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| **Details** | |
| **Service or policy title** | School and post-16 Travel |
| **Lead officer** | Adrian Orr, Assistant Director, Education & Learning, CYP  Sarah Vize – School Travel Lead, CYP  Tracey Vobe – Passenger Transport Manager,  Resource Management |
| **Officers carrying out the screening** | Sarah Vize – School Travel Lead, CYP  Tracey Vobe – Passenger Transport Manager, Resource Management |
| **Is this new or a revision?** | This is a revision for School Travel for those of statutory school age. For this the original EIA was undertaken in December 2015. It is a revision for the post-16 policy. For this the original EIA was undertaken in June 2013 and reviewed in Spring 2016 and Spring 2017. It is a new EIA for the Suffolk Travel Choices brokerage proposed delivery model.  Revised November 2017 to include updates arising from the pre-engagement phase.  Amendments made January 2018. |
| **Is this the first time this policy or function has been screened?** | No, this is an updated EIA |
| **Date of completing this EIA screening** | 16 January 2018 |

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| **Description** |
| **What exactly is proposed?**  Our vision is: “Suffolk residents have increased travel options and the ability to arrange their own transport to meet their needs, without public subsidy.”  Over the last four years we have transformed a range of travel services so they better meet the needs of Suffolk residents. In November 2017 we started a new phase of this work, it recognises that while public funding is reducing, travel options can still increase through different ways of working with bus/coach operators and new technology.  The ambition is that residents in more rural locations can benefit from bus routes running during the day time, operated by the commercial network, and once they have completed school runs.  It is proposed to introduce a school travel offer which meets the Government’s legal requirements – this means that travel arrangements would be offered where pupils live more than 2 miles from their nearest school up to age 8 or 3 miles at 8 to 16. Also, to offer travel arrangements in accordance with the extended rights for those on low income and detail outlined in Appendix 1a.  It would mean that the existing offer to Suffolk families to give free travel to pupils living over the statutory eligibility distances (as shown above) to their Transport Priority Area School(s) would no longer be an offer where it is not the nearest school.  Note: 291 (3.1%) of pupils receiving free travel due to a statutory entitlement who are not attending their nearest suitable school, live under the statutory walking distance and currently have an entitlement as a result of unsafe routes. Primary 129 (1.4%), Middle 23 (0.2%) and Secondary 139 (1.5%). The proposal is to include the use of rights of way in the assessment of routes to school for those less than 2 or 3 miles from school and also in distance measurements.  The proposals in relation to Post-16 Policy Statement is to provide a core offer of an Endeavour Card, for those aged 16 up to their twentieth birthday, regardless of whether the young person is participating in education, training or employment.  It is proposed to publish an annual post-16 policy statement and stop offering subsidised travel to either the nearest school or Post-16 centre over the statutory walking distance with the exception of vulnerable students, who may be at risk of being prevented from continuing in post compulsory education or training, because of the cost or availability transport. The intention is that wherever possible no student aged 16-18 (and those aged 19 and over if they are continuing on a particular course of study started before the age of 19), resident in Suffolk will be prevented from continuing in post compulsory education (at their nearest suitable provision) because of the cost or availability of travel, via an exceptions policy. Where travel is agreed as an exception, the Council will request a financial contribution towards the cost.  It is proposed to offer for sale any spare seats on closed contract routes running to schools, sixth form centres or colleges of further education to non-eligible children and young people charged at the actual cost of providing the transport and be sold on a first come first served basis. The current average cost is £960 per annum.  Students of sixth form age with Special Education Needs (SEN) would continue to be assessed on an individual basis. It is also planned to continue to offer independent travel training at the right time for those with SEN.  For the Post-16 Policy it is also proposed to continue to support the most vulnerable (for example those with special educational needs and/or disabilities (SEND) using the same criteria as in the 2016/17 policy statement. Also for Suffolk County Council to support families to enable their young people (following an assessment of their readiness), to undertake personalised travel training.  Where the criteria is met for those with SEND, charging would continue to be in accordance with the decision reached by Cabinet in June 2014, to seek financial contributions and to increase these costs by £30 per year. The annual financial contribution for 2017-2018 is £630; for September 2019, the contribution would be £690. The average cost of transport for those with special educational needs and disabilities is £5333 (note: Suffolk’s average costs for SEND was the fifth lowest of English Counties in 2016).  It is proposed to continue to operate an exceptions policy, and for the Individual Needs Travel Group (INTG) to consider these exceptional cases, supported by professional evidence. Examples of cases which might be submitted for consideration are vulnerable young people out of education for a sustained period, living in rural location without any means of travel solution and without any support from the Post-16 provider’s Bursary Fund.  It is also proposed as one alternative to update the criteria for the sale of any spare seats so it prioritises those unable to access provision and there is no access to public transport, comes from a low income family and lives in a rural location where there is no public transport available.  The Suffolk Travel Choices brokerage service proposed delivery model would provide brokerage services to grow the market in terms of other suppliers, including commercial, school and local community.  We have quantitative data which demonstrates those schools and areas which would be most impacted, both positively and negatively, under the proposals for change (see Appendix 1b).  The current school travel policy gives around 4300 children in Transport Priority Areas a choice of more than one school to which they can receive free school travel. Whereas around 5200 families are only able to receive free school travel to one school. The proposal creates a more equal arrangement across Suffolk.  Pre-engagement and Local Solutions:  The full phase of pre-engagement undertaken between July to November has been designed to ensure that there is the opportunity to develop and continue dialogue with a range of stakeholders. This has enabled the Council to further explore with them the scope of innovative ideas and solutions. This is within the context that already in Suffolk that a number of schools organise their own transport arrangements. What has emerged includes the menu of Local Solutions designed to offset the impact of the options (1-3).  We have also considered the protected characteristics in terms of potential impact. |
| **What will the effect of the changes be?**  To make best use of public resources and have a set of sustainable school and post-16 travel policies, meeting legal requirements and providing for those in real need.  Changes to school and post-16 travel policies could help reduce the current and future expenditure by the Council on school and post-16 travel whilst ensuring that the council meets its statutory duties to transport eligible children to school. This is within the context that Suffolk faces increases in demand from a growth in the pupil population and the projected growth in new housing. Transport for those with special educational needs and/or disabilities is also likely to increase as needs are more complex and because of growth in the population.  A 9.5% total increase in pupils with SEND between 2015 and 2017 in Suffolk, with a 22% increase in pupils with a primary need of Autistic spectrum disorder between 2015 and 2017. The future predictions are a further 21% increase in pupils with SEND between 2017 and 2020 for Suffolk and an increase of 32.8% by 2020, from 2015 figures.  To create more travel options that help residents learn, work and socialise. To encourage green and healthy alternatives such as walking, cycling and sharing vehicles. And to reduce the impact of rural isolation on children, young people, families and communities.  To provide wider benefits to the communities of Suffolk whereby the future use of resources takes place within the Suffolk Travel Choices brokerage model. Suffolk Travel Choices would procure the best value purchase of tickets for those who are eligible, including with other suppliers, for example commercial operators and schools making their own travel arrangements. This would benefit the wider communities of Suffolk and potentially offer wider access to solutions. There are 75,000 residents in Suffolk who use public transport and could benefit from shifting investment from closed contract school routes into public transport networks.  To promote health and wellbeing via the Sustainable Modes of Travel (SMOT) when parents and children consider their travel options. Most families in Suffolk (88%) arrange their own travel; with 68% live in areas classified as urban and 32% live in areas classified as rural (data source: Lower Layer Super Output Area (LSOA).  A further 7.4% currently benefit from free travel provided by Suffolk County Council that would remain unaffected.  To introduce fairness in terms of the school travel offer. Our analysis shows that 1.2% of children and young people who are currently transported under our school travel policy would no longer receive a free service, because they would be less than 2 or 3 miles from their nearest school. (A small number of these might have route assessed as unsafe and hence would still qualify for free travel.) In addition, 2.3% of children would no longer receive a free service, but would have the option to move to the nearest suitable school. We will want to dissuade families from moving school, as this is disruptive to the child’s education, and to assist them in planning sustainable travel. Our modelling shows that by switching to a nearest travel offer policy, there will be equity between the schools.  To achieve an equitable school travel policy, whereby the offer of travel to the nearest suitable school would be applied consistently to both mainstream pupils and those pupils with disabilities and special educational needs.  **In relation to the Post-16 policy proposals**, the intention is to enable families and young people (CYP) to plan their own travel arrangements, and for the Council to make a core offer available and continue to support the most vulnerable. In 2016-2017 we organised post-16 travel for 1.1% of CYP in Suffolk. The number of Post-16 applications since the policy changed with effect from September 2015, has reduced by just under 50%. Our analysis shows for academic years 2016-2017 and 2017-2018, that approximately 70% of the post-16 mainstream young people receiving travel arrangements are issued with public transport tickets. Of the remaining 30%, detailed analysis shows that they are mostly attending school sixth form provision and using spare seats on closed contracts running to these schools.  Feedback from the most recent Post-16 Policy Statement consultation (January 2017), highlighted that families and young people are confused about the wider travel offer and asked that the Post-16 Policy statement became clearer if the responsibility is placed with them to organize their own travel arrangements.  Feedback was also received about two commercial operators not accepting the Endeavour Card; this is being addressed. Also, a request that Greater Anglia offer railcard discounts during peak travel times for young people.  **It is proposed to implement an exceptions p**olicy to accompany any new policies following consultation. This would provide for persons to request review/appeal against a decision if they are of the view that:   * The council has not applied this policy correctly; or * There are compelling reasons to justify making an exception to the policy.   The intention is to continue to support the most vulnerable. It is also the intention to continue to operate the Individual Needs Travel Group (INTG) who make individual decisions in relation to the exceptional and extenuating needs cases; supported by professional evidence.  **Suffolk’s Travel Vision and Suffolk Travel Choices brokerage service**  The Suffolk Travel vision is that “Suffolk residents have increased travel options and the ability to arrange their own transport to meet their needs, without public subsidy”.  In November 2017, Suffolk County Council started a new phase of transformation of travel services, which recognises that whilst public funding is reducing, travel options can still increase through different ways of working with bus/coach operators and new technology.  **Suffolk Travel Choices brokerage service** would provide a positive impact and benefit to the whole community of Suffolk.  It would create an improved market for bus companies, and therefore enable there to be less reliance on individual car journeys; thus improving congestion around schools and the quality of air. The Connecting Communities Service is available to everybody, including non-eligible young people to travel.  There would be a benefit to the commercial operator market, where routes are commercially viable. It would support local employment in this area of service delivery.  In terms of the school population, once the change had occurred, pupils could have less far to travel to school, which will lend itself to a range of healthy options in terms of mode of travel, e.g. cycling or walking. This will mean that pupils will arrive ready to learn, having undertaken physical activity as part of their regular travel arrangements. With less far to travel, this will mean that pupils will be able to become part of their local community, and also participate in after school activities.  We will be able to learn from pilots we have run in terms of raising awareness and confidence in cycling to school. In the Bury area, the Bums on Bikes (Bob) Pilot has seen significant growth in the numbers using bikes to travel to school.  The school travel policy strategy has been developed in the context of Total Transport which is a key national driver promoted by the Department for Transport (DfT) currently. By extending and growing the use of capacity within the commercial and voluntary sector, this will achieve sustainability within the market place and support Suffolk residents to travel, especially in the rural areas. |
| **How will it be implemented?**  A comprehensive pre-engagement phase has taken place between July and November 2017 and the summary of this is attached as Appendix 1c.  Conversations with key stakeholders have highlighted the complexity of issues involved and consequently the need for clear and concise information so the different stakeholders can understand what the proposals would mean for them, be they a school or college governor, parent, head teacher, principal, school business manager, bus operator, taxpayer or young person.  The pre-consultation conversations have established that for the public consultation to be effective as possible the approach adopted should include (but not be limited to):   1. A coordinated public launch of the consultation, clearly communicated to all stakeholders; 2. The need for a dedicated website with frequently asked questions section to help consultees understand the implications of the proposals; 3. The facility for consultees to phone their views in, as well as submit their views in writing or online; 4. The importance of a wide range of consultation workshop events when the proposals can be presented, explained and discussed; 5. A number of events across the county where consultees can put forward alternative options to those being consulted on.   The pre-consultation conversations have also established that for the public consultation to be as effective as possible the information made available to consultees should include (but not limited to):   1. Different policy options; 2. Detailed maps; 3. Details of how students travel to school under the current policy; 4. Information on the costs of the current school travel arrangements; 5. A website with an address ‘look up’ facility to determine the nearest school to a residential address.   The intention would be to consult with Suffolk residents, as well as all statutory consultees including parents, young people, carers, academies, schools and colleges of further education.  The proposed timetable and consultation plan would embrace the Sedley requirements identified through R v Brent London Borough Council, ex p Gunning 1985.  The length of the proposed consultation period would be greater than that published by the Department for Education (DfE). The DfE home to school travel and transport guidance – statutory guidance for local authorities, published July 2014, states at paragraph 52:  “Local authorities should consult widely on any proposed changes to their local policies on school travel arrangements with all interested parties. Consultations should last for at least 28 working days during term time. This period should be extended to take account of any school holidays that may occur during the period of consultation.”  Feedback from the consultation would be provided to Cabinet for their consideration, prior to reaching a decision at Cabinet on 12 June 2018.  The DfE Home to School Transport Guidance at paragraph 53 states:  “Good practice suggests that the introduction of any such changes should be phased-in so that children who start under one set of transport arrangements continue to benefit from them until they either conclude their education at that school or choose to move to another school. Parents make school choices based on, amongst other things, the home to school transport arrangements for a school, and any changes might impact adversely on individual family budgets.”  Suffolk County Council has considered the above guidance, but has decided to depart from it and proposes to consult on a general policy that transport would be withdrawn where the current school is not the nearest given the acute financial pressures that it is under. It is proposed to implement an exceptions policy to accompany any new policies following consultation. This would provide for persons to request review/appeal against a decision if they are of the view that:   * The council has not applied this policy correctly; or * There are compelling reasons to justify making an exception to the policy.   **Option 1**: It is proposed to implement this transformation, as a whole system change (wholesale) where there would be a change for all year groups in a single year (September 2019).    The proposal of wholesale change would require the current school and public bus network to be reviewed to ensure efficiency and cost effectiveness whilst giving consideration of future fare payers to enable the financial viability of bus routes Associated with this, and at its core, would be the proposed Suffolk Travel Choices brokerage service, the Local Solutions and a refresh of Sustainable Modes of Travel (SMOT) Strategy for all schools and colleges in Suffolk.  **Option 2:**  From September 2019, introduce the changes year by year as a child joins or moves school so that it is in line with legal requirements.  This means that we would introduce all of the changes in option 1 on a phased basis, year by year as a child joins or moves school. A child would remain eligible for transport to their current school if they are receiving free school transport in 2018 and are aged 5-16. Children joining as new entrants in September 2019 would be assessed under the new policy.  **Option 3:**  Make no changes to the school travel policy but make savings from other essential services provided by Suffolk County Council.  To continue to provide the service at the same level as now, we would have to make savings from budgets supporting other essential services provided by Suffolk County Council.  The range of Local Solutions is as follows:   * Changing school times (to enable more efficient network planning); * Extending school opening times (to enable double run buses); * Increasing sizes of vehicles (moving students on taxis to larger vehicles); * Increasing acceptable journey times; * Influence school Professional Development (PD) days; * Hub collection points; * Drop off points to be further away from individual schools; * Parents Opt into travel offer; * Group schools together * Increase “loading” of transport by 20%; * Plan additional level of capacity for non-eligible pupils; * Parental payments – for eligible children.   The SMOT will set out a range of principles and priorities. These will include growing the commercial market through capacity building support provided by the county council, together with a range of other sustainable options for travel to school or college.  The inter-relationship between the new proposed school travel and Post-16 travel policies, and the future Suffolk Travel Choices brokerage service including potential redesigned school/public bus network, is intended to achieve sustainability in terms of public access for local rural communities as a vision.  Another key feature will be the development and promotion of the sharing economy – in terms of travel.  The draft SMOT and priorities has been socialised during autumn 2017, as we know from our modelling (2016 school year) that 11.5% of the school population in Suffolk (to age 16), currently have an entitlement to mainstream transport.  The key feedback from the pre-engagement phase is included in the report to Cabinet at their meeting on 5 December 2017 (see Appendix 1c). The proposed consultation exercises will be reported back to Cabinet for them to take into consideration before reaching a decision. At this point the EIA will be reviewed and reported upon. Prior to reaching a decision members of Cabinet would need to ensure they have rigorously considered the impact in relation to the Public Equalities duties. As a minimum this requires decision makers to read and carefully consider the content of the Equalities Impact Assessment (EIA) produced.    Suffolk County Council includes in its interpretation of The Equality Act 2010, Rurality as an additional protected characteristic, noting this is not a statutory requirement. This means that Suffolk County Council when exercising its functions to have due regard to the need to (a) eliminate discrimination, harassment, victimisation, and other conduct prohibited under the Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it, considers rurality. The latter is a local non-statutory element.  The protected characteristics under the Equality Act 2010 are age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion and belief, sex and sexual orientation.  Subject to a decision being reached, when moving to the stage of implementation; again, the EIA would be reviewed, updated and republished at regular intervals.  It is planned to implement from September 2019 - see above options for details. |
| **Any other relevant details**  Based on modelling, there is a summary list of schools which could be most impacted by options 1 and 2, together with a list of those who could benefit. Additionally, a profile for each of these schools has been generated. See Appendix 1b. |

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| **Data about the user population** |
| **What is the demographic profile of the community you are serving?**  A wide range of modelling and technical analysis has taken place using:   * 2016 pupil census data and transport data from the same period; * Office of National Statistics Indices of Multiple Deprivation; * Lower Layer Super Output Area for Suffolk (LSOA); * Admissions Trend Data and Pupil Forecast Data for Suffolk County Council * Existing eligibility for school travel broken down according to the existing policy criteria, together with spend   See the table below in terms of headline analysis using the secondary and primary cohorts of pupils from the 2016-2017 school year, about those who were receiving free transport, who were not attending their nearest school (see below):   |  |  |  |  | | --- | --- | --- | --- | |  | **Secondary** | **Middle** | **Primary** | | Total transported | 7573 | 248 | 1755 | | Not attending nearest | 2922 | 159 | 723 | | Nearest under distance (no entitlement to transport) | 840 | 77 | 402 | | Nearest over distance (entitled to transport to nearest) | 2082 | 82 | 321 |   Mosaic has been used to look at the likelihood of those on low incomes being impacted. This is summarized as follows.  By using Mosaic which is a customer segmentation tool that categorises the resident population into one of 15 “Groups” and 66 “Types” at household and postcode level according to a wide range of characteristics. For each Group and Type, c.1,200 variables are available on a broad range of themes, listed below:   * Community Safety * Demographics * Education * Engagement & Communications * General - Finances * General - Home Lives * General - Perspectives * General - Property * General - Work Lives * Health * Mosaic Origins (ethnicity) * Online Activity     An analysis has been undertaken to understand the impact of the proposed changes to the school travel and Post-16 policies, using the Mosaic profiles. The two contrasting relevant rural profiles are summarised below:  **A01 Rural Vogue**  **All Home to School Transport users:              3,400              (25.9% of group)**  **Change entitlement subset:                             1,019              (29.8% of group)**  Key features:   * Country-loving families pursuing a rural idyll in comfortable homes while commuting some distance to work * 17% of these households have 3 or more children * An affluent population, with above average incomes and low deprivation * Above average financial stress: 31% of households find it difficult or very difficult on their income * 14th highest type for lone parent households * Very high car ownership of ~96%   **G28 Local Focus**  **All Home to School Transport users:              3,161              (24.1% of group)**  **Change entitlement subset:                                924               (27.0% of group)**  Key features:   * Rural families in affordable village homes who are reliant on the local economy for jobs * Larger families: 16% of households have 3 or more children * Modest incomes * Significant financial stress: 41% of households find it difficult or very difficult on their income * 4th worst affluence band (out of 20) * Fairly low deprivation, though deprivation affecting children ranks higher * Significant council house/housing association tenure (around one third of households) * Over 91% are car owners * More than 1 in 10 households are occupied by a lone parent   There are very few children currently receiving transport whose household profile falls into one of the Mosaic types which score most poorly on the financial categories.  The two Mosaic types that include the largest numbers of those receiving transport are as follows:  **A01 Rural Vogue and G28 Local Focus**  These two categories also contain the largest numbers to potentially lose transport: “Rural Vogue” (25.9% of those receiving school travel currently, 29.8% of impacted) and “Local Focus” (24.1% of those receiving school travel currently, 27.0% of impacted).  Of these, Rural Vogue are generally well off, however Local Focus are more likely to be struggling to get by but probably not meeting the statutory low income criteria.  Of the 91,000 Suffolk children in a mainstream school in reception to Year 11 in the academic year 2016/17, 10,500 (11.6%) have an entitlement to transport under the current policy. The greatest proportion, 88.4 % of these children do not have any entitlement to transport and their families organise their travel arrangements to and from school.  Of the Post-16 Suffolk cohort as at Autumn 2016, 12,700 young people including those with special educational needs and / or disabilities who are in either a school or a college, the largest proportion, 87.3% do not have subsidised transport provided by Suffolk County Council. The remaining 1,600 (12.7%) have subsidised transport provided by Suffolk County Council.  In terms of take up of the Endeavour Card as at Spring term 2017, c. 33% of young people within the 16-19 age range hold a free Endeavour Card.  School Travel Plans – 99% of maintained schools have a school travel plan. Approximately a third of schools in the independent sector have one. Of the FE Colleges in Suffolk one has a travel plan.  All schools and colleges have the scope to use STAR ModeShift database as a tool to maintain and update their individual Travel Plan priorities.  **What is the profile of your service users by protected characteristics?**  Approximately 92,000 children aged 4-16 are educated in Suffolk within 320 schools, and in addition a further 15,000 students of sixth form age educated in school sixth forms and colleges of further education.  These figures include the 13,000 children and young people who have special educational needs and/or disabilities and their sustainable modes of travel are also a component of the principles and priorities outlined in this strategy. In addition, there are 7415 children aged 4 to 19 in independent schools (including specialist independents) in Suffolk aged 4-19.  Suffolk’s total resident population exceeds 740,000 [ONS, 2015]; approximately one third live in the three main towns of Ipswich, Bury St Edmunds, and Lowestoft, a third in the market towns and a third within the rural areas.  Although there are pockets of deprivation, the county is generally described as Wealthy Achievers (38.52%) and Comfortably Off (31.37%) [Acorn, 2013].  The rural nature of Suffolk is best described in terms of context by the 2011 Rural Urban Classification which shows 39.7% of the population of Suffolk lives in predominantly rural areas.  This compares with 20.9% for England.  In terms of car and van ownership the profile in Suffolk shows the number of households with two cars and/or vans stands at 29.2%, compared with 24.7% nationally [ONS, 2011].  In terms of the profile of the service users by protected characteristics – see details in the following section. |

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| **Implications for communities and workforce** | |
| **Disability** | |
| What is the impact on people with a disability (including children with additional needs) and what evidence do you have? | There would be only a small impact on children or young people with special educational needs (SEN) and/or disability as Suffolk County Council’s school travel and Post-16 policies for those children/young people are already administered using the model proposed for consultation.  The legislation is only slightly different for children with SEN and/or disabilities because there is requirement that the usual criteria for eligibility, such as minimum distances, are not considered. Instead the test is if the child can be reasonably expected to walk to their place of learning, accompanied as necessary. In considering if it is reasonable for a child to be accompanied by their parent there needs to be a consideration of relevant factors, for example if a child of the same age would normally be accompanied.  The current DfE SEN Code of Practice 2014 makes clear that transport arrangements are not special educational provision and only expected to be stated in an EHC Plan in exceptional circumstances. This has been explicitly repeated in the latest October 2017 DfE statutory guidance for Post-16 transport arrangements.  The new Post-16 guidance also makes clear that a young person of sixth form age with an EHC Plan is not automatically entitled to free transport to and from the placement named on their plan. Instead the local authority is required to ensure that parents and young people are made aware that transport support should be considered in accordance with the local authority’s own post-16 transport policy. Suffolk County Council’s current charging arrangement (with annual increased of £30 per annum) would continue to apply under any new post-16 policy. This is on the basis that young people with SEN and/or disabilities are more likely to remain in education or training longer than their peers.  We have a duty to make transport arrangements it requires necessary for some adult learners. That is, young people aged 19 to 25 who have started a new course after their 19th birthday. Any such transport arrangements must be free. The current policy is to only consider adult learners with an EHC Plan where there is a required need.  We currently transport approximately 1700 pupils (pre-16 and 16-25 with SEN and disabilities. If there is a change of transport policy It is possible that parents of up to 30 of these children would have to make their own arrangements for travel. The INTG panel would take into account individual circumstances of families before the free travel service was withdrawn, further reducing the number of families impacted.  The existing offer for pupils in mainstream schools is according to the published policy; it might be argued that the current policy for those attending mainstream is more generous and is inequitable as some families get more choice than those with SEN and disabilities.  Each child and young person has a school or educational institution named in their EHC Plan or Statement of SEN. Unless an alternative nearer suitable placement is also named then the single named placement is the “nearest suitable” placement by default. However, if there is a nearer suitable placement identified and also named in the statement or plan by the local authority then, as usual, the placement further way is named at the request of the parent or young person who are responsible for arranging and funding any required transport. This does not preclude a parent or young person offering to pay for transport costs to their chosen placement and the local authority choosing to agree to name their preferred placement on this basis, and this agreement being explicitly stated in the statement or plan.  Any exceptional circumstances can be considered by INTG panel as normal on an individual exceptional basis. These include cases where the parents themselves have SEN and/or disabilities. |
| How does it have a positive or negative impact? | There is potentially a negative impact on a small number of families – around 30 out of 1700 (1.6%) who receive free school travel. Due to individual needs of children and the families’ needs, these cases would be carefully considered through the exceptions policy and by the Individual Needs Travel Group (INTG) before making changes to travel arrangements, so the impact would further reduce. |
| Do you expect the extent of the impact to be low, medium or high? | Low |

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| What could be done to mitigate any adverse impact or further promote positive impact? | It is proposed that Suffolk County Council operates an exceptional and extenuating needs policy, which will consider individual cases, which do not meet any revised policy, on the basis of individual exceptional and extenuating circumstances, supported by professional supporting evidence.    Suffolk County Council is working with its partners to strengthen the range of offer in terms of transport and travel for those with SEND. This is published on the Local Offer in Suffolk.  It is intended that the range of the offer will take into account differential need, whilst supporting young people to become independent at the right time, with travel skills.  Suffolk County Council has recently introduced pilots in terms of delivering an independent travel training programme. This is now available for children and adults, and could be relevant to parents with disabilities.  It is also intended to achieve more equitable arrangements with a more inclusive network so when young people with disabilities or special educational needs have completed their travel training, they are able, once they are independent and at the right time, to access vehicles to travel independently – for education, training and socially.  The proposal in relation to charging for spare seats for Post-16 students is not intended for those with special educational needs and/or disabilities. This is on the basis that young people with SEN and/or disabilities are more likely to remain in education or training longer than their peers.    These travel training skills will enable young people with SEND to achieve the Preparing for Adulthood outcomes of accessing training, being part of their local community and ultimately living independently. |

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| **Age** | |
| What is the impact on people of different ages and what evidence do you have? | On the basis of the proposal of wholesale change (Option 1), proposed to be implemented for September 2019:  Some children in certain year groups would be impacted by the proposals, in so far as they would have to consider alternative travel arrangements to stay at their existing school that is not their nearest.  Some Post-16 students would be impacted in terms of the proposed changes to the Post-16 policy.  Children at a critical point in their education may also be impacted, depending upon their individual family circumstances. Pupils studying for their GCSEs could be impacted if their parents are unable to organise their travel arrangements, or consider changing schools but because an alternative school may not be able to meet their specific option choices or maybe following a different curriculum this may need to be considered on a case by case exceptional basis when combined with family circumstances.  **Note:** Paragraph 1 of Schedule 18 of the Equality Act 2010 states that the public sector equality duty relating to age does not apply to the exercise of a function relating to—  (a) the provision of education to pupils in schools;  (b) the provision of benefits, facilities or services to pupils in schools.  For Options 2 and 3, there should be no impact related to age. |
| How does it have a positive or negative impact? | On the basis of the scenario proposed in terms of wholesale change (Option 1), and proposed implementation in September 2019 in the short term there is a negative impact because some families may be unable to plan or fund their own travel arrangements to their family’s existing school(s).  In the long term (neutral impact) parents and children will need to consider if transport is important to them when they select schools to apply for.  Some post-16 students would be impacted in terms of the proposed scenarios for changes to the post-16 policy.  Children at a critical point in their education may also be impacted, depending upon their individual family circumstances. |
| Do you expect the extent of the impact to be low, medium or high? | This will be according to parental behaviour, which is difficult to predict. Assume medium in the short term. This will continue to be reviewed.  An educational impact assessment is currently being undertaken. Where appropriate, traffic impact assessments would be undertaken. |
| What could be done to mitigate any adverse impact or further promote positive impact? | It is planned to give 14 months’ notice (June 2018-September 2019) and invest in capacity building support, together with working with schools and local partners to plan and promote alternative sustainable travel options.  This would be offset by the menu of Local Solutions, which is currently unquantifiable.  Encourage schools and colleges to update their individual travel plans and communicate their aims and objectives to families and young people.  Through early engagement with the commercial and voluntary sectors, there would be the ambition to grow commercial routes. This could achieve routes upon which children and young people could buy seats to travel.  SMOT Strategy would also promote other options such as the car sharing economy, and local community solutions.  The SMOT Strategy will also promote and publish the opportunities which governing bodies have to run their own transport arrangements to their school or multi academy trusts.  The Department for Education Post-16 Guidance published 2014, states: “The transport policy statement must also specify the arrangements proposed to be made by the governing bodies of schools and further education colleges which may include support with transport costs or transport provision. The local authority should only include arrangements that are actually going to be made and not make assumptions about what arrangements it thinks schools and colleges should make. Governing bodies are under a duty to co-operate in giving the local authority any information and other assistance that is reasonably required by the authority to enable them to prepare their statement.”  This information is published for Suffolk at the following link:  [www.suffolkonboard.com/smot](http://www.suffolkonboard.com/smot)  The ability to appeal based on individual exceptional and extenuating circumstances including for example on low income grounds, where they may fall just outside the extended rights eligibility for free transport, will be part of the exceptions policy to be available. |

|  |  |
| --- | --- |
| **Sex (gender)** | |
| What is the impact on people of different genders and what evidence do you have? | Statistically boys outnumber girls in Suffolk (51.2% boys to 48.8% girls, ages 0-19).  The school travel policy and criteria is the same for both, therefore it is not anticipated that there would be any impact on pupils. This will continue to be monitored.  In terms of parents/carers, it is recognised that typically mothers are usually the main carers and have responsibility for getting the family organised for the start of the school day/catching buses, accompanying their children to school and collecting them from school, or from the bus at the end of the day. |
| How does it have a positive or negative impact? | Statistically boys outnumber girls in Suffolk (51.2% boys to 48.85 girls, ages 0-19). The school travel policy and criteria is the same for both, therefore it is not anticipated that there would be any impact on pupils.  In terms of parents/carers, there would be a greater emphasis on families planning their family’s travel arrangements. For reasons outlined above this could fall more to mothers than fathers, however, this would need to be monitored. |
| Do you expect the extent of the impact to be low, medium or high? | Low to medium, given that 88% of families in Suffolk already plan and fund (where necessary) travel for their children to attend school/college. |
| What could be done to mitigate any adverse impact or further promote positive impact? | Reinforcement of personal safety messages to young people when travelling alone.  For schools and colleges, to promote parental involvement in the revision of their travel plans.  As part of the information published, give information about informal car sharing and signposting to alternative sustainable travel, so that parents/carers can plan and organize any changed travel arrangements well ahead of time.  The parental survey and consultation will seek feedback from families on practical family arrangements, and relationship with their children’s school travel arrangements. |

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| **Gender reassignment** | |
| What is the impact on people who have undergone gender reassignment (i.e. transgender people) and what evidence do you have? | It is not anticipated that there would be any impact. It is recognised that any potential impact would be more likely for pupils in the older age ranges. |
| How does it have a positive or negative impact? | In a very small number of cases, reduces risk if the pupils made their own travel arrangements rather than travelling in bulk load vehicles. Could be a slight positive impact due to review of travel arrangements at a time when gender is becoming an issue. |
| Do you expect the extent of the impact to be low, medium or high? | Low impact. |
| What could be done to mitigate any adverse impact or further promote positive impact? | Exceptions policy/INTG – will take into account individual circumstances, including gender reassignment. |
| **Marriage/civil partnership** | |
| What is the impact on people who are married or in a civil partnership and what evidence do you have? | Parental relationships will not be impacted by the policy change. |
| How does it have a positive or negative impact? | No impact because parental relationship is not relevant. |
| Do you expect the extent of the impact to be low, medium or high? | Low |
| What could be done to mitigate any adverse impact or further promote positive impact? | Not appropriate |

|  |  |
| --- | --- |
| **Pregnancy/maternity** | |
| What is the impact on people who are pregnant women or those with a young child and what evidence do you have? | Data held in terms of young mothers is as follows:  In 2013/14, there were “79 delivery episodes where the mother is aged less than 18 years”. The rate is not significantly different from the UK average.  In 2013, there were 252 conceptions to females age 15-17 years. The rate per 1,000 (19.6) is better than the UK average (24.3) [www.chimat.org.uk/resource/view.aspx?RID=242239](http://www.chimat.org.uk/resource/view.aspx?RID=242239)      Young mothers, who have a number of pre-school children, and need to ensure their child/ren arrive at school on time and ready to learn, will have to reconsider travel arrangements if they have children that no longer qualify for free travel, if payment for travel is an issue. |
| How does it have a positive or negative impact? | Changes to travel arrangements may have a negative impact by increasing travel responsibilities for young mothers. |
| Do you expect the extent of the impact to be low, medium or high? | Low |
| What could be done to mitigate any adverse impact or further promote positive impact? | The exceptions policy will consider individual and extenuating circumstances. Where individual cases are upheld, the decisions reached maybe either for short term or long term provision of travel arrangements. Where children are at a critical point in their education, these too would be considered as part of the exceptions policy. |
| **Race** | |
| What is the impact on people from different races or ethnic groups and what evidence do you have? | People of different races and ethnicity will need to understand the policy change and its implications. It may be an issue where language is a barrier to comprehension, or cultural differences.  The use of Mosaic and other local intelligence in terms of local communities and different races/ethnic groups has been considered. The profile in terms of population is   |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | |  | **Babergh** | **Forest Heath** | **Ipswich** | **Mid Suffolk** | **St. Edmundsbury** | **Suffolk Coastal** | **Waveney** | **Suffolk Total** | | White: British | 89.3% | 76.0% | 70.5% | 91.7% | 86.3% | 87.3% | 90.8% | **84.2%** | | White: Irish | 0.1% | 0.3% | 0.2% | 0.2% | 0.2% | 0.2% | 0.1% | **0.2%** | | Traveller: Irish Heritage | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | **0.0%** | | Any other White background | 2.1% | 11.8% | 8.1% | 2.4% | 5.7% | 2.9% | 2.1% | **4.7%** | | Gypsy/Roma | 0.0% | 0.7% | 0.5% | 0.2% | 0.1% | 0.0% | 0.2% | **0.2%** | | Mixed: White/Asian | 0.6% | 0.9% | 0.7% | 0.5% | 0.7% | 0.9% | 0.5% | **0.7%** | | Mixed: White/Black African | 0.3% | 0.7% | 1.2% | 0.4% | 0.4% | 0.4% | 0.4% | **0.6%** | | Mixed: White/Caribbean | 0.8% | 0.8% | 3.8% | 0.6% | 0.6% | 0.9% | 0.4% | **1.3%** | | Mixed: Any other mixed background | 1.5% | 4.0% | 4.1% | 1.3% | 1.8% | 1.8% | 1.6% | **2.3%** | | Bangladeshi | 0.2% | 0.3% | 2.6% | 0.0% | 0.1% | 0.2% | 0.1% | **0.7%** | | Indian | 0.2% | 0.3% | 1.5% | 0.1% | 0.9% | 0.8% | 0.1% | **0.7%** | | Pakistani | 0.0% | 0.5% | 0.3% | 0.0% | 0.1% | 0.1% | 0.0% | **0.1%** | | Any other Asian background | 0.2% | 0.2% | 0.5% | 0.1% | 0.3% | 0.3% | 0.2% | **0.3%** | | Black African | 0.3% | 0.4% | 0.9% | 0.2% | 0.3% | 0.3% | 0.1% | **0.4%** | | Black Caribbean | 0.1% | 0.1% | 0.7% | 0.0% | 0.1% | 0.1% | 0.1% | **0.2%** | | Any other Black background | 0.0% | 0.5% | 0.6% | 0.1% | 0.2% | 0.1% | 0.1% | **0.2%** | | Chinese | 0.0% | 0.1% | 0.2% | 0.1% | 0.0% | 0.2% | 0.1% | **0.1%** | | Any other ethnic background | 0.4% | 1.1% | 1.6% | 0.2% | 0.7% | 0.3% | 0.3% | **0.7%** | | Info not obtained | 3.6% | 0.9% | 1.9% | 1.3% | 1.0% | 2.7% | 2.6% | **2.1%** | | Refused | 0.4% | 0.4% | 0.3% | 0.6% | 0.5% | 0.5% | 0.1% | **0.4%** | |
| How does it have a positive or negative impact? | It is neither positive nor negative, on the basis that where the greatest percentage of people with other ethnic backgrounds are located, is within Ipswich, where the distance travelled to school is less than the statutory walking distances.  Forest Heath area is the next highest level of people with other ethnic backgrounds, where the demographic is likely to be as a result of the US Airforce base. There is support available on the base, and in terms of the distribution of school participation this group typically attends local primary schools, usually for the first two years of their education. From Year 2 onwards, CYP generally attend the base schools. |
| Do you expect the extent of the impact to be low, medium or high? | Low. |
| What could be done to mitigate any adverse impact or further promote positive impact? | All communications about the policy changes will have access to translations; where this is requested.  Where there are engagement events in particular schools or areas, language needs will be checked in advance and discussion will take place with the school to ascertain if translation services will be available. Timing of proposed consultation will also be considered in relation to any cultural activities. |
| **Sexual orientation** | |
| What is the impact on people according to their sexual orientation and what evidence do you have? | The same policy and criteria is applied consistently regardless of sexual orientation. |
| How does it have a positive or negative impact? | There is no positive or negative impact. |
| Do you expect the extent of the impact to be low, medium or high? | Low. |
| What could be done to mitigate any adverse impact or further promote positive impact? | Not applicable. |

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| **Religion/belief** | | |
| What is the impact on people according to their religion or belief and what evidence do you have? | Church of England (CE) and Roman Catholic schools are included in the modelling.  In terms of Suffolk County Council’s current policy, when assessing eligibility for home to school transport, Church of England and Catholic schools are considered within the “nearest school” calculation. If a family wish to pursue an entitlement to school transport which is to a school further away than the nearest this would be considered as parental preference.  With the proposal to remove Transport Priority Areas, there would be an impact on families whose nearest school is a faith school and also those currently attend a faith school who’s nearest school wouldn’t be.  Currently, there are no Transport Priority Areas (TPAs) for Catholic schools. There are also six Church of England primary schools without TPAs. Currently, pupils for whom one of these schools is the nearest, are also in the defined TPA of another school; this enables families to gain transport to a non-faith school.  St Benedict’s Catholic school in Bury St Edmunds is a split campus where Year groups 7-8 are on one campus and 9-11 are on another. Under a nearest school only policy, this could mean pupils would only have travel arrangements for part of their secondary phase of education (11-16 statutory age). | |
| How does it have a positive or negative impact? | In terms of Bury St Edmunds area, with the split site arrangements at St Benedict’s there could be a negative effect part through children’s education.  For those whose nearest school is a faith school who wish their child to attend a non-faith school there is a potential negative impact.  For those whose nearest school is a faith school who wish their child to continue to attend under scenario c there is likely to be a slight negative impact. | |
| Do you expect the extent of the impact to be low, medium or high? | For those at St Benedict’s and other nearby secondary schools this could have a high negative impact as eligibility may change. | |
| What could be done to mitigate any adverse impact or further promote positive impact? | It is proposed to seek feedback from consultation on an offer where either site could be considered in the proposed policy as well as the next nearest two-tier school. This could protect pupils education during the 11-16 stage, i.e. prevent unnecessary transfers.  Already St Albans in Ipswich run routes, to assist sustainable travel for their pupils.  With the capacity building support planned as part of growing the number of suppliers running school and bus networks, schools would be included within this.  Additionally provide capacity building advice to multi academy trusts and individual schools including updating the school travel plan and bringing it into effective operation for their families. | |
| **Rurality** | | |
| Where people live is not a characteristic protected by law: but for an organisation such as Suffolk County Council it is good practice to consider carefully how location may affect people’s experience of a policy or service. | | |
| What is the impact on people according to whether they live in an urban or rural environment and what evidence do you have? | | From our modelling and analysis work, there is an adverse impact on those living in rural locations in Suffolk; the impact would be less for Option 2, although it is recognised that if there were siblings from the same family, eligibility may be different.  The impact is relevant to those who are not attending their nearest suitable school when it is over the 2 or 3 miles. In contrast, for those living in urban areas, there are generally a number of schools within the statutory walking distances of 2 or 3 miles, depending on age.  In terms of our analysis in relation to the extended rights low income criteria for pupils of statutory school age (11 to 16), where the family is on maximum working tax credit, or the child is in receipt of free school meals (because of low income), the profile shows:  That for some areas in deprivation, especially rural areas, there is only one local school for rural children and therefore the intentions of the statutory low income duties do not come into the equation. From the modelling undertaken, 26% of all children would not get any extra entitlement to one of their three nearest suitable schools between 2 and 6 miles, as they do not have a second school within six miles. The lack of a second or third school within six miles is the case currently even with TPA policy, therefore there is no change in this respect. But, currently because Suffolk County Council’s TPA offer for transport is more generous, there are only a very small number who are claiming eligibility through the low income criteria. (Primary sector < 10 children, Secondary sector 45 children).  **Bury St Edmunds** – 3-tier schools in this area – research and analysis has been undertaken. Given the previous commitment made by the Suffolk County Council that its principle is to operate a two-tier education system it is proposed to honour this promise, while proposing to change to a transport policy which is nearest suitable school only. With the proposal to abolish Transport Priority Areas (TPAs), the following criteria are proposed. Transport to:   1. the nearest suitable school regardless of if it is a two-tier or three-tier school (statutory minimum requirement). 2. In addition to the statutory minimum requirement, also offer transport to the nearest suitable two-tier school. 3. In terms of the amelioration shown in (b), this would be ring-fenced to the Bury St Edmunds area. |
| How does it have a positive or negative impact? | | There may be a negative impact for some families living in rural areas as most of those effected by the policy change options proposed are located in rural areas. There are some areas of Suffolk where there is no school within 2/3 miles. Therefore if free transport is important to a family then they will need to ensure that they apply for their nearest school to qualify for transport. |
| Do you expect the extent of the impact to be low, medium or high? | | Locally medium, depending on the outcomes from the Suffolk Brokerage Service, Local Solutions menu and offering capacity building support to encourage others, including commercial operators to run and fund routes to schools/colleges of preference. This is offset by the limited sustainable travel options, Local Solutions and signposting to such services as Connecting Communities. |
| What could be done to mitigate any adverse impact or further promote positive impact? | | There would be a need to review eligibility for those meeting the low income criteria and also to ensure that the exceptions policy considers individual exceptional cases where access is a barrier.  The menu of Local Solutions is designed to offset the impact of options for consultation. These have been developed working with a group of schools during the autumn term 2017.  The Suffolk Travel Choices brokerage service, the Connecting Communities offer of travel for small numbers willing to pay and the Total Transport App would be components of the mitigation together with the Local Solutions menu. |

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| Recommendation to Policy Clearing House | |
| In your opinion, should a full Equality Impact Assessment be carried out for this policy or function? | No |
| Why? | Through this analysis we have identified mitigation and ways to foster good relations in the period leading up to the implemented changes subject to full consultation and determination.  This screened document will be reviewed regularly during and after the consultation period and updated and provided to Cabinet. |
| A full EIA involves consultation with all stakeholders: actual and potential service users, staff and management likely to be delivering the policy, partner agencies and Trade Unions. For guidance contact the Equalities Lead Adviser. | |

**Appendices: main modelling and maps of impact**

1. Analysis of current transport and impact of nearest suitable school, including availability of nearer suitable school places:

Main modelling

* Extracted details of all students receiving transport on 20 September 2016 (13338 students).
* Filtered to include only those with transport due to TPA, Nearest, Safety and Low Income (statutory entitlements) in years R to 11 (9595 students).
* Students mapped (in MapInfo) to AddressPoint.
* Nearest school (primary or secondary as appropriate) and distance calculated for each student using RouteFinder tool in MapInfo. Distances determined using Ordnance Survey Integrated Transport Network (ITN) roads and urban paths. Routes measured from the nearest point on the network to the home address to the nearest point on the network to the school address – this is not the same as the proposed measurement (to the nearest school gate) but should not be substantively different for modelling purposes.
* Out of county schools included.
* Middle school pupils not included (248 students).
* 3645 students not at nearest school. Of these, 2413 over 2 or 3 miles (as appropriate). 1242 under 2 or 3 miles.

Availability of nearer school

* In checking availability of nearer places only Suffolk schools were considered.
* Middle school pupils were included.
* October 2016 school census used for numbers on roll.
* Published PAN or working to/capped number for each year group for capacity.
* Available spaces are capacity minus numbers on roll.
* Two models were used.
* 1. All students apply for their nearest school. This assumes that all students will leave their current schools where it is not the nearest, making more places available for others for whom it is nearest.
* 2. Only the surplus places as calculated above using the census data and PANs were available
* Under model 1, 73% of students not currently attending their nearest school could move to their nearest school. Under model 2 the figure is 60%.

1. Impact summary for all primary schools 2015 and 2016 ranked by level of impact and selected maps

* For each school the number of pupils losing transport (currently receiving transport but not nearest school) was calculated and the number potentially gaining transport (nearest school but transported to another).
* These were combined to produce a net loss/gain figure for each school.
* Impact was calculated in two ways. The net loss/gain as a proportion of those currently receiving transport; the net loss/gain as a proportion of the current numbers on roll in years R to 11.
* Schools were ranked according to the proportion of the numbers on roll lost/gained.
* Maps were produced for the highest ranked schools showing all the addresses in the TPA and which school(s) are nearest.
* Primary schools with more than 10% of pupils who would no longer be entitled to free transport (provided by Suffolk County Council) to their current school (based on 2016 data)

|  |
| --- |
| Norton CEVCP School |
| Thorndon CEVCP School |
| Yoxford and Peasenhall Primary School |
| Bramfield Church of England Primary School |
| Tattingstone CEVCP School |
| Eyke Church of England Primary School |
| Thurlow CEVCP School |
| All Saints CEVCP School Lawshall |
| Reydon Primary School |
| Fressingfield CEVCP School |
| Bucklesham Primary School |
| Cockfield CEVCP School |
| Hopton CEVCP School |
| Hartest Church of England Primary School |
| Nayland Primary School |
| Ickworth Park Primary School |
| Wickhambrook Primary Academy |
| Grundisburgh Primary School |

* Primary schools who would potentially gain more than 10% of their current pupil numbers (based on 2016 data)

|  |
| --- |
| Stoke-by-Nayland CEVCP School |
| Hundon CP School |
| Wenhaston Primary School |
| Mendham Primary School |
| St Edmund's Catholic Primary School Bungay |
| Leiston Primary School |
| Morland Church of England Voluntary Aided Primary |

1. Impact summary and maps for all secondary schools for 2015 and 2016, ranked by level of impact

* As for primary schools above

**Financial modelling and deprivation**

1. Calculation of additional cost from incremental model

Calculation of potential countywide savings

This data is based on the pupils in Years R-11 receiving transport (entitlement codes F, F7, F8, F8, FNS, FSF) in Autumn 2015. Pupils attending middle schools are not included in the data. The pupils are then separated into three groups:

* those already at their nearest school (transport entitlement will remain as is);
* those not at their nearest school for whom the nearest school is over the statutory distance (entitled to transport to a different school);
* those not at their nearest school for whom the nearest school is under the statutory distance (no entitlement to transport)

This assumes all new routes under the statutory distances are available.

Note: distance measurement and the inclusion of Rights of Way, is to be consulted upon as part of the proposed new arrangements; therefore distances are subject to change.

The data is split into primary and secondary, and calculated for the whole county and the two test areas. The percentage of those currently receiving transport in each of the three groups is calculated.

Whole county

|  |  |  |  |
| --- | --- | --- | --- |
|  | **Primary** | **Secondary** | **Total** |
| Current transport | 1595 | 7472 | **9067** |
| At nearest - no change | 927 | 4499 | **5426** |
| Entitled to other | 269 | 2158 | **2427** |
| No entitlement | 399 | 815 | **1214** |
|  |  |  |  |
| % at nearest | 58% | 60% | 60% |
| % entitled to other | 17% | 29% | 27% |
| % no entitlement | 25% | 11% | 13% |

Area A

|  |  |  |  |
| --- | --- | --- | --- |
|  | **Primary** | **Secondary** | **Total** |
| Current transport | 209 | 1279 | **1488** |
| At nearest - no change | 95 | 950 | **1045** |
| Entitled to other | 60 | 280 | **340** |
| No entitlement | 54 | 49 | **103** |
|  |  |  |  |
| % at nearest | 45% | 74% | 70% |
| % entitled to other | 29% | 22% | 23% |
| % no entitlement | 26% | 4% | 7% |

Area B

|  |  |  |  |
| --- | --- | --- | --- |
|  | **Primary** | **Secondary** | **Total** |
| Current transport | 381 | 1866 | **2247** |
| At nearest - no change | 248 | 685 | **933** |
| Entitled to other | 35 | 840 | **875** |
| No entitlement | 98 | 341 | **439** |
|  |  |  |  |
| % at nearest | 65% | 37% | 42% |
| % entitled to other | 9% | 45% | 39% |
| % no entitlement | 26% | 18% | 20% |

It can be clearly seen that there is a significant difference between the two test areas. This is due to the differing local circumstances. Adding the pupil numbers for the two test areas together gives percentages that are closer to the county total, particularly for the group whose nearest school is under the statutory distance.

|  |  |  |  |
| --- | --- | --- | --- |
|  | **Primary** | **Secondary** | **Total** |
| Current transport | 590 | 3145 | **3735** |
| At nearest - no change | 343 | 1635 | **1978** |
| Entitled to other | 95 | 1120 | **1215** |
| No entitlement | 152 | 390 | **542** |
|  |  |  |  |
| % at nearest | 58% | 52% | 53% |
| % entitled to other | 16% | 36% | 33% |
| % no entitlement | 26% | 12% | 15% |

The current and potential costs from the two areas modelled, and the potential savings are

|  |  |  |  |
| --- | --- | --- | --- |
|  | **Area A** | **Area B** | **Total** |
| Current daily cost | £7,425.81 | £11,962.98 | **£19,388.79** |
| Potential daily cost | £5,934.30 | £9,913.00 | **£15,847.30** |
|  |  |  |  |
| Saving | £1,491.51 | £2,049.98 | **£3,541.49** |
| % Saving | 20.1% | 17.1% | **18.3%** |

The current budget for mainstream transport is £11m. Applying the 18.3% saving to this budget gives a potential gross saving of £2.01m.

Incremental change (Option 2)

This analysis looked at the whole 7 year period of transition.

**Methodology**

Pupils receiving pre-16 mainstream transport were divided by year group and change of eligibility (no change in entitlement; loss of entitlement as nearest school under 2 or 3 miles; entitlement to nearest but not current school).

The numbers that would still be at their current school for each of the 7 years was calculated by assuming all pupils would remain where they are until they transfer to another school in the normal transfer rounds.

New pupils starting school or transferring to a new school were assumed to choose their nearest.

The single vehicle model of incremental change suggested short term increases in costs of 50% in the 1st year, 70% in the 2nd and 3rd years, 50% in the 4th year. As only a small number of primary pupils would remain in the final two years, the additional costs used for these were 10% in the 5th year and 5% in the 6th year.

The number of post-16 pupil receiving transport was assumed to not change.

A cost of £960 per pupil and income of £660 for post-16 pupils were used. No inflationary or other cost increases were included.

One third of the £2m savings come from efficiency savings due to the re-planning of the bus network.

**Analysis**

The numbers of pupils eligible for transport over the 7 years would be

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | **Year 0** | **Year 1** | **Year 2** | **Year 3** | **Year 4** | **Year 5** | **Year 6** | **Year 7** |
| Current entitlement retained 1 | 6134 | 6134 | 6134 | 6134 | 6134 | 6134 | 6134 | 6134 |
| Post-16 pupils | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| New pupils to nearest 2 |  | 420 | 879 | 1345 | 1771 | 2202 | 2289 | 2251 |
| No entitlement as under dist 3 | 1292 | 1048 | 795 | 509 | 237 | 64 | 28 | 0 |
| Entitled to nearest 4 | 2351 | 1931 | 1472 | 1006 | 580 | 149 | 62 | 0 |
| **Total transported** | **11277** | **11033** | **10780** | **10494** | **10222** | **10049** | **10013** | **9985** |

1 Pupils currently transported to their nearest school

2 Pupils transferring to a new school (mostly Reception and Year 7)

3 Pupils not transported to their nearest school where the nearest is under distance

4 Pupils not transported to their nearest school where the nearest is over distance

The costs associated with these numbers would be

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | **Year 0** | **Year 1** | **Year 2** | **Year 3** | **Year 4** | **Year 5** | **Year 6** | **Year 7** |
| Current pre-16 entitlement retained | £7.0 M | £7.0 M | £7.0 M | £7.0 M | £7.0 M | £7.0 M | £7.0 M | £7.0 M |
| Post-16 pupils | £0.5 M | £0.5 M | £0.5 M | £0.5 M | £0.5 M | £0.5 M | £0.5 M | £0.5 M |
| New pupils to nearest school |  | £0.4 M | £0.8 M | £1.3 M | £1.7 M | £2.1 M | £2.2 M | £2.3 M |
| Nearest under distance | £1.2 M | £1.0 M | £0.8 M | £0.5 M | £0.2 M | £0.1 M | £0.0 M |  |
| Nearest over distance | £2.3 M | £1.9 M | £1.4 M | £1.0 M | £0.6 M | £0.1 M | £0.1 M |  |
| Additional cost from multiple routes |  | £1.4 M | £1.5 M | £1.0 M | £0.4 M | £0.0 M | £0.0 M |  |
| Efficiency saving 5 |  | -£0.1 M | -£0.2 M | -£0.2 M | -£0.4 M | -£0.5 M | -£0.6 M | -£0.7 M |
| **Total cost** | **£11.0 M** | **£12.0 M** | **£11.8 M** | **£11.0 M** | **£10.0 M** | **£9.3 M** | **£9.2 M** | **£9.0 M** |
| Difference between incremental and wholesale |  | £3.0 M | £2.8 M | £2.0 M | £1.0 M | £0.3 M | £0.2 M |  |
| **Cumulative additional cost of incremental** |  | **£3.0 M** | **£5.8 M** | **£7.8 M** | **£8.8 M** | **£9.1 M** | **£9.3 M** | **£9.3 M** |

5 Savings from increased efficiency due to route optimisation

The additional cost over the first four years would be £8.8m, rising to £9.3m after the full seven years of transition

1. Projected future costs (Option 3: do nothing)

The forecasting models for future costs following a ‘do nothing’ or ‘standstill’ approach is based on taking the average daily cost from the previous financial year. This provides a fair and consistent approach when applying to the various pupil projection data available. The average cost per day for home to school transport for 2016-17 was £57,247 (this excludes SEND & Alternative Provision). All forecasting on this basis is exclusive of any of the savings proposals.

The below chart shows growth proportionately against the 2016-17 Home to School Transport cost per day and applying three growth scenarios. Applying this cost to pupil growth projections over the next 5 predicts an increase in spend of between 3% (below average growth) to 13% (higher than average growth) with an average of 8%. Taking the average forecast this would equate to an increase over the next 5 years of £858,247.



* Pupil growth at Secondary phase was forecast to increase by 12% by 2019-20 this has now reduced to 10.6%.
* Pupil growth at Primary phase was forecast to increase by 6% by 2019-20 (reduced to 4.3% based on current projections), however home to school numbers at primary phase is relatively low and will remain so.
* Due to growth likely in more urban areas the impact on the % eligible for home to school transport is still likely reduce over the next 5 years.
* However costs will still increase with more pupils to transport.

The average cost per day for SEND and Alternative Provision home to school costs was £49,994 in 2016-17. The below chart is based on pupil growth projections and split between:

- Statutory Age

- 16-18

- 19-25 with EHCPs

- PRU



* Statutory Age SEN is looking likely to remain relatively stable over the next 5 years based on pupil growth forecasts.
* Post 16 and also 19-25 are the more volatile phases, but current trends still suggest an increase over the next 5 years.
* Forecasts see an increase cumulatively in the Post 16 and 19-25 sectors from £2.5m in 16-17 to £4.9m in 19-20.
* Alternative Provision (PRU) costs remain stable and are forecast to reduce slightly.

1. Analysis of Mosaic data and pupils receiving transport

**About Experian Mosaic Public Sector**

Mosaic is a customer segmentation tool that categorises the resident population of the whole of the United Kingdom into one of 15 “Groups” and 66 “Types” at household and postcode level according to a wide range of characteristics. For each Group and Type, c.1,200 variables are available on a broad range of themes, listed below:

* Community Safety
* Demographics
* Education
* Engagement & Communications
* General - Finances
* General - Home Lives
* General - Perspectives
* General - Property
* General - Work Lives
* Health
* Mosaic Origins (ethnicity)
* Online Activity

**Input data**

* 13,264 home addresses of children receiving home to school transport
* Of these, 3,425 were defined in the “change entitlement” field (those who would no longer be eligible and would have to organise their own travel arrangements)
* Around 97% of the addresses were matched to household level Mosaic data, with a further 2% matched at postcode level. The remaining addresses were either outside Suffolk and therefore outside the range of data we have access to, or could not be matched.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  | Mosaic match level | | | | |
|  | **Household** | **Postcode** | Out of county | No match | Total |
| All addresses | **12,915** | **254** | 47 | 48 | 13,264 |
| Change entitlement subset | **3,348** | **68** |  | 9 | 3,425 |

The Mosaic Type breakdown of the households is as follows:

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Mosaic type** | **Mosaic type name** | **All H2ST** | **All H2ST %** | **Change entitlement subset** | **Change entitlement subset %** | **Suffolk %** |
| **A01** | **Rural Vogue** | 3,400 | **25.9%** | 1,019 | **29.8%** | **4.1%** |
| **A02** | **Scattered Homesteads** | 552 | **4.2%** | 185 | **5.4%** | **4.1%** |
| **A03** | **Wealthy Landowners** | 549 | **4.2%** | 150 | **4.4%** | **2.6%** |
| **A04** | **Village Retirement** | 268 | **2.0%** | 91 | **2.7%** | **5.6%** |
| **B05** | **Empty-Nest Adventure** | 46 | **0.3%** | 9 | **0.3%** | **1.6%** |
| **B06** | **Bank of Mum and Dad** | 67 | **0.5%** | 15 | **0.4%** | **1.1%** |
| **B07** | **Alpha Families** | 262 | **2.0%** | 95 | **2.8%** | **0.7%** |
| **B08** | **Premium Fortunes** | 10 | **0.1%** | 2 | **0.1%** | **0.1%** |
| **B09** | **Diamond Days** | 3 | **0.0%** | 1 | **0.0%** | **0.5%** |
| **C10** | **World-Class Wealth** |  |  |  |  | **0.0%** |
| **C11** | **Penthouse Chic** |  |  |  |  |  |
| **C12** | **Metro High-Flyers** |  |  |  |  | **0.0%** |
| **C13** | **Uptown Elite** | 1 | **0.0%** |  |  | **0.1%** |
| **D14** | **Cafés and Catchments** | 8 | **0.1%** |  |  | **0.2%** |
| **D15** | **Modern Parents** | 283 | **2.2%** | 64 | **1.9%** | **1.6%** |
| **D16** | **Mid-Career Convention** | 719 | **5.5%** | 186 | **5.4%** | **2.2%** |
| **D17** | **Thriving Independence** | 29 | **0.2%** | 3 | **0.1%** | **1.0%** |
| **E18** | **Dependable Me** | 47 | **0.4%** | 7 | **0.2%** | **2.0%** |
| **E19** | **Fledgling Free** | 52 | **0.4%** | 12 | **0.4%** | **1.8%** |
| **E20** | **Boomerang Boarders** | 37 | **0.3%** | 2 | **0.1%** | **1.7%** |
| **E21** | **Family Ties** | 195 | **1.5%** | 24 | **0.7%** | **1.9%** |
| **F22** | **Legacy Elders** |  |  |  |  | **1.1%** |
| **F23** | **Solo Retirees** | 6 | **0.0%** | 1 | **0.0%** | **2.1%** |
| **F24** | **Bungalow Haven** | 32 | **0.2%** | 5 | **0.1%** | **4.4%** |
| **F25** | **Classic Grandparents** | 13 | **0.1%** |  |  | **2.0%** |
| **G26** | **Far-Flung Outposts** |  |  |  |  | **0.0%** |
| **G27** | **Outlying Seniors** | 275 | **2.1%** | 79 | **2.3%** | **5.6%** |
| **G28** | **Local Focus** | 3,161 | **24.1%** | 924 | **27.0%** | **5.7%** |
| **G29** | **Satellite Settlers** | 1,247 | **9.5%** | 354 | **10.3%** | **5.4%** |
| **H30** | **Affordable Fringe** | 213 | **1.6%** | 47 | **1.4%** | **2.1%** |
| **H31** | **First-Rung Futures** | 79 | **0.6%** | 20 | **0.6%** | **2.0%** |
| **H32** | **Flying Solo** | 52 | **0.4%** | 13 | **0.4%** | **1.0%** |
| **H33** | **New Foundations** | 28 | **0.2%** | 9 | **0.3%** | **0.2%** |
| **H34** | **Contemporary Starts** | 427 | **3.2%** | 35 | **1.0%** | **2.9%** |
| **H35** | **Primary Ambitions** | 80 | **0.6%** | 5 | **0.1%** | **2.0%** |
| **I36** | **Cultural Comfort** |  |  |  |  | **0.0%** |
| **I37** | **Community Elders** |  |  |  |  | **0.0%** |
| **I38** | **Asian Heritage** |  |  |  |  |  |
| **I39** | **Ageing Access** | 4 | **0.0%** |  |  | **0.7%** |
| **J40** | **Career Builders** | 8 | **0.1%** |  |  | **0.8%** |
| **J41** | **Central Pulse** | 1 | **0.0%** |  |  | **0.7%** |
| **J42** | **Learners & Earners** |  |  |  |  | **0.0%** |
| **J43** | **Student Scene** |  |  |  |  | **0.0%** |
| **J44** | **Flexible Workforce** | 2 | **0.0%** |  |  | **0.3%** |
| **J45** | **Bus-Route Renters** | 28 | **0.2%** | 3 | **0.1%** | **1.9%** |
| **K46** | **Self Supporters** | 59 | **0.4%** | 7 | **0.2%** | **2.1%** |
| **K47** | **Offspring Overspill** | 31 | **0.2%** | 1 | **0.0%** | **1.4%** |
| **K48** | **Down-to-Earth Owners** | 11 | **0.1%** |  |  | **1.4%** |
| **L49** | **Disconnected Youth** | 23 | **0.2%** | 2 | **0.1%** | **0.8%** |
| **L50** | **Renting a Room** | 47 | **0.4%** |  |  | **2.1%** |
| **L51** | **Make Do & Move On** | 81 | **0.6%** | 8 | **0.2%** | **1.4%** |
| **L52** | **Midlife Stopgap** | 60 | **0.5%** | 6 | **0.2%** | **2.9%** |
| **M53** | **Budget Generations** | 87 | **0.7%** | 5 | **0.1%** | **1.3%** |
| **M54** | **Childcare Squeeze** | 119 | **0.9%** | 2 | **0.1%** | **1.7%** |
| **M55** | **Families with Needs** | 165 | **1.3%** | 5 | **0.1%** | **1.4%** |
| **M56** | **Solid Economy** | 154 | **1.2%** | 3 | **0.1%** | **1.2%** |
| **N57** | **Seasoned Survivors** | 13 | **0.1%** | 2 | **0.1%** | **1.3%** |
| **N58** | **Aided Elderly** | 1 | **0.0%** |  |  | **1.1%** |
| **N59** | **Pocket Pensions** | 16 | **0.1%** | 3 | **0.1%** | **1.7%** |
| **N60** | **Dependent Greys** | 3 | **0.0%** |  |  | **0.7%** |
| **N61** | **Estate Veterans** | 20 | **0.2%** | 1 | **0.0%** | **1.1%** |
| **O62** | **Low Income Workers** | 42 | **0.3%** | 5 | **0.1%** | **1.1%** |
| **O63** | **Streetwise Singles** | 25 | **0.2%** |  |  | **1.3%** |
| **O64** | **High Rise Residents** | 2 | **0.0%** |  |  | **0.0%** |
| **O65** | **Crowded Kaleidoscope** |  |  |  |  | **0.0%** |
| **O66** | **Inner City Stalwarts** |  |  |  |  | **0.0%** |

In order to assess modelled deprivation levels of these households, a small selection of indicators was taken from the 1,200 available:

* Number of children - 3+ children
* Household structure - Lone parent at address
* Indices of Deprivation - Index of Multiple Deprivation
* Indices of Deprivation - Income
* Indices of Deprivation - Children
* Tenure - Council / Housing Association
* Level of responsibility - Never worked and long-term unemployed
* Personal income - Median income
* Household income - Median income
* Affluence band - Most common affluence band
* Financial stress - Difficult or very difficult on household income
* Benefit claimants (adults) - All working-age benefit claimants
* Car ownership – No

A summary of the data from these indicators for the most common Mosaic types across the Home to School Transport users and Change entitlement subset is presented below:

**A01 Rural Vogue**

**All Home to School Transport users: 3,400 (25.9% of group)**

**Change entitlement subset: 1,019 (29.8% of group)**

Key features:

* Country-loving families pursuing a rural idyll in comfortable homes while commuting some distance to work
* 17% of these households have 3 or more children
* An affluent population, with above average incomes and low deprivation
* Above average financial stress: 31% of households find it difficult or very difficult on their income
* 14th highest type for lone parent households
* Very high car ownership of ~96%

**G28 Local Focus**

**All Home to School Transport users: 3,161 (24.1% of group)**

**Change entitlement subset: 924 (27.0% of group)**

Key features:

* Rural families in affordable village homes who are reliant on the local economy for jobs
* Larger families: 16% of households have 3 or more children
* Modest incomes
* Significant financial stress: 41% of households find it difficult or very difficult on their income
* 4th worst affluence band (out of 20)
* Fairly low deprivation, though deprivation affecting children ranks higher
* Significant council house/housing association tenure (around one third of households)
* Over 91% are car owners
* More than 1 in 10 households are occupied by a lone parent

**G29 Satellite Settlers**

**All Home to School Transport users: 1,247 (9.5% of group)**

**Change entitlement subset: 354 (10.3% of group)**

Key features:

* Mature households living in expanding developments around larger villages with good transport links
* A surprisingly large proportion of the home to school transport addresses fall into this type as it is characterised by mature households with no children
* Fairly modest incomes
* Low deprivation levels
* High car ownership
* Some financial stress

**D16 Mid-Career Convention**

**All Home to School Transport users: 719 (5.5% of group)**

**Change entitlement subset: 186 (5.4% of group)**

Key features:

* Professional families with children in traditional mid-range suburbs where neighbours are often older
* More than 1 in 4 households have 3 or more children, one of the highest rates seen across the Mosaic types
* But low levels of lone parents at the address
* An affluent group with above average incomes, low deprivation and in the top quartile of affluence bands
* Very low local authority/housing association tenure
* Around a quarter find it difficult or very difficult on household income
* Around 98% own a car

**A02 Scattered Homesteads**

**All Home to School Transport users: 552 (4.2% of group)**

**Change entitlement subset: 185 (5.4% of group)**

Key features:

* Older households appreciating rural calm in stand-alone houses within agricultural landscapes
* A surprisingly large proportion of the home to school transport addresses fall into this type as it is characterised by mature households with no children
* Countrywide, most households classified as this type have no children. Those that do tend to be in the older age groups
* Modest incomes due to older population profile (more retirees) but high affluence and low deprivation levels

**A03 Wealthy Landowners**

**All Home to School Transport users: 549 (4.2% of group)**

**Change entitlement subset: 150 (4.4% of group)**

Key features:

* Older households appreciating rural calm in stand-alone houses within agricultural landscapes
* A surprisingly large proportion of the home to school transport addresses fall into this type as it is characterised by mature households with no children
* Countrywide, most households classified as this type have no children
* Modest incomes due to older population profile (more retirees) but high affluence and low deprivation levels

**B07 Alpha Families**

**All Home to School Transport users: 262 (2.0% of group)**

**Change entitlement subset: 95 (2.8% of group)**

Key features:

* High-achieving families living fast-track lives, advancing careers, finances and their school-age children’s development
* Almost 1 in 5 households has 3 or more children in residence
* Highest affluence band, very low levels of deprivation, among the highest incomes
* Over 97% own cars

**H34 Contemporary Starts**

**All Home to School Transport users: 427 (3.2% of group)**

**Change entitlement subset: 35 (1.0% of group)**

Key features:

* Young singles and partners setting up home in developments attractive to their peers
* Late 20s and 30s, some with young children
* Modest incomes and low deprivation levels, moderate affluence
* Relatively low car ownership ~93% due to more urban locations

1. Analyses and maps of Free School Meal eligibility and Indices of Multiple Deprivation

Free School Meals (FSM)

* FSM eligibility from school census (May 2015)
* Calculated percentage of pupils at each school eligible for FSM
* Calculated percentage of pupils living in each catchment eligible for FSM
* Calculated percentage of pupils living in Lower Super Output Areas (LSOA) eligible for FSM
* Maps were produced to show areas with higher proportions of pupils eligible for FSM.
* Most of the areas with higher FSM were in urban areas (Ipswich, Lowestoft, Felixstowe, Stowmarket, Bury St Edmunds, Sudbury/Great Cornard, Haverhill, Newmarket, Mildenhall, Beccles, Bungay) where there is a choice of primary and often secondary school within a short distance.
* Two more rural areas also had a higher level of FSM – Southwold/Reydon and Leiston/Saxmundham.

Indices of Multiple Deprivation (IMD)

**Analysis of Income Deprivation Affecting Children Index from 2015 IMD**

Suffolk is made up of 441 Lower Super Output Areas (LSOA). These can be grouped into deciles according to their national rank, where 1 is the worst and 10 is the best.

|  |  |  |
| --- | --- | --- |
| **Decile** | **Count** | **Percentage** |
| 1 | 19 | 4.3% |
| 2 | 31 | 7.0% |
| 3 | 31 | 7.0% |
| 4 | 33 | 7.5% |
| 5 | 46 | 10.4% |
| 6 | 64 | 14.5% |
| 7 | 54 | 12.2% |
| 8 | 68 | 15.4% |
| 9 | 62 | 14.1% |
| 10 | 33 | 7.5% |

Overall, Suffolk is above average, with 63.7% of LSOAs in the top half.

* 25.9 % are in the bottom 4 deciles, and the locations of these are as follows:
* Worst decile: 8 in Ipswich; 10 in Lowestoft; 1 in Beccles
* 2nd worst decile: 16 in Ipswich; 7 in Lowestoft; 2 in Felixstowe; 1 in Mildenhall; 1 in Bury St Edmunds; 1 in Stowmarket; 1 in Sudbury; 1 in Great Cornard; 1 in rural Sudbury
* 3rd worst decile: 11 in Ipswich; 6 in Lowestoft; 4 in Felixstowe; 3 in Stowmarket; 2 in Sudbury; 1 in Kessingland; 1 in Newmarket; 1 in Haverhill; 1 in Glemsford; 1 in Hadleigh
* 4th worst decile: 11 in Ipswich; 5 in Lowestoft; 5 in Bury St Edmunds; 3 in Haverhill; 2 in Great Cornard; 2 in Beccles; 1 in Bungay; 1 in Woodbridge; 1 in Leiston; 1 in Halesworth; 1 in Brandon

In table form:

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  | **1st** | **2nd** | **3rd** | **4th** | **Total** |
| Lowestoft | 10 | 7 | 6 | 5 | 28 |
| Ipswich | 8 | 16 | 11 | 11 | 46 |
| Beccles | 1 |  |  | 2 | 3 |
| Felixstowe |  | 2 | 4 |  | 6 |
| Bury St Edmunds |  | 1 |  | 5 | 6 |
| Great Cornard |  | 1 |  |  | 1 |
| Mildenhall |  | 1 |  |  | 1 |
| Rural Sudbury |  | 1 |  |  | 1 |
| Stowmarket |  | 1 | 3 |  | 4 |
| Sudbury |  | 1 | 2 | 2 | 5 |
| Glemsford |  |  | 1 |  | 1 |
| Hadleigh |  |  | 1 |  | 1 |
| Haverhill |  |  | 1 | 3 | 4 |
| Kessingland |  |  | 1 |  | 1 |
| Newmarket |  |  | 1 |  | 1 |
| Brandon |  |  |  | 1 | 1 |
| Bungay |  |  |  | 1 | 1 |
| Halesworth |  |  |  | 1 | 1 |
| Leiston |  |  |  | 1 | 1 |
| Woodbridge |  |  |  | 1 | 1 |
| **Total** | **19** | **31** | **31** | **33** | **114** |

The availability of schools in these areas is as follows:

* Ipswich, Lowestoft and Bury St Edmunds have several primary and secondary schools for parents to choose between within reasonable walking distance.
* Beccles, Felixstowe, Sudbury/Great Cornard, Stowmarket and Haverhill have two secondary schools and several primaries.
* Mildenhall, Hadleigh, Newmarket, Brandon, Bungay, Leiston and Woodbridge have a choice of primary schools but only one secondary. Of these, there is no 2nd secondary school within 6 miles of Mildenhall, Hadleigh, Newmarket or Brandon.
* Glemsford and Halesworth have alternative primary schools between 2 and 6 miles away, but no secondary schools within this distance.

Kessingland is not far south of Lowestoft, so there are several schools within 6 miles.

**Other data and maps**

1. Maps showing pupils impacted by proposals

* Maps for each District Council area showing the location of the pupils currently receiving transport who would not be entitled under the proposed model. Separate maps for primary and secondary pupils, with different colours for those whose nearest school is under 2 or 3 miles and those whose nearest school is over these distances. [Internal use only as individuals potentially identifiable]
* A whole county map showing all the primary and secondary pupils as above. [Internal use only as individuals potentially identifiable]
* Heat map showing the areas where the impacted pupils live

1. Illustrative maps of selected areas showing areas where using Rights of Way could change distance measurements or which is the nearest school.

* Areas were identified where there was a residential area for which the walking distance to school was over 2 or 3 miles, but the straight line distance was under 2 or 3 miles. These were areas where using rights of way could potentially reduce the distance to under 2 or 3 miles. In most cases using rights of way did not reduce the distance for a significant number of addresses.
* Addresses were chosen where the difference in walking distance to the nearest and second nearest school was small. The shortest possible routes using rights of way were determined. In some cases this changed which school was nearest.

**Option 1: (Wholesale change) – Total number of pupils and percentage who would no longer be eligible and would need to organise their own travel arrangements, by Electoral Division (Sept 2016)**

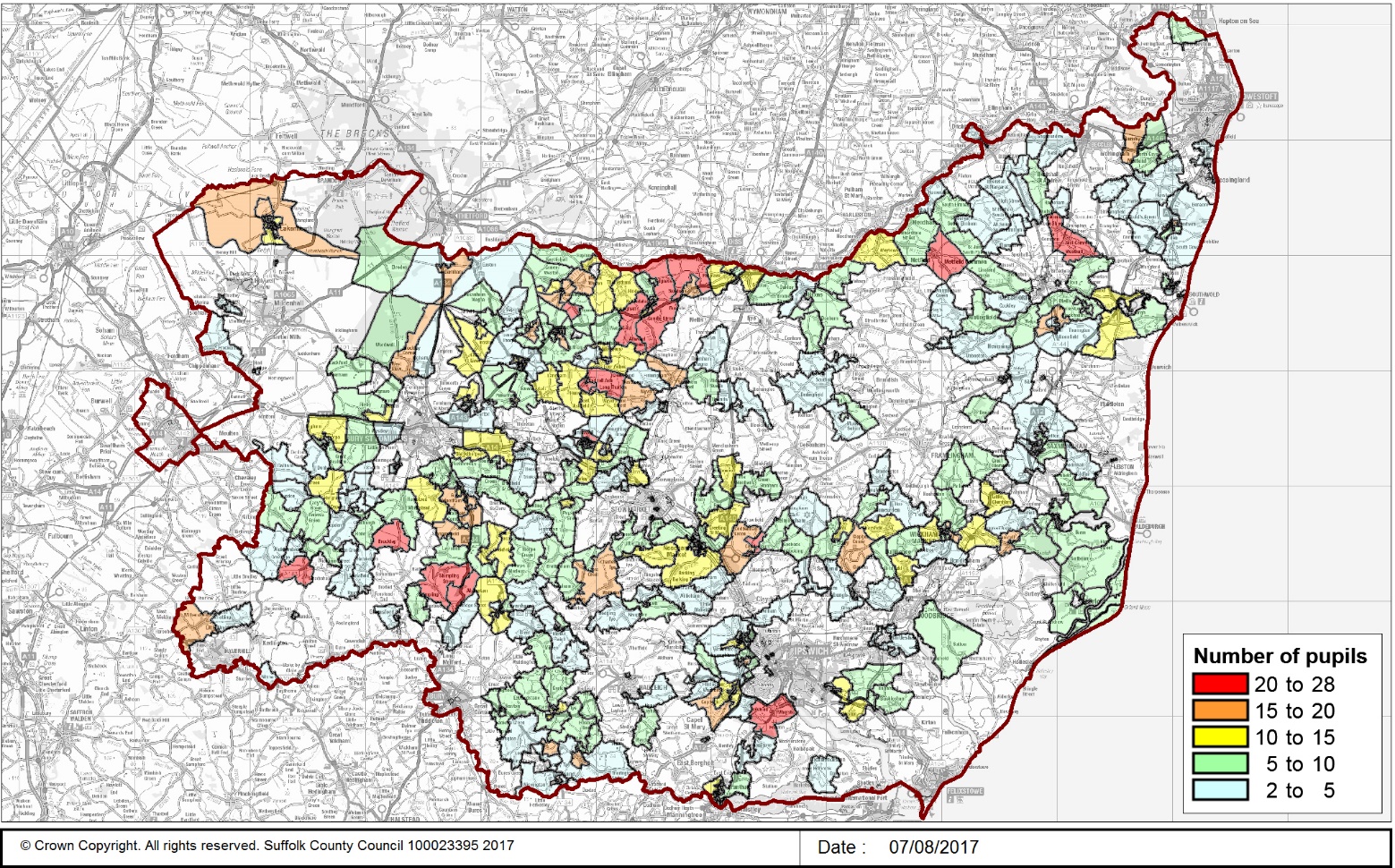
|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | **Primary age** | |  | **Secondary age** | |  | **All pupils** | |
|  | **Pupils** | **Percent** |  | **Pupils** | **Percent** |  | **Pupils** | **Percent** |
| Belstead Brook | 611 | 2.3% |  | 400 | 29.5% |  | 1011 | 13.1% |
| Cosford | 436 | 1.4% |  | 323 | 36.8% |  | 759 | 16.5% |
| Great Cornard | 827 | 0.0% |  | 579 | 0.0% |  | 1406 | 0.0% |
| Hadleigh | 729 | 0.7% |  | 475 | 0.0% |  | 1204 | 0.4% |
| Melford | 623 | 4.5% |  | 427 | 9.8% |  | 1050 | 6.7% |
| Peninsula | 585 | 0.7% |  | 435 | 22.3% |  | 1020 | 9.9% |
| Samford | 590 | 0.7% |  | 454 | 6.4% |  | 1044 | 3.2% |
| Stour Valley | 469 | 9.0% |  | 288 | 33.0% |  | 757 | 18.1% |
| Sudbury | 585 | 0.0% |  | 439 | 0.2% |  | 1024 | 0.1% |
| Sudbury East and Waldingfield | 644 | 0.0% |  | 411 | 0.2% |  | 1055 | 0.1% |
| **Babergh Total** | **6099** | **1.7%** |  | **4231** | **11.9%** |  | **10330** | **5.9%** |
|  |  |  |  |  |  |  |  |  |
| Brandon | 622 | 0.0% |  | 368 | 1.6% |  | 990 | 0.6% |
| Exning and Newmarket | 714 | 0.0% |  | 330 | 0.3% |  | 1044 | 0.1% |
| Mildenhall | 800 | 0.3% |  | 454 | 0.0% |  | 1254 | 0.2% |
| Newmarket and Red Lodge | 1073 | 0.2% |  | 537 | 1.1% |  | 1610 | 0.5% |
| Row Heath | 912 | 0.3% |  | 484 | 26.7% |  | 1396 | 9.5% |
| **Forest Heath Total** | **4121** | **0.2%** |  | **2173** | **6.5%** |  | **6294** | **2.4%** |
|  |  |  |  |  |  |  |  |  |
| Bixley | 519 | 0.0% |  | 347 | 0.0% |  | 866 | 0.0% |
| Bridge | 1002 | 0.0% |  | 505 | 0.0% |  | 1507 | 0.0% |
| Chantry | 2170 | 0.0% |  | 1186 | 0.3% |  | 3356 | 0.1% |
| Gainsborough | 1169 | 0.0% |  | 620 | 0.2% |  | 1789 | 0.1% |
| Priory Heath | 991 | 0.0% |  | 608 | 0.2% |  | 1599 | 0.1% |
| Rushmere | 943 | 0.1% |  | 634 | 0.0% |  | 1577 | 0.1% |
| St. Helen's | 973 | 0.0% |  | 510 | 0.0% |  | 1483 | 0.0% |
| St. John's | 859 | 0.0% |  | 571 | 0.0% |  | 1430 | 0.0% |
| St. Margaret's and Westgate | 1698 | 0.1% |  | 961 | 0.3% |  | 2659 | 0.2% |
| Whitehouse and Whitton | 2127 | 0.3% |  | 1201 | 0.4% |  | 3328 | 0.4% |
| **Ipswich Total** | **12451** | **0.1%** |  | **7143** | **0.2%** |  | **19594** | **0.1%** |
|  |  |  |  |  |  |  |  |  |
| Bosmere | 566 | 4.2% |  | 352 | 36.6% |  | 918 | 16.7% |
| Gipping Valley | 589 | 0.8% |  | 452 | 13.3% |  | 1041 | 6.2% |
| Hartismere | 671 | 2.5% |  | 491 | 50.5% |  | 1162 | 22.8% |
| Hoxne and Eye | 505 | 5.7% |  | 420 | 11.4% |  | 925 | 8.3% |
| Stowmarket North and Stowupland | 1290 | 0.1% |  | 738 | 0.7% |  | 2028 | 0.3% |
| Stowmarket South | 713 | 0.3% |  | 479 | 0.8% |  | 1192 | 0.5% |
| Thedwastre North | 729 | 5.6% |  | 480 | 47.3% |  | 1209 | 22.2% |
| Thedwastre South | 595 | 3.9% |  | 459 | 7.6% |  | 1054 | 5.5% |
| Thredling | 669 | 5.7% |  | 556 | 14.6% |  | 1225 | 9.7% |
| Upper Gipping | 594 | 2.5% |  | 468 | 15.6% |  | 1062 | 8.3% |
| **Mid Suffolk Total** | **6921** | **2.8%** |  | **4895** | **18.6%** |  | **11816** | **9.4%** |

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | **Primary age** | |  | **Secondary age** | |  | **All pupils** | |
|  | **Pupils** | **Percent** |  | **Pupils** | **Percent** |  | **Pupils** | **Percent** |
| Blackbourn | 721 | 1.8% |  | 558 | 63.8% |  | 1279 | 28.9% |
| Clare | 601 | 10.3% |  | 418 | 16.7% |  | 1019 | 13.0% |
| Eastgate and Moreton Hall | 959 | 0.0% |  | 502 | 0.4% |  | 1461 | 0.1% |
| Hardwick | 592 | 0.0% |  | 388 | 0.0% |  | 980 | 0.0% |
| Haverhill Cangle | 1646 | 0.0% |  | 1010 | 0.0% |  | 2656 | 0.0% |
| Haverhill East and Kedington | 876 | 0.0% |  | 523 | 0.2% |  | 1399 | 0.1% |
| Thingoe North | 541 | 7.2% |  | 364 | 34.1% |  | 905 | 18.0% |
| Thingoe South | 705 | 2.7% |  | 445 | 42.9% |  | 1150 | 18.3% |
| Tower | 1487 | 0.0% |  | 1069 | 0.3% |  | 2556 | 0.1% |
| **St. Edmundsbury Total** | **8128** | **1.6%** |  | **5277** | **14.2%** |  | **13405** | **6.6%** |
|  |  |  |  |  |  |  |  |  |
| Aldeburgh and Leiston | 533 | 0.4% |  | 387 | 1.0% |  | 920 | 0.7% |
| Blything | 664 | 1.5% |  | 418 | 24.2% |  | 1082 | 10.3% |
| Carlford | 542 | 9.6% |  | 396 | 12.6% |  | 938 | 10.9% |
| Felixstowe Coastal | 1285 | 0.0% |  | 847 | 0.1% |  | 2132 | 0.0% |
| Felixstowe North and Trimley | 766 | 0.0% |  | 483 | 0.0% |  | 1249 | 0.0% |
| Framlingham | 496 | 8.7% |  | 437 | 6.6% |  | 933 | 7.7% |
| Kesgrave and Rushmere St. Andrew | 1822 | 0.0% |  | 1315 | 0.0% |  | 3137 | 0.0% |
| Martlesham | 667 | 4.2% |  | 429 | 6.1% |  | 1096 | 4.9% |
| Wickham | 839 | 1.0% |  | 516 | 19.0% |  | 1355 | 7.8% |
| Wilford | 505 | 5.9% |  | 387 | 12.9% |  | 892 | 9.0% |
| Woodbridge | 443 | 0.2% |  | 382 | 0.0% |  | 825 | 0.1% |
| **Suffolk Coastal Total** | **8562** | **2.0%** |  | **5997** | **6.3%** |  | **14559** | **3.8%** |
|  |  |  |  |  |  |  |  |  |
| Beccles | 1069 | 0.0% |  | 727 | 3.6% |  | 1796 | 1.4% |
| Bungay | 450 | 3.6% |  | 368 | 12.5% |  | 818 | 7.6% |
| Gunton | 1753 | 0.0% |  | 978 | 0.0% |  | 2731 | 0.0% |
| Halesworth | 544 | 7.0% |  | 337 | 17.5% |  | 881 | 11.0% |
| Kessingland and Southwold | 531 | 1.9% |  | 358 | 10.1% |  | 889 | 5.2% |
| Lowestoft South | 1589 | 0.0% |  | 988 | 0.3% |  | 2577 | 0.1% |
| Oulton | 1492 | 0.0% |  | 926 | 0.8% |  | 2418 | 0.3% |
| Pakefield | 1151 | 0.0% |  | 734 | 0.0% |  | 1885 | 0.0% |
| **Waveney Total** | **8579** | **0.7%** |  | **5416** | **3.3%** |  | **13995** | **1.7%** |

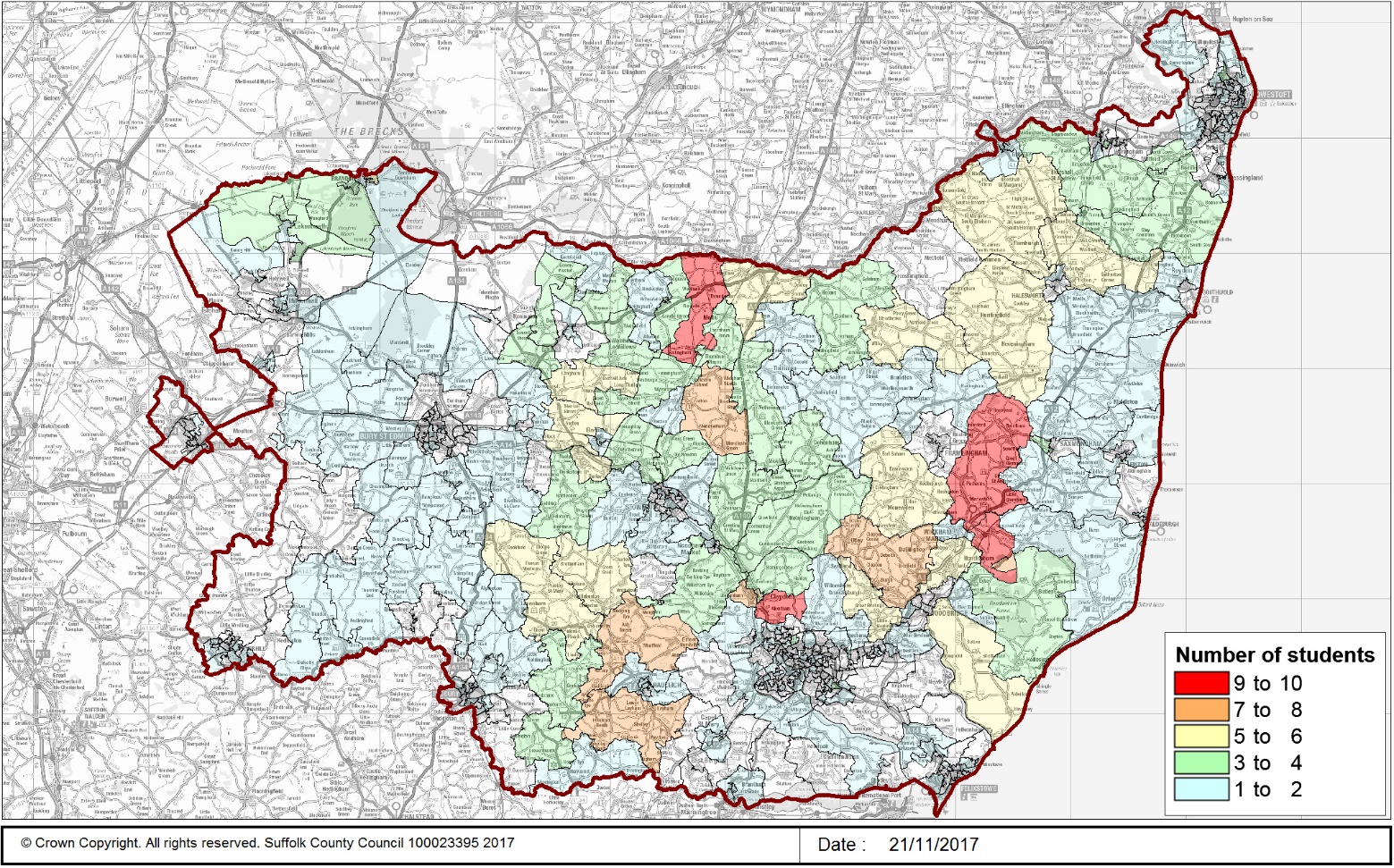
Reception children receiving mainstream transport in 2016 and 2017, the breakdown of all these children is:

|  |  |  |
| --- | --- | --- |
| **Compulsory school age from:** | **2016** | **2017** |
| September (start of Reception) | 3 | 7 |
| January | 80 | 74 |
| April | 62 | 49 |
| September (start of Year 1) | 66 | 67 |
| **Total Reception transported** | **211** | **197** |

Potential impact for pre-16 mainstream pupils, by Output Area

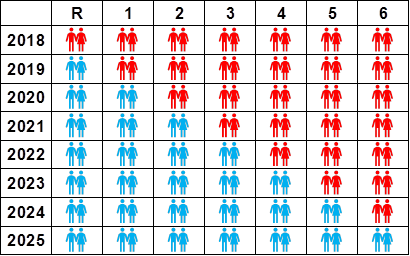


Potential impact for Post-16 students, by Lower Layer Super Output Area

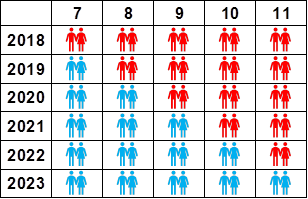


**Option 2:** Change on a phased basis; the number ultimately affected would be the same, however, there would be no lose of entitlement to transport to a child’s current school. It would take seven years to achieve full implementation.

**Primary School**

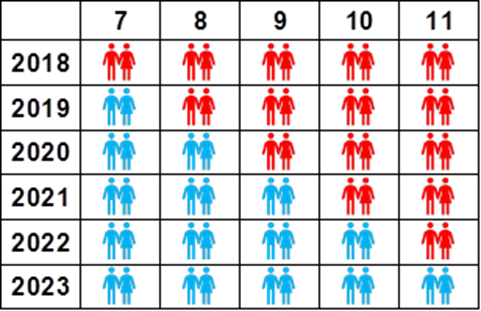


**Secondary School**



**Key**

 = Current Policy

 = Option 2 Policy

**Appendix 1a**

**Our legal responsibilities for children age 5-16**

The Education Act of 1996 requires us to transport eligible children to school for free. The Department for Education has issued statutory guidance which, in part, details local authorities’ legal obligations and, in part, good practice.[[1]](#footnote-1)

Our main requirement under section 508B of the Education Act 1996 (the Act) is to ensure there is free home to school transport for compulsory school aged children that meet certain criteria (set out in Schedule 35B of the Act).

While Suffolk County Council has the duty to ensure that the legal requirements are met, we don’t have to provide the service ourselves. If a third party provided transport for all eligible children, we would not need to make any further transport arrangements for these children.

It is important to note that, regardless of any agreement with a third party to provide the service, we would still have the responsibility to ensure the legal requirements are met.

Should an agreement be made by a school/multi academy trust to provide the home to school transport service, but they then later ended this agreement or failed to provide the service, we would provide what is legally required for eligible children.

We would not provide anything above the legal requirements that the school/multi academy trust may have agreed locally with families. These terms would need to be made clear in the agreement and published on both the school and our website.

The table below is a summary of the statutory eligibility for children of compulsory school age (5 to 16) and our discretionary offer.

| Policy area | **What we legally have to provide** | **Anything extra we provide (discretionary  offer)** |
| --- | --- | --- |
| 1. Statutory walking distance | Provide free transport for pupils of compulsory school age if their nearest suitable school that can accommodate them is:   * Beyond two miles (if below the age of 8); or * Beyond three miles (if aged between 8 and 16). | Transport to the Transport Priority Area school/s where the distance is more than two or three miles, according to age.  Provide transport to children rising five years old.  Special arrangements in Bury St Edmunds and for Free Schools. |
| 1. Unsafe route | Make transport arrangements for children (aged 5 to 16) who cannot reasonably be expected to walk to the nearest suitable school because the nature of the route is deemed unsafe to walk. |  |
| 1. Special educational needs, disability or mobility issue | Make transport arrangements for all children who cannot reasonably be expected to walk to school accompanied as necessary, because of their mobility problems or because of associated health and safety issues related to their special educational needs or disability. |  |
| 1. Extended rights | Provide free transport where pupils are entitled to free school meals or their parents are in receipt of maximum Working Tax Credit if:   * the nearest suitable school is beyond two miles (for children over the age of 8 and under 11); * the school is between two and six miles (if aged 11 to 16 and there are not three or more suitable nearer schools); * the school is between two and 15 miles and is the nearest school preferred on the grounds of religion or belief (aged 11 to 16). |  |

The duty to provide transport to children who fall within these four categories applies regardless of the type of school the child is attending: community, voluntary controlled, voluntary aided, foundation, academy, free school, special school or pupil referral units.

For children with Special Educational Needs and Disability, this can also include an independent school where this is named on the child’s Education, Health and Care Plan (EHC Plan), or it is the nearest of two or more schools named.

**Our legal responsibilities for post-16 young people**

The Education Act 1996 requires us to consider travel arrangements for young people of sixth form age and prepare a statement each year of the services it will offer. There is no legal requirement that we provide free transport for young people of sixth form age. The DfE has issued separate statutory guidance for transport for persons of sixth form age.[[2]](#footnote-2)

The table below is a summary of the statutory eligibility for young people of sixth form age (Post-16) and our discretionary offer.

| Policy area | **What we legally have to provide** | **Anything extra we provide (discretionary  offer)** |
| --- | --- | --- |
| Post-16 travel | There is no duty on local authorities to provide free school transport to persons of sixth form age. The Education Act 1996 requires that the Council must prepare a transport policy statement annually.  The transport policy statement must specify the arrangements for the provision of transport that the Council considers it necessary to make for facilitating the attendance of persons of sixth form age receiving education or training at institutions. | Subsidised travel to the nearest sixth form or Post-16 centre, where the student lives more than three miles away. |

Suffolk County Council’s current travel policies are available at: [www.suffolkonboard.com/policies](http://www.suffolkonboard.com/policies).

**Appendix 1b - a profile for each of these impacted schools**

**Potentially impacted secondary schools**

|  |  |  |  |
| --- | --- | --- | --- |
|  | Potential impact (2016/17 cohort) | | |
|  | Numbers on roll (ex 6th form) | Loss / gain | % of NOR |
| Thurston Community College | 1512 | -812 | -54% |
| Hartismere School | 770 | -206 | -27% |
| East Bergholt High School | 924 | -163 | -18% |
| Alde Valley Academy | 359 | -62 | -17% |
| Thomas Gainsborough School | 1213 | -172 | -14% |
| Mildenhall College Academy | 944 | -115 | -12% |
| Bungay High School | 831 | -100 | -12% |
| Thomas Mills High School | 840 | -98 | -12% |
| Debenham High School | 679 | -61 | -9% |
| Sir John Leman High School | 1216 | -85 | -7% |
| Samuel Ward Academy | 1169 | -53 | -5% |
| Stradbroke High School | 266 | -8 | -3% |
| Holbrook Academy | 456 | -12 | -3% |
| Stowupland High School | 882 | -20 | -2% |
| Kesgrave High School | 1465 | -29 | -2% |
| King Edward VI CEVC Upper School | 1266 | -23 | -2% |
| Claydon High School | 683 | -11 | -2% |
| St Alban's Catholic High School | 820 | -11 | -1% |
| Benjamin Britten Academy of Music and Mathematics | 688 | -7 | -1% |
| Ormiston Denes Academy | 1015 | -4 | 0% |
| East Point Academy | 556 | -1 | 0% |
|  |  |  |  |
| Felixstowe Academy | 1073 | 2 | 0% |
| Ipswich Academy | 709 | 4 | 1% |
| Northgate High School | 1198 | 9 | 1% |
| Westbourne Academy | 954 | 11 | 1% |
| Chantry Academy | 728 | 14 | 2% |
| Newmarket Academy | 600 | 12 | 2% |
| Farlingaye High School | 1482 | 39 | 3% |
| St Benedict's Catholic School | 705 | 31 | 4% |
| Stour Valley Community School | 566 | 34 | 6% |
| Beccles Free School | 290 | 19 | 7% |
| Pakefield School | 897 | 63 | 7% |
| Hadleigh High School | 754 | 63 | 8% |
| Ormiston Sudbury Academy | 585 | 91 | 16% |
| Stowmarket High School | 765 | 132 | 17% |
| IES Breckland | 455 | 111 | 24% |
| Saxmundham Free School | 395 | 120 | 30% |
| Sybil Andrews Academy | 200 | 114 | 57% |
| Ixworth Free School | 245 | 285 | 116% |

**Potentially impacted primary schools**

|  |  |  |  |
| --- | --- | --- | --- |
|  | Potential impact (2016/17 cohort) | | |
|  | Numbers on roll | Loss / gain | % of NOR |
| Norton CEVCP School | 203 | -51 | -25% |
| Thorndon CEVCP School | 80 | -16 | -20% |
| Yoxford Primary School | 58 | -11 | -19% |
| Bramfield CEVCP School | 85 | -16 | -19% |
| Tattingstone CEVCP School | 83 | -15 | -18% |
| Eyke CEVCP School | 120 | -21 | -18% |
| Thurlow CEVCP School | 98 | -17 | -17% |
| All Saints CEVCP School Lawshall | 163 | -25 | -15% |
| Reydon Primary School | 178 | -27 | -15% |
| Fressingfield CEVCP School | 122 | -17 | -14% |
| Bucklesham Primary School | 98 | -13 | -13% |
| Cockfield CEVCP School | 64 | -8 | -13% |
| Hopton CEVCP School | 97 | -12 | -12% |
| Hartest CEVCP School | 53 | -6 | -11% |
| Nayland Primary School | 203 | -22 | -11% |
| Ickworth Park Primary School | 222 | -23 | -10% |
| Wickhambrook CP School | 144 | -14 | -10% |
| Grundisburgh Primary School | 175 | -17 | -10% |
| Henley Primary School | 106 | -10 | -9% |
| Risby CEVCP School | 166 | -15 | -9% |
| Woolpit CP School | 169 | -15 | -9% |
| Stonham Aspal CEVAP School | 177 | -15 | -8% |
| Ringsfield CEVCP School | 84 | -7 | -8% |
| St Mary's CEVCP School Benhall | 86 | -7 | -8% |
| Orford CEVAP School | 62 | -5 | -8% |
| Ilketshall St Lawrence School | 105 | -8 | -8% |
| St Peter and St Paul CEVAP School | 184 | -14 | -8% |
| Boxford CEVCP School | 208 | -15 | -7% |
| Crawford's CEVCP School | 74 | -5 | -7% |
| Stradbroke CEVCP School | 90 | -6 | -7% |
| Kyson Primary School | 387 | -25 | -6% |
| Hollesley Primary School | 85 | -5 | -6% |
| Bacton CP School | 163 | -9 | -6% |
| Somersham Primary School | 91 | -5 | -5% |
| Sir Robert Hitcham's CEVAP School: Framlingham | 300 | -15 | -5% |
| Dennington CEVCP School | 47 | -2 | -4% |
| Combs Ford CP School | 407 | -15 | -4% |
| Chelmondiston CEVCP School | 109 | -4 | -4% |
| Coldfair Green CP School | 129 | -4 | -3% |
| Sproughton CEVCP School | 101 | -3 | -3% |
| Woodbridge Primary School | 209 | -6 | -3% |
| Kersey CEVCP School | 70 | -2 | -3% |
| Whitehouse CP School | 519 | -14 | -3% |
| Clare CP School | 187 | -5 | -3% |
| Middleton CP School | 38 | -1 | -3% |
| Stratford St Mary Primary School | 78 | -2 | -3% |
| Broke Hall CP School | 623 | -15 | -2% |
| Chilton CP School | 187 | -4 | -2% |
| Wortham Primary School | 98 | -2 | -2% |
| Bawdsey CEVCP School | 51 | -1 | -2% |
| Barnham CEVCP School | 154 | -3 | -2% |
| Bildeston Primary School | 115 | -2 | -2% |
| Rattlesden CEVCP School | 117 | -2 | -2% |
| Bardwell CEVCP School | 63 | -1 | -2% |
| Occold Primary School | 64 | -1 | -2% |
| Bungay Primary School | 197 | -3 | -2% |
| Debenham Sir Robert Hitcham CEVAP School | 198 | -3 | -2% |
| Earl Soham CP School | 67 | -1 | -1% |
| Trinity CEVAP School | 72 | -1 | -1% |
| West Row CP School | 238 | -3 | -1% |
| All Saints CEVAP School Laxfield | 85 | -1 | -1% |
| Moulton CEVCP School | 171 | -2 | -1% |
| Great Barton CEVCP School | 197 | -2 | -1% |
| The Freeman CP School | 209 | -2 | -1% |
| Carlton Colville Primary School | 416 | -3 | -1% |
| Great Heath Academy | 429 | -3 | -1% |
| Saxmundham Primary School | 296 | -2 | -1% |
| Sexton's Manor CP School | 163 | -1 | -1% |
| Stanton CP School | 178 | -1 | -1% |
| Wood Ley CP School | 291 | -1 | 0% |
| Hadleigh CP School | 521 | -1 | 0% |
| Rushmere Hall Primary School | 553 | -1 | 0% |
|  |  |  |  |
| Wells Hall CP School | 455 |  | 0% |
| Halifax Primary School | 420 |  | 0% |
| Worlingham CEVCP School | 335 |  | 0% |
| Edgar Sewter CP School | 276 |  | 0% |
| Kedington Primary Academy | 207 |  | 0% |
| Rougham CEVCP School | 195 |  | 1% |
| East Bergholt CEVCP School | 187 |  | 1% |
| St Botolph's CEVCP School | 180 |  | 1% |
| Westgate CP School | 343 |  | 1% |
| St Christopher's CEVCP School | 318 |  | 1% |
| Lakenheath CP School | 301 |  | 1% |
| St Mary's CEVAP School, Hadleigh | 150 |  | 1% |
| Great Finborough CEVCP School | 140 |  | 1% |
| Elmswell CP School | 261 |  | 1% |
| Coupals Primary Academy | 239 |  | 1% |
| Bosmere CP School | 323 |  | 1% |
| Aldeburgh Primary School | 103 |  | 1% |
| Bures CEVCP School | 192 |  | 1% |
| Howard CP School | 263 |  | 1% |
| Great Waldingfield CEVCP School | 159 |  | 1% |
| Elmsett CEVCP School | 73 |  | 1% |
| Kelsale CEVCP School | 142 |  | 1% |
| Wilby CEVCP School | 64 |  | 2% |
| Honington CEVCP School | 160 |  | 2% |
| Lavenham CP School | 105 |  | 2% |
| Claydon Primary School | 390 |  | 2% |
| Charsfield CEVCP School | 45 |  | 2% |
| Long Melford CEVCP School | 168 |  | 2% |
| Gislingham CEVCP School | 121 |  | 2% |
| Great Whelnetham CEVCP School | 152 |  | 3% |
| Bedfield CEVCP School | 58 |  | 3% |
| Elveden Church of England Primary Academy | 80 |  | 4% |
| Rendlesham CP School | 255 |  | 4% |
| Helmingham CP School | 51 |  | 4% |
| Worlingworth CEVCP School | 46 |  | 4% |
| Otley Primary School | 69 |  | 4% |
| Tollgate Primary School | 228 |  | 4% |
| Brampton CEVCP School | 82 |  | 5% |
| Easton Primary School | 71 |  | 6% |
| Walsham-le-Willows CEVCP School | 137 |  | 6% |
| Melton Primary School | 153 |  | 7% |
| Barrow CEVCP School | 147 |  | 7% |
| Mendlesham CP School | 97 |  | 7% |
| Ringshall School | 103 |  | 8% |
| Snape CP School | 37 |  | 8% |
| Wickham Market Primary School | 153 |  | 8% |
| St Edmund's Primary School, Hoxne | 69 |  | 9% |
| Kessingland Church of England Primary Academy | 211 |  | 9% |
| Stoke-by-Nayland CEVCP School | 80 |  | 10% |
| Hundon CP School | 92 |  | 11% |
| Wenhaston Primary School | 83 |  | 14% |
| Mendham Primary School | 51 |  | 25% |

**Appendix 1c**

**Suffolk School and Post-16 travel**

Pre-consultation engagement July – November 2017

Summary of Results

Introduction

This summary document sets out the main findings from the recent pre-consultation exercise conducted by Suffolk County Council into proposals to change the School and Post-16 travel policies.

The pre-consultation was initiated in July with the first meeting with selected impacted Schools and Colleges taking place in August 17, these meeting have continued and will continue throughout engagement and consultation periods. As well as discussions with the impacted schools and colleges we have undertaken workshops with transport operators, school business managers and attended sessions with focus groups like SCPN and governor’s advisors. A telephone survey of parents who contacted SCC contact centre was completed during September this required their current school travel situation and their views of the neighbouring authorities who have move to a nearest school policy.

The pre-consultation has recorded views from over 200 people, and has facilitated 28 different events, workshops, meetings and discussions.

Pre-consultation Approach

The pre-consultation marked the start of a much longer period of selected engagement and was developed in line with the first Gunning Principle. This principle specifies that a public consultation should be carried out at a formative stage when there is still time to change an Authority’s decision, or in the case of pre-consultation, inform any options put forward for consideration by the County Council Cabinet.

Our aim was to undertake pre-consultation with impacted stakeholders and groups before announcing our plan to consult was made public. We understood that this was a highly emotive subject and needed to be clear on our approach.

Pre-consultation Analysis

As feedback from the events, workshops, meetings and discussions was received this was fed into our plans and did have the effect of including another stakeholder group in the form of the school and college business managers.

All of the feedback has been assessed and common themes have been identified throughout, providing a comprehensive picture of public and stakeholder feedback received during the pre-consultation phase.

Headline Themes emerging

The most common themes raised across the pre-consultation communication channels were:

1. The need to consider the impact on children at a critical point in their education.
2. Recognition of the need for the authority to save money.
3. The differential impact of the proposed changes on urban and rural areas.
4. Complexity of the existing policies - many do not understand the differences between transport priority areas, catchment for admissions and nearest suitable school for transport, making it difficult to understand the impact of change.
5. Ability to exercise choice and that making a parental preference means responsibility for organising travel arrangements - parents would need to make financial contributions for school travel.
6. Concern about the impact on low income families.
7. Need to consider the impact on strategic and financial planning for individual schools and what it means for staff and the use of buildings.
8. Traffic congestion and environmental impact to surrounding areas of schools triggered by changing travel patterns and the safety of pupils using routes that may not safe all year round.
9. The role of schools in providing transport and how they could work with SCC to provide a cost efficient network that would meet the needs of their business and marketing plans; some are already coordinating travel arrangements for their pupils
10. Changing role for commercial operators with opportunities to work directly with schools, identify new commercial routes in response to different capacity requirements, administer sale of spare seats, and to better align interests between SCC, operators and families. Potential for advertising, marketing and competition in the market.
11. The role of the Endeavour Card and how to make it available to all young people in the county and achieve more consistency in the offer.
12. Willingness to collaborate on local solutions to save money.

Next Steps

Having listened to the views presented by stakeholders and the public, the options that will form the basis of a consultation, subject to the decision of the County Council Cabinet on 5 December have been proposed and Public consultation will run for 2 and half months. During which time public meetings, stakeholder events, and further briefings will be undertaken to ensure that there is ample opportunity for all parties to share their views and have their say.

1. DfE school travel guidance [www.gov.uk/government/uploads/system/uploads/attachment\_data/file/575323/Home\_to\_school\_travel\_and\_transport\_guidance.pdf](http://www.gov.uk/government/uploads/system/uploads/attachment_data/file/575323/Home_to_school_travel_and_transport_guidance.pdf) [↑](#footnote-ref-1)
2. DfE Post-16 guidance [www.gov.uk/government/uploads/system/uploads/attachment\_data/file/277016/Post-16\_Transport\_Guidance.pdf](http://www.gov.uk/government/uploads/system/uploads/attachment_data/file/277016/Post-16_Transport_Guidance.pdf) [↑](#footnote-ref-2)