

BUDGET SETTING 2024-25 EQUALITY IMPACT ASSESSMENT (EIA)

Title of EIA		Education Transport Review (Home to school travel assistance)
EIA Author	Name	Jeannette Essex
	Position	Head SEND and Specialist Services
	Date of completion	27th November 2023 Updated 8th February 2024
Head of Service	Name	Jeannette Essex
	Position	Head SEND and Specialist Services
Cabinet Member	Name	Cllr Dr Kindy Sandhu
	Portfolio	Education and Skills

PLEASE REFER TO [EIA GUIDANCE](#) FOR ADVICE ON COMPLETING THIS FORM

SECTION 1 – Context & Background

1.1 Please tick one of the following options:

This EIA is being carried out on:

- New policy / strategy
- New service
- Review of policy / strategy
- Review of service
- Commissioning
- Other project (*please give details*)

1.2 In summary, what is the background to this EIA?

The Council's statutory duty to assist children to attend both school and college is set out in law, underpinned by a policy that was approved in 2017 which remains compliant. However, demand for the service has increased year on year, the costs of provision has been impacted by the increase in vehicle running costs and a lack of competition within the external marketplace.

A full review is proposed to ensure that services are delivered within a value for money framework, without compromising the council's statutory duties or childrens safety. The review will include provisions commissioned through both education and social care and non-statutory provisions, that are delivered under the Council's discretionary powers specifically faith schools.

SECTION 2 – Consideration of Impact

Refer to guidance note for more detailed advice on completing this section.

In order to ensure that we do not discriminate in the way our activities are designed, developed and delivered, we must look at our duty to:

BUDGET SETTING 2024-25 EQUALITY IMPACT ASSESSMENT (EIA)

- Eliminate discrimination, harassment, victimisation and any other conflict that is prohibited by the Equality Act 2010
- Advance equality of opportunity between two persons who share a relevant protected characteristic and those who do not
- Foster good relations between persons who share a relevant protected characteristic and those who do not

2.1 Baseline data and information

Home to School Travel Assistance – demand comparator 2019/20 (pre-pandemic) – 2023/24

	2019/20	2023/24
Pupils by age cohort:		
Statutory school age	911	1049
Post 16	103	125
Post `19	19	33
Total	1033	1207
Mode of transport:		
Minibus/taxi	893	1092
Personal travel budget (PTB)	117	107
Bus pass	23	8*
Total	1033	1207

Financial Breakdown:

- Actuals (outturn) for Financial Year 2019/20 (best recent comparator as 2020/21 and 2021/22 were impacted by Covid).
- Actuals (outturn) for Financial Year 2022/23.
- Q2 Forecast for 2023/24.

Note: These figures exclude CECs (overheads).

Category	FY2019/20 Actuals	FY2022/23 Actuals	FY2023/24 Forecast
In-House Transport	2,651,245	3,159,989	3,592,743
Taxis	1,510,953	2,338,423	2,683,691
School Transport	53,165	90,347	68,026
Personal Transport Budgets	146,928	147,388	144,183
Other	107	0	0
Travel Trainers	74,080	80,851	79,199
Coach subsidy – faith schools			220,000
Total	£4,436,478	£5,816,998	£6,789,842

*Note: data on social care demand and costs to be added.

BUDGET SETTING 2024-25 EQUALITY IMPACT ASSESSMENT (EIA)

2.2 On the basis of evidence, complete the table below to show what the potential impact is for each of the protected groups.

- Positive impact (P),
- Negative impact (N)
- Both positive and negative impacts (PN)
- No impact (NI)
- Unknown impact (UI)

Protected Characteristic	Impact type P, N, PN, NI, UI	Nature of impact and any mitigations required
Age 0-18	PN	Families may be inconvenienced by a potential change in travel arrangements, Students relying on subsidised coach travel to a faith school will need to make alternative arrangements, those entitled to travel assistance will continue to receive this. Offer and support for pupils attending faith schools will be in line with the Travel Assistance Policy for all schools.
Age 19-64	PN	Adults who are responsible for a young person's financial affairs may need to budget for a higher contribution to post 16 travel assistance if they choose to continue to access a Council procured service. Those electing to make transport arrangements for young people who are unable to travel independently will have their costs fully met.
Age 65+	NI	
Disability	PN	Children with a disability may need support to adapt to change.
Gender reassignment	UI	
Marriage and Civil Partnership	NI	
Pregnancy and maternity	NI	
Race (Including: colour, nationality, citizenship ethnic or national origins)	UI	
Religion and belief	PN	The Council currently subsidises 5 coaches to support transport to two faith schools. This offer is not equitable (it does not subsidise transport costs for all pupils attending faith schools) and is not statutory. Families will need to take travel into account when expressing a preference for a school on the grounds of faith. There is a faith criteria within the policy under extended rights eligibility, which is in line with statutory guidance.
Sex	UI	
Sexual orientation	UI	

2.3 Will there be any potential impacts in relation to health and/or digital inequalities?

BUDGET SETTING 2024-25 EQUALITY IMPACT ASSESSMENT (EIA)

Encouraging more children and young people to make arrangements to travel independently may reduce travel time and have positive impact on health by increasing physical movement.

3.0 Will there be any potential impacts on Council staff from protected groups?

No

4.0 How will you monitor and evaluate the effect of this work?

This EIA will be developed more fully over coming months after approval of the final budget report in 2024.

5.0 Action Planning



Issue Identified	Planned Action	Timeframe
n/a		

6.0 Completion Statement

As the appropriate Head of Service for this area, I confirm that the potential equality impact is as follows:

- No impact has been identified for one or more protected groups
- Positive impact has been identified for one or more protected groups
- Negative impact has been identified for one or more protected groups
- Both positive and negative impact has been identified for one or more protected groups
- The potential impact of this proposal on protected groups is not yet known

7.0 Approval

<div style="text-align: center;">  RE_URGENT - EIA Transport Review - fir </div> <p>Signed:  Head of Service:</p>	<p>Date: 08/02/2024</p>
<p>Name of Director: Kirston Nelson</p>	<p>Date sent to Director: 08/02/24</p>
<p>Name of Lead Elected Member: Cllr Dr Kindy Sandhu</p>	<p>Date sent to Councillor: 08/02/24</p>