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| Financial Year | 2017/18 |
| Proposal no. | NH-2017-312 |
| Directorate | Neighbourhoods |

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| Savings Programme Pre-consultation Report | |
| Subject: | Continued provision of Schools Crossing Patrols at a charge to schools |

1 Recommendation

It is recommended that Members consider the recommendation below:

- 1.1 That the school crossing patrol service is funded by schools from 2017/18 onwards. The Council will continue to provide the service subject to buyback by the schools.

Reason for recommendation

- 1.2 School crossing patrols are currently funded by the Council with the activities being provided at no direct cost to schools across the Borough.
- 1.3 This activity is not a statutory service and given the Council's significant financial challenges moving forward it has to consider whether this service can be continued to be delivered by the Council.
- 1.4 Individual schools could decide to fund in part or whole of the cost of a school crossing patrol themselves, or join with other schools who currently share a Patrol.

2 Background

- 2.1 School Crossing Patrols (SCPs) were established by the School Crossing Act 1953 and instituted on 1 July 1954 through the School Crossing Order 1954. The Road Traffic Regulation Act 1984 (Sections 26 – 28) gave ‘Appropriate Authorities’ (defined as county councils, metropolitan district councils, the Commissioner of the Metropolitan Police and the Common Council of the City of London) the power to appoint SCPs to help children cross the road on their way to or from school, or from one part of a school to another, between the hours of 8:00 am and 5:30 pm.
- 2.2 Section 270 of the Transport Act 2000 amended the 1984 Regulations to allow SCPs to operate “*at such times as the Authority thinks fit*”. Therefore, SCPs may work outside the hours of 8.00 am to 5.30pm and can stop traffic to help anyone (child or adult) to cross the road.
- 2.3 The Council does not have a statutory duty to provide school crossing patrols and it remains the responsibility of parents and carers for ensuring their child’s safety on their journey to and from school. The authority does have a general duty under The Road Traffic Act 1988 (Section 39) to promote road safety and a statutory duty to ensure that its highways operate safely for the safe passage of all traffic including pedestrians.
- 2.4 There are no specific requirements in the rules on school crossing patrols about the funding of the service, and there is nothing in those rules to prevent a school from providing such funding. Schools have considerable freedom in how they spend their delegated budget. Regulations prescribe that they can spend it on anything for the “purposes of the school”. This includes expenditure that will benefit pupils at the school and other maintained schools. It is therefore legitimate for schools to spend their budgets on school crossing patrols.

Existing School Crossing Patrol Service

- 2.5 The Highways Service currently manage and operate the school crossing patrol (SCP) service, with 60 established points servicing 66 schools; 54 of these sites are currently staffed. There is only one ‘standby or mobile’ patrol to cover for unfilled posts. This service is to be managed by Facilities Management to sit alongside other services provided to schools by FM.
- 2.6 The service could be provided to schools through a chargeable SLA as with other services such as catering and cleaning. The detail of charges per school/schools are complex depending on whether there are one, two or several shared points that the service currently delivers. These issues will be considered subject to Cabinet decisions.

3 Financial Implications

- 3.1 The saving to the council if this proposal was accepted would be £272K. The saving proposal is 100% of the total budget for the area affected.
- 3.2 Table 1 provides details of the Charging for Schools Crossing Patrols £272k saving.

| | Savings 2017/18 | | Savings 2018/19 | | Total savings | |
|--|-----------------|---------|-----------------|---------|---------------|---------|
| | £k | | £k | | £k | |
| | On-going | One off | On-going | One off | On-going | One off |
| Employees | | | | | | |
| Other Costs | | | | | | |
| Income lost | | | | | | |
| Net savings | | | | | | |
| Additional income generated | 272 | | | | 272 | |
| Total savings | 272 | | | | 272 | |
| Implementation costs | | | | | | |
| Total savings less implementation costs | 272 | | | | 272 | |

4 Asset implications

- 4.1 There are no asset implications arising from this report.

5 Voluntary Sector impact

- 5.1 There are no voluntary sector impacts with this proposal.

6 Consultation

- 6.1 The schools are to be consulted with.
- 6.2 The Council must ensure that it remains open minded throughout the consultation period to all alternative proposals and expressions of interest.

7 Alternatives considered

- 7.1 The Council ceases to provide any support in relation to SCP. The schools then have the option to make their own arrangements. This could be where schools share the use of a patrol and wish to continue to provide the service, a suitable arrangement for apportioning costs and therefore a charge could be developed to support the school.
- 7.2 Members could decide not to take the proposal forward and identify alternative savings proposals.

8 Risk Assessment Implications

The table below sets out the risks associated with the options outlined above and how the Council could seek to mitigate those risks.

| Risk – SCP Service | Mitigation |
|--|---|
| Individual schools may decide not to continue with the SCP provision. In many cases the SCP not only benefits the school, it also benefits the wider community | The council will continue to work with schools to provide a service going forward |

9 Legal Implications

- 9.1 There are no legal implications with this proposal.

10 Personnel Implications

- 10.1 Subject to any final decisions on the service delivery element of the proposals outlined within this report there may be personnel implications for the council's workforce and this consultation with the workforce will be undertaken in accordance with council's Personnel Policy Framework.

11 Equalities Impacts

Workforce Equality Impacts Assessment

- 11.1 The Council will undertake a Corporate Workforce Equality Impact Assessment based on those employees identified as being at risk of redundancy at the start of the formal workforce consultation in November 2016 and this will be reviewed against the current workforce profile

Equality/Community Impact Assessments

- 11.2 The Equalities and Impact Assessment will be undertaken following consultation with schools to enable an informed decision to be made

EQUALITY IMPACT ASSESSMENT FOR SAVINGS PROPOSALS

The Equalities and Impact Assessment will be undertaken following consultation with schools to enable an informed decision to be made.