<p>Reduction in active travel to/from school</p> <p>Can be mitigated Yes</p> <p>Mitigation Ongoing education programmes support health/wellbeing including the importance of regular activity including active travel.</p> <p>Timescale TBC</p>
Safe	<p>Road safety</p> <p>Can be mitigated Yes</p> <p>Mitigation Ongoing education programmes on road safety in schools; Potential for community-led programmes - e.g. volunteer parents; walking bus projects</p> <p>Timescale TBC</p>

### 4.4. Evidence

Type	Source	It says?	It Means?
Other Evidence	Moray Council	Moray Council removed their School Crossing Patroller service in 2019. There has been no increase in reported accidents following removal	Risks of removing a crossing patrol service can be well mitigated

#### **4.5. Accounting for the Views of Children and Young People**

Any engagement process on the removal of the service would include gathering the views of school pupils

#### **4.6. Promoting the Wellbeing of Children and Young People**

With mitigations implemented, there would be no negative impact on children's wellbeing

#### **4.7. Upholding Children and Young People's Rights**

Decisions will be made in the best interests of the child. Making savings from a non-statutory support service ensures budgets are invested where they are needed most to deliver front line education

#### **4.8. Overall Outcome**

All Negative Impacts Can Be Mitigated.

All identified impacts can be effectively mitigated.

Other impacts may be identified during any consultation/engagement process

## 5. Equalities and Fairer Scotland Duty Impact Assessment

### 5.1. Protected Groups

Indicator	Positive	Neutral	Negative	Unknown
Age (Younger)			Yes	
Age (Older)		Yes		
Disability		Yes		
Race		Yes		
Religion or Belief		Yes		
Sex		Yes		
Pregnancy and Maternity		Yes		
Sexual Orientation		Yes		
Gender Reassignment		Yes		
Marriage or Civil Partnership		Yes		

### 5.2. Socio-economic Groups

Indicator	Positive	Neutral	Negative	Unknown
Low income		Yes		
Low wealth		Yes		
Material deprivation		Yes		
Area deprivation		Yes		
Socioeconomic background		Yes		

### 5.3. Negative Impacts and Mitigations

Impact Area	Details and Mitigation
Age (Younger)	<p>Potential negative implications in respect of road safety for a minority of young people making their way to/from school</p> <p>Can be mitigated Yes</p> <p>Mitigation Age (Younger): Even where a crossing patroller is in place, it remains the responsibility of a parent to ensure the safety of their child on their full journey to and from school; Road safety educational programmes in schools will continue Additional traffic calming and/or roads safety measures will be discussed with Roads.</p> <p>Timescale TBC</p>

### 5.4. Evidence

Type	Source	It says?	It Means?
Internal Data	Accident/ incident data	No recording accidents/ incidents involving pupils on their way to/from school	Existing measures, even in areas without a crossing patroller, are satisfactory

### 5.5. Engagement with affected groups

No engagement carried out at this time

### 5.6. Ensuring engagement with protected groups

No engagement carried out at this time

### 5.7. Evidence of engagement

N/A

### 5.8. Overall Outcome

All Negative Impacts Can Be Mitigated.

There remains an inherent risk in respect of road safety even where crossing patrollers are in place. Any additional risk, which would be minimal, as a result of the service removal can be mitigated

### 5.9. Improving Relations

Mobilisation of community led solutions to support pupils in their journey to and from school, will allow a more targeted and needs-specific service, developing effective partnerships between different sectors of local communities.

### 5.10. Opportunities of Equality

There will be no resultant inequality of opportunity as a result of this proposal

## 6. Town Centre's First Impact Assessment

### 6.1. Local Factors

Indicator	Positive	Neutral	Negative	Unknown
Town centre assets		Yes		
Footfall		Yes		
Changes to road layouts		Yes		
Parking		Yes		
Infrastructure changes		Yes		
Aesthetics of the town centre		Yes		
Tourism		Yes		
Public safety			Yes	
Town centre business		Yes		
Cultural heritage and identity		Yes		
Social and cultural aspects		Yes		

### 6.2. Negative Impacts and Mitigations

Impact Area	Details and Mitigation
Public safety	The removal of the School Crossing Patroller service has the potential to increase the risk of injury as a result of a road traffic collision <b>No mitigation has been entered for this impact.</b>

### 6.3. Evidence

Type	Source	It says?	It Means?
Internal Data	Accident/ Incident Data	No recorded road traffic accidents/near misses involving pupils on way to/ from school	Risk of accident/injury is small

### 6.4. Overall Outcome

All Negative Impacts Can Be Mitigated.

All identified impacts can be effectively mitigated.

Other impacts may be identified during any consultation/engagement process



## 7. Action Plan

Planned Action	Details	
Engage with colleagues in Roads to identify any additional traffic management measures, or additional pedestrian crossings, which may be possible to mitigate any risks	<b>Lead Officer</b>	Kenny Gunnyeon
	<b>Repeating Activity</b>	No
	<b>Planned Start</b>	Monday January 01, 2024
	<b>Planned Finish</b>	Tuesday April 30, 2024
	<b>Expected Outcome</b>	Identify some key projects to support safe and active travel to/from school
	<b>Resource Implications</b>	TBC Budget would be required to fund installation of additional traffic management measures or crossings
Engage with Area Management teams to explore options for community-led initiatives such as parental volunteer programmes, or walking bus projects	<b>Lead Officer</b>	Kenny Gunnyeon
	<b>Repeating Activity</b>	No
	<b>Planned Start</b>	Monday January 01, 2024
	<b>Planned Finish</b>	Tuesday April 30, 2024
	<b>Expected Outcome</b>	Identify possible projects that could be implemented locally which would add to risk mitigation
	<b>Resource Implications</b>	TBC Officer time would be required during development and implementation