

## Appendix 2: Equality and Consultation Analysis (ECA) Form

***In line with the principles of decision making outlined in the City Council Constitution, the Council will ensure that its decision making is open and transparent, and that due regard is given to the Council's obligations and desire to promote equality of opportunity and equal treatment.***

### Part 1

***This part must be completed and before formal consultation is undertaken and must be available during the consultation stage.***

**Author of this document: Adrian Coles**

**Name of Service Area/Proposal: Special Education Needs Travel Assistance**

**Head of Service: Jeannette Essex**

**Date of completion: 20<sup>th</sup> October 2016**

#### ***Background to the planned changes***

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1. What is the background to the planned changes? Why is this change being considered? *If further information is available on the different scenarios that have been considered as part of this work, provide a link to the public document which contains this information.*

Coventry City Council has statutory responsibilities for travel assistance for eligible children and young people. However, it currently over-provides traditional forms of transport for children and young people compared to statutory duties and the provision made by other local authorities.

There are two key consequences of this. Firstly, some children and young people are missing out on the opportunity to develop independent travel skills. Independent travel skills gained in adolescence can be taken forward into adult life. Secondly, there is significant forecast overspend on the Council's Home to School Transport budget (2016/17 quarter 1 forecast £3.5m spend against a £3.1m budget). Current policies and practice are not aligned with national statutory duties.

The recommendation is for a public consultation on the following proposals:

a) A revised Travel Assistance Policy (Statutory School Age Children) which aligns the statutory walking distance eligibility criteria to national levels and has a stronger focus on the Council's travel assistance on public transport and innovative travel options aimed at reducing dependence on minibus and taxi options as appropriate.

b) A new Travel Assistance Policy for post 16 and post 19 students that fully reflects current statutory requirements. This policy includes a contributory charge towards the cost of travel assistance for all post-16 students whose families do not meet the criteria for low income household concessions.

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### 2. Who do you need to consider as part of this ECA? *\*stakeholder analysis*

The following are stakeholders:

- Children and young people who currently receive travel assistance from Coventry City Council
- Parents/.carers of children and young people who currently receive travel assistance from Coventry City Council.
- Schools and colleges attended by children and young people who currently receive travel assistance from Coventry City Council
- One Voice Parent/Carer Forum and other support groups

### *Pre-Consultation Engagement*

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*This section refers to any activities that took place (such as briefings, meetings, workshops, scoping exercises etc.) with stakeholders before the formal consultation period.*

### 3. What engagement activities took place prior to formal consultation and what feedback was received in relation to equality issues?

A workshop took place in February 2016 attended by a range of stakeholders (young people, education professionals, elected members and parents). In this workshop, the objectives of enabling children and young people to develop independent travel skills leading to increased independence coupled with the need for the financial context were discussed. The workshop identified ideas for how these objectives could be taken forward. The fundamental principle of enabling children and young people to develop the independent skills necessary to enjoy an 'ordinary life' are at the centre of Coventry's SEN strategy. This principle was fully endorsed by all stakeholders at a series of inclusion events held during 2015. The proposed Travel Assistance Policies are designed to enable children and young people to develop independent travel skills in preparation for adulthood, whilst taking into account any barriers or challenges in terms of maturity, cognition and mobility.

### *Analysis of Impact*

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In this section please ensure that you consider the three aims of the general duty as they affect **protected groups**. These groups are:

- Age
- Disability
- Gender
- Gender reassignment
- Marriage/Civil Partnership
- Pregnancy/Maternity
- Race
- Religion/Belief
- Sexual Orientation

The **three aims of the general duty** require that a public authority, in the exercise of its functions, must have due regard to the need to:

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1. Eliminate discrimination, harassment and victimisation
2. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
3. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it

**Note – when identifying potential impacts below, please only include impacts that may exist over and above general impacts that may affect the wider community/population. For example, a reduction in grant to Coventry Citizens Advice would affect all service users through a reduced level of first line advice being available to all – but it would affect the following groups more; age, disability, gender and race as they represent a larger proportion of the clients who use the advice service.**

4. Outline below how this proposal/review could impact on protected groups positively or negatively, and what steps (if any) could be taken to reduce any negative impact that has been identified. *NB. only include realistic mitigating actions that could be delivered.*

### Age

The table below identifies the impact on children and young people with special educational needs and disabilities according to age. This shows that of the 711 children and young people (aged 5-16 years old) who are currently receiving a service 593 (83.4%) would continue to qualify (a reduction of 118/16.6%) under the proposals for this age range.

	Age 5 – 16 years old eligible for travel assistance	Age 16+ years old eligible for travel assistance	Totals
Current Position	711	110	821
Proposed Position	593	100	693
Differences.	118	10	128

### Disabilities

The proposed travel assistance policy, is positive for children and young people with severe and complex learning and physical disabilities as it enables equality of access to educational facilities at a level commensurate with their non-disabled peers.

The proposed travel assistance policy eliminates levels of enhanced service provision for children and young people who have the cognitive and physical ability to independently travel to school, accompanied by an adult when appropriate to equalise entitlement with their non-SEN peer group.

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### Gender:

	Males age 5 – 16 using the service	Females aged 5 – 16 using the service	Males Age 16+ using the service	Females Age 16+ using the service	Totals
Current Position	543	168	74	36	821
Proposed Position	449	144	66	34	693
Difference	94 (17%)	24 (14%)	8 (10%)	2 (0.5%)	128 (16%)

### Gender reassignment, Marriage/Civil Partnership, Pregnancy/Maternity, Religion/Beliefs

No statistical information is available for these characteristics for children and young people who receive travel assistance or their parents or carers

### Race/Ethnicity

Information about race/ethnicity is not available for those who receive travel assistance. However, the overall race/ethnic profile for active case of Coventry children and young people with SEN and Education Health and Care Plans is as follows. There is an assumption that the profile of children and young people currently receiving travel assistance is proportioned in a similar way.

<b>Ethnic Groups</b>	<b>Numbers</b>	<b>%</b>
	<b>1,695</b>	<b>100%</b>
White: British	1,039	61%
White: Irish	7	0%
White Eastern European	1	0%
White: Traveller - Irish Heritage	1	0%
White: Other White	69	4%
Gypsy Roma	12	1%
Mixed/multiple ethnic groups: White and Black Caribbean	55	3%
Mixed/multiple ethnic groups: White and Black African	12	1%
Mixed/multiple ethnic groups: White and Asian	23	1%
Mixed/multiple ethnic groups: Other Mixed	28	2%
Asian/Asian British: Indian	79	5%
Asian/Asian British: Pakistani	108	6%
Asian/Asian British: Bangladeshi	22	1%
Asian/Asian British: Chinese	3	0%
Asian/Asian British: Other Asian	60	4%
Black/African/Caribbean/Black British: African	105	6%
Black/African/Caribbean/Black British: Caribbean	14	1%
Black/African/Caribbean/Black British: Other Black	15	1%
Other ethnic group: Any other ethnic group	22	1%
Information not available	20	1%

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### Negative Impact:

The potential negative impact for statutory school age is that some children and young people who are currently in receipt of travel assistance will not be eligible. It is proposed that transitional arrangements are offered for those affected, which will include a phased implementation to enable families to make alternative arrangements. For young people aged 16+ year olds it is proposed that the Council levies a financial contribution charge of £600 per year towards the cost of travel assistance, unless parents are assessed as a low income household.

### Positive impacts

The stronger focus on public transport and innovative travel options would mean that as travel options are reviewed (on at least an annual basis) the percentage of eligible children and young people independently accessing public transport options will increase, reducing reliance on minibus and taxis and therefore the Council's carbon footprint.

### Mitigating Factors

Independent travel training will be offered to students, requiring assistance to build the confidence and skills to access public transport. The policy places an expectation that this will be taken up, when appropriate.

Under the proposals the Local Authority may consider a personal transport budget, where this is financially beneficial to the Council. This option would provide greater choice and control to young people and/or their carer's.

Where Independent Travel Training is not appropriate and due to the child's age, it would not be appropriate for a parent to accompany them on public transport, alternative vehicles may be used e.g. a minibus or taxi.

### 5. Are there any other vulnerable groups that could be affected? i.e. deprivation, looked after children, carers.

The policy makes provision for exceptional circumstances that can take into account social need

Also include any information about the health/Marmot implications of this proposal. Contact Georgia Faherty ([georgia.faherty@coventry.gov.uk](mailto:georgia.faherty@coventry.gov.uk) or tel. 7683 1950) or Hannah Watts ([hannah.watts@coventry.gov.uk](mailto:hannah.watts@coventry.gov.uk) or tel. 7683 3973) in Public Health for more information.

There are some positive and some negative implications of this proposal from a health inequalities/ Marmot perspective. By encouraging children and young people to travel independently (walking, or using public transport), this will enable them to develop skills and independence which will benefit them throughout their lives, both by increasing their knowledge and experience of different forms of transport which they can continue to use and by increasing their sense of independence and ability to take control over their lives. This will also increase levels of physical activity and result in fewer car journeys, which will lead to better health and wellbeing for children and young people.

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At the same time, reducing travel assistance for children and young people to access could create a barrier for some children and restrict access to educational opportunities, and this could lead to poorer educational attainment, which in turn could have long term implications for a child's health, wellbeing and life chances. This has been mitigated in the proposal to some extent by continuing to provide travel assistance to low income families and those who are have health or mobility problems. There is a small risk that families who do not meet these criteria will be negatively impacted by the proposal and this may have an impact on the ability of the child to access education and future educational attainment and opportunities, and/or on the resources of families, which may lead to them being less able to meet their health and wellbeing needs.

**6. What are the gaps in evidence? Can this be addressed during the consultation stage? If so, how?**

The gaps in evidence have been identified above. An understanding of the full impact of these proposals may be gained during the consultation process.

**7. What are the likely impacts of this project/review on staff from protected groups?**

The impact on staff is unknown at this stage. In the future as fewer minibuses are utilised there could be an impact on the number of drivers and escorts required.

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### Part 2

*This section should be completed AFTER the consultation stage has been concluded.*

**Author of this document:** Adrian Coles

**Date of completion:** 14<sup>th</sup> February 2017

#### Post-Consultation

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8. Referring to the information detailed in question 4 of Part 1 of the ECA Form, state if the consultation has confirmed the potential impacts identified that were identified. Also detail below any additional information about potential impacts that has been highlighted during the consultation.

The public consultation enabled people to put forward their views about the proposed changes. These are set out in the main cabinet report (7<sup>th</sup> March 2017).

#### Outcome of equality impact

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9. Indicate which of the following best describes the equality impact of this project/review:

- There will be **no** equality impact if the proposed option is implemented
- There will be **positive** equality impact if the proposed option is implemented
- There will be **negative** equality impact if the proposed option is implemented but this can be objectively justified
- There will be both **positive and negative** impacts if the proposed option is implemented

#### Summary of ECA

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Write a paragraph below which summarises the key aspects of this ECA.

*NB. - This paragraph will be included in the Decision-making Report as well as the end of year ECA report*

Where specific objectives have been set for any protected groups around equality impact, also include this information below.

Changes could have some positive and negative impacts on protected groups. The potential negative impact for statutory school age is that some children and young people who are currently in receipt of travel assistance will not be eligible. For young people aged 16+ year olds it is proposed that the Council levies a financial contribution charge of £600 per year towards the cost of travel assistance. The charge will be halved to £300 per academic year, if a financially dependent student is from a family on a low income. The positive impacts are a stronger focus on public transport and innovative

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travel options would mean that as travel options are reviewed (on at least an annual basis) the percentage of eligible children and young people independently accessing public transport options will increase. This can have a positive impact on independent life skills. Reducing reliance on minibus and taxis and therefore the Council's carbon footprint.

### Next steps

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Please send this completed ECA to the Insight Team as follows:

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### Version Control

Version	Date	Summary of changes (Author)
1.0	10 <sup>th</sup> October 2016	Lisa Harasym
1.1	11 <sup>th</sup> October 2016	Gemma Tate
1.2	13 <sup>th</sup> October 2016	Jeannette Essex
1.3	20 <sup>th</sup> October 2016	Hannah Watts
1.4	20 <sup>th</sup> October 2016	Wendy Ohandjanian
1.5	20 <sup>th</sup> October 2016	Adrian Coles
2.0	10 <sup>th</sup> February 2017	Adrian Coles
2.1	14 <sup>th</sup> February 2017	Wendy Ohandjanian