

## Supporting Information and Impact Assessment

Proposal:	Home to School Transport
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<b>Section 1: Background Information</b>	
<b>1.</b>	<p><b>What is the proposal / issue?</b></p> <p>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.</p> <p>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 for 2017/18 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. It is anticipated that a further £59,000 can be saved in 2017/18 and £59,000 in 2018/19.</p>
<b>2.</b>	<p><b>What is the current situation?</b></p> <p>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.</p>
<b>3.</b>	<p><b>What options have been considered?</b></p> <p>In order to reduce the budget for home to school transport, a number of actions have been undertaken and further work has been recommended by PeopleToo.</p> <p>The review will seek to promote independent travel for children and young people and current arrangements where pupils are receiving individual transportation. The work will explore the potential to use trained volunteers to add to the capacity of employed school escorts.</p> <p>As part of the review of all routes needs to undertaken. This includes full consideration to the implementation of an IT solution to maximise route optimisation.</p> <p>Through this work there is the potential to review the current arrangements to see if alternative arrangements can be put in place to maximise the budget spent on transport.</p>

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. The proposal may increase the number of young people expected to use independent travel.</p> <p>Every child or young person will be subject to an individual review.</p>
6.	<p><b>How will you propose to consult?</b></p> <p>Each child or young person receiving home to school transport will have their arrangements reviewed as part of an individual assessment and so consultation and feedback will be completed during the process and acted upon where required.</p>
<b>Section 2: Expected Implications and Impact Assessment</b>	
7.	<p><b>What are the <u>expected</u> financial and legal implications?</b></p> <p>The proposals are in line with legal advice and will be given to parents as an option only when cost effective. The proposal meets the legal advice that:</p> <ul style="list-style-type: none"> <li>• The proposals do not change the transport entitlement, but provides a means of alternative delivery</li> <li>• Arrangements for any eligible child have to be free of charge (where applicable)</li> <li>• Changes to routes would be subject to risk assessments</li> </ul>
8.	<p><b>What are the <u>expected</u> risks?</b></p> <p>The use of volunteers to build escort capacity would require careful management and oversight to ensure that vulnerable pupils who receive transport remain safe. The implications of running a comprehensive volunteer programme would require additional capacity within the transport team, as they would still be subject to the same recruitment and safeguarding process as paid employees. The cost of creating this capacity would need to be monitored against the hours gained from volunteers.</p>

	<p>The placement of pupils with staff acting in a voluntary capacity would require careful oversight. Many of the vulnerable pupils requiring escorts need consistency in order to cope with being transported, the impact of this would need to be carefully monitored.</p> <p>The cost of running this service using volunteers would be subject to a risk assessment and review by our insurance company. These costs are currently unknown.</p> <p>The impact of enabling a greater number of appropriate pupils to travel independently may lead to an increase in the cost. For example the cost of providing a bus pass compared to the cost of providing shared transport may result in an increased spend for the department.</p> <p>To maximise the impact of reviewing routes, the council will need to invest in additional IT software. The cost of the initial investment and on-going licence needs to be considered in potential future savings to be achieved.</p>
<b>9.</b>	<p><b>Public Services Value (Social Value) Act 2012</b></p> <p>N/A</p>
<b>10.</b>	<p><b>What evidence / data / research have you gathered in relation to this proposal?</b></p> <p>The proposal builds on the recommendations provided by PeopleToo. The evidence of the external consultants demonstrates that there are efficiency savings to be made through a review.</p> <p>The proposal will take into consideration the current pupil numbers and the intelligence that is held in relation to upcoming demand. Initial analysis in relation to independent travel training demonstrates that the initial figures provided by PeopleToo do not align with the local authority information with regard to potentially appropriate pupils. An initial scoping of pupils demonstrates that 26 pupils could be considered for this scheme, however more in-depth analysis shows that a high percentage live more than 3 miles, which would mean that access to a bus pass would remain.</p>
<b>11.</b>	<p><b>What are key findings from the consultation you have carried out?</b></p> <p>The consultation will be carried out with individual pupils and their parents/carers as part of individual review and assessment.</p> <p>Conversations have taken place with the provider of Independent Travel Training and initial work demonstrates that there is capacity to build on the existing service to expand to a wider range of suitable pupils.</p>
<b>12.</b>	<p><b>Amendments to Proposal / Mitigating Actions</b></p> <p>Mitigating actions will be taken in line with the individual pupil review process.</p>

## Equality Impacts

13	Identify the potential positive and negative impacts on specific groups		
	Positive Impact	Negative Impact & Mitigating Actions	Neutral Impact
Older or younger people	No differential impact		
People with caring Responsibilities		All decisions will be subject individual reviews with the pupils/parent carers. Mitigating actions will be agreed on a case by case basis.	
People with a disability		All decisions will be subject individual reviews with the pupils/parent carers. Mitigating actions will be agreed on a case by case basis.	
Women or men	No differential impact		
People who are black or from a minority ethnic background (BME) <i>(Please note Gypsies / Roma are within this community)</i>	No differential impact		
Religion or belief (including lack of belief)	No differential impact		
People who are lesbian, gay or bisexual	No differential impact		
People who are transgendered	No differential impact		
People who are in a	No differential impact		

	marriage or civil partnership	
	Women who are pregnant / on maternity leave	No differential impact
	Socio-economic impacts (Including impact on child poverty issues and deprivation)	No differential impact
	Public Health impacts (How will your proposal impact on the general health of the population of Torbay)	No differential impact
<b>14</b>	<b>Cumulative Impacts – Council wide</b> (proposed changes elsewhere which might worsen the impacts identified above)	None identified
<b>15</b>	<b>Cumulative Impacts – Other public services</b> (proposed changes elsewhere which might worsen the impacts identified above)	None identified