

## DRAFT - Supporting Information and Impact Assessment

Proposal:	Home to School Transport
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Version:		Date:	25/10/16	Author:	Andy Dempsey
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### Section 1: Background Information

<b>1.</b>	<b>What is the proposal / issue?</b>  Home to School Transport is a significant area of spend but one that is highly regulated based on entitlement thresholds around distance, school place availability and whether the child has additional needs. The budget also links with Social Care placements with dedicated educational provision.  During 2016/17 the service has identified around £80k in savings alongside around £60k that has already been removed as part of in year changes. The proposal is to review how further savings can be made through promoting independent travel for children and young people (i.e. travel without escorts) and reviewing current arrangements where pupils are receiving individual transportation, and route optimisation.
<b>2.</b>	<b>What is the current situation?</b>  Work is underway to explore how the savings can be identified which will require some capacity building to promote independent travel and volunteer capacity for escorts.
<b>3.</b>	<b>What options have been considered?</b>  In order to reduce the budget for home to school transport, a number of options have been considered.  Legal advice is that: <ul style="list-style-type: none"><li>• arrangements for any eligible child have to be free of charge</li><li>• each parent would have to consent to using their own transport while being paid an allowance</li><li>• the payment of an allowance to parents to use their own transport would include their return journey if they could show that this was an additional cost to them</li></ul> The review will seek to promote independent travel for children and young people and current arrangements where pupils are receiving individual transportation. A small number of pupils are currently receiving transport in a taxi with an escort. This has been provided where there have been identified behavioural concerns. There is the potential to review the current arrangement to see if alternative arrangements can be put in place.

4.	<p><b>How does this proposal support the ambitions, principles and delivery of the Corporate Plan 2015-19?</b></p> <p>Ambition:</p> <ul style="list-style-type: none"> <li>• Protecting all children and giving them the best start in life</li> </ul> <p>Principles:</p> <ul style="list-style-type: none"> <li>• Using reducing resources to best effect</li> <li>• Reducing demand through prevention and innovation</li> <li>• Integrated and joined up approach</li> </ul>
5.	<p><b>Who will be affected by this proposal and who do you need to consult with?</b></p> <p>The proposal may potentially have an impact on the children and young people both currently receiving a transport service and future service users.</p>
6.	<p><b>How will you propose to consult?</b></p> <p>Each child or young person receiving home to school transport will be reviewed as part of an individual assessment and so consultation and feedback will be completed during the process and acted upon where required.</p>
<p><b>Section 2: Expected Implications and Impact Assessment</b> (These sections will be updated and expanded following the consultation period.)</p>	
7.	<p><b>What are the <u>expected</u> financial and legal implications?</b></p> <p>To be updated</p>
8.	<p><b>What are the <u>expected</u> risks?</b></p> <p>To be updated</p>