

Budget Impact Assessment - First Stage

1. Details of the budget proposal

Budget proposal description and summary: ENV907 - Reduced budget for Supplies and Services
There are two crossing patrol sites that are no longer required, one as a result of the installation of a pelican crossing and one other crossing patrol where the safe route to school has changed following the Councils strategic schools improvement building programme that no longer meets criteria. Consequently there will be a small saving in the supplies budget in this service area.
Service Area: Road Safety and Business Performance – Engineering and Transport
Directorate: Environment

2. Does the budget proposal affect:

	Yes	No
Service users	✓	
Staff	✓	
Wider community	✓	
Internal administrative process only		✓

3. Does the budget proposal impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age	✓				L	School pupil age group – sites have been evaluated as complying with National Guidance and criteria embedded within adopted policy.

Disability	✓					L	School pupil age group – sites have been evaluated as complying with National Guidance and criteria embedded within adopted policy.
Gender Reassignment	✓					L	Neutral Impact
Marriage/Civil Partnership	✓					L	Neutral Impact
Pregnancy/Maternity	✓					L	Neutral Impact
Race	✓					L	Neutral Impact
Religion/Belief	✓					L	Neutral Impact
Sex	✓					L	Neutral Impact
Sexual orientation	✓					L	Neutral Impact

4. Does the budget proposal impact on:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/ How might it impact?
People's opportunities to use the Welsh language		✓			L	
Treating the Welsh language no less favourably than English		✓			L	

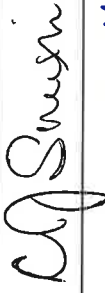

5. Does the budget proposal embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the budget proposal supports the long term well-being of people	✓		<p>The disestablishment of two SCP sites will not have an adverse effect on users of the site on their school journey.</p> <p>Both sites no longer meet criteria, one as a result of the installation of a pelican crossing upgrading the site and the other crossing site where the route has changed for Secondary pupils following the Councils strategic schools improvement building programme.</p>
Integration - how the budget proposal impacts upon our wellbeing objectives		✓	Both sites comply to DDA standards in terms of crossing points with one site being further upgraded with the installation of a pelican crossing.
Involvement - how people have been involved in developing the budget proposal	✓		<p>The original policy consultation was carried out via Llan and Nash.</p> <p>Individual consultation is carried out with specific schools affected in line with adopted policy.</p> <p>Quantitative data is assessed against the national criteria for the provision of a SCP Officer.</p>
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		<p>Close liaison with Schools, Community Groups regarding proposals.</p> <p>Additional Road Safety education and practical training taking place in affected schools.</p>
Prevention - how the budget proposal will prevent problems occurring or getting worse	✓		<p>The SCP service is a discretionary function rather than a statutory duty.</p> <p>Advisory 20mph zone around affected schools.</p> <p>Mitigation – it is a parental/guardian responsibility to ensure the safety of their children on their journey to and from school.</p>

6. Declaration - based on above assessment (tick as appropriate)

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
Ultimately, the service is non statutory and it is a parental/guardian responsibility to ensure the safety of their children on their journey to and from school.	
The provision of a School Crossing Patrol Officer complies with National Guidance, and the criteria laid down within the adopted policy.	

A full impact assessment (second stage) is required	
Reasons for this conclusion	

	Name	Position	Signature	Date
Completed by	Joy Smith	Road Safety and Business Performance manager		13.11.18
Signed off by	David Griffiths	Head of Service/Director		13.11.18