

ECONOMY, TRANSPORT AND ENVIRONMENT SCRUTINY REVIEW OF SCHOOL CROSSING PATROL ALTERNATIVE FUNDING – ACTION PLAN			
SCRUTINY RECOMMENDATION	DIRECTOR’S RESPONSE AND ACTION PLAN	TIMESCALE	
R1	<p>Light controlled crossings (e.g. Pelican & Puffin crossings) can be used as an alternative to school crossing patrols, but it only makes financial sense to do so in limited circumstances. Therefore, the review board recommends that:</p> <ul style="list-style-type: none"> • Consideration is given to installing light controlled crossings where appropriate and sufficient funding is available. 	<p>Due to the nature of crossing movements associated with schools, which experience high peak flows at the start and end of the school day; light controlled crossings are better able to provide a safer crossing environment than a zebra crossing which relies on drivers associating the likely presence of pedestrians and interacting with them to offer the opportunity to cross the road. Stand-alone signal controlled crossings are however very expensive ranging between £50,000 and £75,000 depending on the location. It would therefore not be possible to provide this sort of facility at all locations. The recommendation is therefore appropriate and will be considered as part of our usual highway improvements process.</p>	Ongoing
R2	<p>The evidence from the review suggests schools will need support and guidance in order to be able to secure alternative ways of funding their school crossing patrol. The review board recommends that an enhanced information pack is developed for schools by the Council that will include:</p> <ol style="list-style-type: none"> a) An explanation of the process of securing a sponsor; b) Advice on developing a sponsorship proposal, including support from the Council’s Marketing & Communications department; 	<p>The Road Safety Team already provides a Sponsorship Support Pack. The Scrutiny Board considered that this could be developed with the assistance of other Teams/Departments with the necessary skills and experience. A revised pack will therefore be produced for future enquiries.</p>	April 2015

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	c) Fund raising advice for school PTA's and other sources of information such as the PTA UK and the Council's external funding team.	
R3	Some schools do not have the time or expertise to secure sponsorship for their school crossing patrol. The review board recommends that: <ul style="list-style-type: none"> • Officers evaluate the possibility of using of an external agency to secure sponsorship for school crossing patrols. 	The engagement of an external agency to secure sponsorship for School Crossing Patrols would be an expensive undertaking; with evidence presented to the Scrutiny Board that the likely fees to be charged would add at least 30% to the cost. This may well be beyond the financial ability of most potential sponsors bearing in mind the exposure they receive and the local nature of this exposure. Whilst this is an untested source of identifying sponsors it is considered of limited benefit in the long term.
R4	It is not certain whether commercial sponsorship will be a viable, long term alternative to existing funding methods. Therefore, the review board recommends that: <ul style="list-style-type: none"> • For the time being the Council maintains core funding to ensure the provision of school crossing patrols where they meet the Council's policy criteria, and in circumstances where sponsorship or other approaches for provision are not currently possible. 	Any move to a fully sponsored School Crossing Patrol service would need to look closely at the full realistic cost of providing it including management, supervision, insurance and redundancy costs being taken into account. For the present time a core level of funding will be maintained to ensure that those sites meeting the required criteria are provided, whilst consideration is given to the effectiveness of alternative funding in a holistic manner.

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<p>R5 Schools can engage volunteers as an alternative way of providing a school crossing patrol. However, for this to work effectively the school needs to have the appropriate management capacity and expertise. The review board recommends that:</p> <p>a) Officers develop a guide for schools to use who wish to involve volunteers to operate their school crossing patrol and;</p> <p>b) Officers evaluate the feasibility of commissioning volunteer management support from the voluntary sector to assist schools who wish to involve volunteers to operate their school crossing patrol.</p>	<p>At present the Road Safety Team support 8 School Crossing Patrol sites that are delivered by 34 trained volunteers. Whilst the value of volunteer sites is recognised by the authority they are difficult to manage due to the number of volunteers involved and their relatively high turnover.</p> <p>A consistent approach needs to be maintained to ensure our liabilities are managed properly. All volunteers need to be trained, supervisors and provided with the required uniform to ensure they operate within the guidelines and the relative legal requirements. This places a significant resource responsibility on the authority. The use of volunteers is therefore restricted to a limited number of sites.</p> <p>The use of volunteers should therefore be seen such that it does not place undue pressure on the limited resources available. The information provided to schools as part of the Sponsorship Pack will be amended to include more detail that will enable the school to assess if this is a feasible approach. The use of a commissioning approach will be limited due to the need to train and insure all the volunteers and the logistics of sourcing volunteers from the local community.</p>	<p>Ongoing</p>

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<p>R6 Academies have more flexibility around how they spend their budget and can pay for school crossing patrols if they wish, whereas maintained schools cannot. The review board recommends that:</p> <ul style="list-style-type: none"> • Officers consider updating policies to reflect the difference in how funding can be spent by academies and maintained schools. 	<p>Adopted Policy and National Guidelines make no distinction about the type of Primary School that should qualify for a School Crossing Patrol. The criteria requirements are based on the number of pedestrians wishing to cross a road and the traffic flow on that road; giving a measurement of the risk of a potential conflict.</p> <p>To differentiate between Schools funded through the County Council and one with its own funds could result in claims that the service is being provided on financial grounds with no recognition of the road safety risk that may be present. However, a number of Academy funded Schools already sponsor School Crossing Patrols as they see it as a benefit to their pupils and the local community.</p> <p>When a School converts to Academy status they are funded directly from central resources with a corresponding reduction in the funding received by the County Council. The requirement for Academy schools to fund their own School Crossing Patrols through a sponsorship agreement would better reflect the levels of funding available.</p> <p>This approach would require a change to our adopted policy which would then be outside of the recommendations contained within National Guidance.</p>	<p>September 2015</p>

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	We will raise this consideration at national level through representations to Road Safety Panels.	

