

NOTICE OF MEETING

Meeting	Children and Young People Select Committee
Date and Time	Friday 19th January 2024 at 10.00am
Place	Ashburton Hall, Elizabeth II Court, The Castle, Winchester
Enquiries to	members.services@hants.gov.uk

Carolyn Williamson FCPFA
Chief Executive
The Castle, Winchester SO23 8UJ

FILMING AND BROADCAST NOTIFICATION

This meeting may be recorded and broadcast live on the County Council's website and available for repeat viewing, it may also be recorded and filmed by the press and public. Filming or recording is only permitted in the meeting room whilst the meeting is taking place so must stop when the meeting is either adjourned or closed. Filming is not permitted elsewhere in the building at any time. Please see the Filming Protocol available on the County Council's website.

AGENDA

1. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2. DECLARATIONS OF INTEREST

All Members who believe they have a Disclosable Pecuniary Interest in any matter to be considered at the meeting must declare that interest and, having regard to Part 3 Paragraph 1.5 of the County Council's Members' Code of Conduct, leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with Paragraph 1.6 of the Code. Furthermore all Members with a Personal Interest in a matter being considered at the meeting should consider, having regard to Part 5, Paragraph 4 of the Code, whether such interest should be declared, and having regard to Part 5, Paragraph 5 of the Code, consider whether it is appropriate to leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with the Code.

3. MINUTES OF PREVIOUS MEETING (Pages 5 - 10)

To confirm the minutes of the previous meeting

4. DEPUTATIONS

To receive any deputations notified under Standing Order 12.

5. CHAIRMAN'S ANNOUNCEMENTS

To receive any announcements the Chairman may wish to make.

6. TASK AND FINISH WORKING GROUP - PROPOSAL TO AMEND MEMBERSHIP (Pages 11 - 16)

To receive a report from the Director of Children's Services proposing an amendment to the members of the SP25 Task & Finish Working Group.

7. 2024-25 REVENUE BUDGET REPORT FOR CHILDREN'S SERVICES (Pages 17 - 40)

To pre-scrutinise the proposed revenue budget for 2024/25 for the Children's Services Department prior to decision by the Executive Lead Member for Children's Services.

8. CHILDREN'S SERVICES CAPITAL PROGRAMME 2024-25 – 2026-27 (Pages 41 - 120)

To pre-scrutinise the proposed capital programme for Children's Services prior to decision by the Executive Lead Member for Children's Services.

9. SCHOOL TRANSPORT: SUMMER 2023 LESSONS LEARNED AND POLICY CONSULTATIONS (Pages 121 - 314)

To receive a report from the Director of Children's Services providing;

- an overview of the 'lessons learned' exercise conducted by the School Transport Service and the resulting Service Improvement Plan, and
- the results of the recent public consultation on proposed changes to the School Transport Policy and the Post 16 Transport Policy for pre-scrutiny ahead of their consideration by the Executive Lead Member for Children's Services.

10. UPDATE ON AUTISM SERVICES COMMISSIONING FOR CHILDREN AND YOUNG PEOPLE IN HAMPSHIRE

To receive a regular information update (written only) on Autism Services Commissioning for Children and Young People in Hampshire, from the Hampshire and Isle of Wight Partnership of Clinical Commissioning Groups.

11. WORK PROGRAMME

To consider and approve the Children and Young People Select Committee Work Programme.

ABOUT THIS AGENDA:

On request, this agenda can be provided in alternative versions (such as large print, Braille or audio) and in alternative languages.

ABOUT THIS MEETING:

The press and public are welcome to attend the public sessions of the meeting. If you have any particular requirements, for example if you require wheelchair access, please contact members.services@hants.gov.uk for assistance.

County Councillors attending as appointed members of this Committee or by virtue of Standing Order 18.5; or with the concurrence of the Chairman in connection with their duties as members of the Council or as a local County Councillor qualify for travelling expenses.

This page is intentionally left blank

Agenda Item 3

AT A MEETING of the Children and Young People Select Committee of
HAMPSHIRE COUNTY COUNCIL held at the castle, Winchester on Tuesday,
14th November, 2023

Chairman:
p Councillor Neville Penman

p Councillor Juliet Henderson	p Councillor Pal Hayre
p Councillor Prad Bains	p Councillor Zoe Huggins
p Councillor Jackie Branson	a Councillor Arun Mummalaneni
p Councillor Ann Briggs	p Councillor Jackie Porter
p Councillor Steven Broomfield	p Councillor Martin Tod
p Councillor Tim Davies	p Councillor Andy Tree
p Councillor Christopher Donnelly	p Councillor Jacky Tustain
p Councillor David Drew	p Councillor Malcolm Wade

116. APOLOGIES FOR ABSENCE

Apologies were received from Cllr Mummalaneni.

117. DECLARATIONS OF INTEREST

Members were mindful that where they believed they had a Disclosable Pecuniary Interest in any matter considered at the meeting they must declare that interest at the time of the relevant debate and, having regard to the circumstances described in Part 3, Paragraph 1.5 of the County Council's Members' Code of Conduct, leave the meeting while the matter was discussed, save for exercising any right to speak in accordance with Paragraph 1.6 of the Code. Furthermore Members were mindful that where they believed they had a Personal interest in a matter being considered at the meeting they considered whether such interest should be declared, and having regard to Part 5, Paragraph 5 of the Code, considered whether it was appropriate to leave the meeting whilst the matter was discussed, save for exercising any right to speak in accordance with the Code.

No declarations were made.

118. MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting were confirmed as a correct record and signed by the Chairman.

119. DEPUTATIONS

The Committee did not receive any deputations.

120. CHAIRMAN'S ANNOUNCEMENTS

The Chairman did not make any announcements to the meeting.

121. **AUTISM ASSESSMENT SERVICES**

The Committee received a presentation from the Hampshire and Isle of Wight Integrated Care Board (ICB) on children and young people's Autism Services Commissioning within Hampshire.

Officers from the ICB summarised the current status of Autism services within Hampshire noting:

- a caseload of approximately 5,100 children and young people across two services (CAMHS & Psicon Ltd),
- an average waiting time of 13 months,
- demand exceeding funding by approximately 84%.

The Select Committee heard that if assessment demand increases then waiting lists will continue to grow, potentially resulting in risk to patient safety and/or deterioration in health and wellbeing.

In response to the current circumstances Officers set out how the ICB is recommissioning existing services with a focus on quality and safety. The ICB has established a system-wide 'Improvement Oversight Group' to drive forward transformation. This has led to an increase in Autism Assessment activity from an average of 600-700 assessments per year before 2020 to approximately 1,500 per year from 2021 onwards.

Furthermore, the committee heard how the ICB supported and improved engagement with professionals, patients and families to understand alternative options available to them. The ICB also noted that it had worked alongside HCC, Public Health and the Hampshire Autism Partnership to develop a new Local Authority Autism Strategy and Mental Health Wellbeing Strategy, to highlight Inequalities for Autistic people.

Officers concluded by setting out the service's transformation plan, aiming to establish a co-designed, all age transformed pathway model to meet ongoing demand for ADHD and Autism Spectrum condition by 2026. The details of three workstreams to achieve this aim were provided to the committee.

In response to questions members found that:

- while the average waiting time was 13 months, the actual waiting time could vary between 12 and 29 months.
- once a child had been assessed as having Autism they would not be reassessed.
- There are strong working links with the local authority allowing for joined up responses and the county council was represented on the ICB's oversight group to engage with the transformation process.

RESOLVED:

That the Children and Young People Select Committee note the update from the Autism Assessment Services and that the Chairman write to the Chairman of the

Health and Adult Social Care Select Committee, requesting they consider adding an item on Autism services for adults to their work programme.

122. HAMPSHIRE CHILD AND ADOLESCENT MENTAL HEALTH SERVICE (CAMHS)

The Committee received a report and presentation from Hampshire's Child and Adolescent Mental Health Service (CAMHS) providing their annual update to the Select Committee.

CAMHS Officers set out the service's continued transformation to deliver an expansion of its core capacity alongside wider changes in its response to the increasing demand for children's mental health services. Officers also set out how the service continued to respond to national and local improvement priorities in the NHS Long Term Plan.

Members noted that Hampshire CAMHS will transfer out of Sussex Partnership NHS Foundation Trust on 1 February 2024 to Southern Health NHS Foundation Trust. Services covered by Frimley Integrated Care System will transfer to Surrey and Borders NHS Foundation Trust at the same time. Hampshire CAMHS will be a part of the new Community and Mental Health Trust from 1 April 2024, alongside services currently delivered by Solent NHS Trust and community and mental health services currently provided by the Isle of Wight NHS Trust. These organisational changes are being delivered through a programme called 'Project Fusion'.

The committee heard how there are more young people accessing support provided by NHS Commissioned mental health services as a result of investments made in Hampshire's children and young people's mental health offer, but demand continues to outstrip the capacity of the service.

In response to questions members found that:

- There was a system of prioritisation for vulnerable groups, such as children looked after.
- If a child's situation deteriorates whilst they are on the waiting list there are interventions available including services for individuals in crisis.
- The Mental Health Support Teams provide a bespoke offer for schools to support their Senior Leadership Team. Their impact has not yet been reported on however as they have only recently been established.
- Multi-agency plans are created for individuals thought to be at risk of suicide which feature an initial assessment and follow up treatment.
- CAMHS operates 9am-5pm, Monday – Friday, with some services available 8am-8pm. There is an out of hours service in addition to this alongside support from other agencies.
- The service is developing methods to increase retention of staff and improve recruitment alongside creative ways to develop the workforce.

RESOLVED:

That the Children and Young People Select Committee considered the report and noted the work programme and priorities of the Hampshire Child and Adolescent Mental Health Service.

123. ANNUAL SAFEGUARDING REPORT - CHILDREN'S SERVICES 2022-23

The Committee received a report and presentation from the Director of Children's Services providing the annual safeguarding report for Children's Services for 2022-23 for pre-scrutiny in advance submission to Cabinet.

Officers set out the key national developments and summarised the directorate's performance and activity levels alongside details of key local developments and future priorities.

Officers assured members that whilst demand for children's social care services continues to increase year on year, the response to the safeguarding of vulnerable children is both robust and timely. It was noted that emerging risks to children are identified and addressed collaboratively with partners and the wider transformation of children's social care is delivering a modern social work service.

In response to questions members found that:

- The directorate's Modernising Placements Programme and Fostering recruitment campaign aim to increase Hampshire's capacity for looked after children to continue to meet demand.
- Meeting the cultural and religious needs of unaccompanied asylum-seeking children has proved to not be as big an issue for Foster Carers as previously thought.
- Distances are measured from a child's home rather than the County's border for out of county placements as this provides a more accurate reflection of the impact on the child.

RESOLVED:

That the Children and Young People Select Committee note and support the recommendations being proposed to Cabinet in the attached report.

124. WORKING GROUP PROPOSAL

The Committee received a report from the Director of Children's Services recommending the initiation of a Task & Finish Working Group to scrutinise the Children's Services savings proposal subject to Stage 2 consultation, relating to a reduction in the annual expenditure on library stock.

RESOLVED:

That the Children and Young People's Select Committee:

- a. Set up a Task and Finish Working Group to oversee and scrutinise the approach and outcomes of the County Council's stage 2 consultation relating to annual expenditure on library stock.

b. Agree the Terms of Reference for the Working Group as set out in Appendix 1 to the report.

c. Agree the membership of the Working Group as follows:

- Conservative group
 - Cllr Briggs
 - Cllr Drew
 - Cllr Hayre
 - Cllr Henderson
 - Cllr Penman
- Liberal Democrat group
 - Cllr Porter
 - Cllr Wade
- Independent group
 - Cllr Tree

125. **WORK PROGRAMME**

The Director of People and Organisation presented the Committee's work programme.

RESOLVED:

That the Children and Young People Select Committee discussed and agreed potential items for the work programme that can be prioritised and allocated by the Chairman of the Children and Young People Select Committee in consultation with the Director of Children's Services.

Chairman, 19 January 2024

This page is intentionally left blank

HAMPSHIRE COUNTY COUNCIL

Decision Report

Committee	Children and Young People Select Committee
Date:	19 January 2024
Title:	Task and Finish Working Group - Proposal to Amend Membership
Report From:	Director of Children's Services

Contact name: Stuart Ashley, Director of Children's Services

Email: stuart.ashley@hants.gov.uk

Purpose of this Report

1. The purpose of this report is for the Children and Young People Select Committee to consider the recommendation to amend the number of Members in the Task and Finish Working Group to add an additional member.

Recommendation(s)

2. That the Children and Young People's Select Committee:
 - a. Continue with the Task and Finish Working Group to oversee and scrutinise the approach and outcomes of the County Council's stage 2 consultation relating to annual expenditure on library stock.
 - b. Agree to an amendment to paragraph 6.1 in Terms of Reference for the Working Group as set out in Appendix 1 to increase Membership from 8 Members to 9 (5 Conservative, 2 Liberal Democrat, 1 Labour and 1 Independent member).

Contextual information

3. The Children and Young People's Select Committee agreed on 14 November 2023 to:
 - a. Set up a Task and Finish Working Group to oversee and scrutinise the approach and outcomes of the County Council's stage 2 consultation relating to annual expenditure on library stock.
 - b. Agree the Terms of Reference for the Working Group as set out in Appendix 1.
 - c. Agree the membership of the Working Group.
4. At the time the recommendation was for Membership to consist of a total of 8 Members (5 Conservative Group, 2 Liberal Democrat Group, and either 1 Labour Group or 1 Independent Group).
5. Following changes to the membership of the Health and Adult Social Care Select Committee Working Group and subsequent query from a Member, it

is recommended to increase membership from 8 Members, to 9. (5 Conservative Group, 2 Liberal Democrat Group, 1 Labour Group and 1 Independent Group).

**CHILDREN AND YOUNG PEOPLE SELECT (OVERVIEW AND SCRUTINY)
COMMITTEE
TASK AND FINISH WORKING GROUP ON THE DIRECTORATE SP25
PROPOSALS THAT REQUIRE A STAGE 2 CONSULTATION**

TERMS OF REFERENCE

1. Introduction

1.1 This Task and Finish Working Group is being established to assist the Children's Services Directorate with the decision-making process in respect of its SP25 proposals and the associated Stage 2 Consultation in relation to libraries.

2. Role and Purpose of the Task and Finish Working Group

2.1 The Task and Finish Working Group is a working group of the Children and Young People Select (Overview and Scrutiny) Committee and is appointed in accordance with the Constitution of Hampshire County Council.

2.2 The Task and Finish Working Group's purpose is to oversee and scrutinise the approach and outcomes of the Stage 2 Consultation in relation to the following SP25 Proposals:

2.2.1 Library Service Asset and Stock Review (£0.20m)

2.3 The Task and Finish Working Group will assist the Directorate by giving feedback on the overall approach to engagement with key stakeholder groups and will review and provide feedback on the presentation of the outcome of the Stage 2 Consultation process.

2.4 The Task and Finish Working Group will provide a report on its activities to the Children and Young People Select (Overview and Scrutiny) Committee for consideration.

3. Objectives

3.1 To support the Directorate with the approach to engagement and consultation with key stakeholder groups.

3.2 To review feedback from engagement and formal public consultation with a wide range of stakeholders, in relation to the Directorate Stage 2 Consultations listed above.

3.3 To consider and provide comment on impact assessments.

4. Outcomes

- 4.1 To provide updates to the Children and Young People Select (Overview and Scrutiny) Committee on the progress of the Stage 2 Consultations listed above.
- 4.2 To provide feedback regarding the Stage 2 Consultation to the Directorate.
- 4.3 To submit a report to the Children and Young People Select (Overview and Scrutiny) Committee to be considered alongside any Officer Recommendations before the Committee for pre-decision scrutiny.

5. Method

- 5.1 The Task and Finish Working Group will meet with Directorate officers to consider the evidence leading to recommendations for decisions on the proposed savings proposals.
- 5.2 At each meeting, the Task and Finish Working Group will provide feedback to Officers on the stated objectives of the review.
- 5.3 Where the Task and Finish Working Group reasonably requires further information in order to meet its objectives such information will be provided by Officers.

6. Membership

- 6.1 The Task and Finish Working Group shall be a cross party group made up of Members of the Children and Young People Select (Overview and Scrutiny) Committee (consisting of a total of 9 Members, (5 Conservative Group, 2 Liberal Democrat Group, 1 Labour Group and 1 Independent Group).

7. Meetings

- 7.1 The Working Group will hold an initial meeting on the 13 December 2023 to review the finalised consultation document and to also understand the timeline for reviewing and making recommendations on the outcomes of the planned formal public consultation.
- 7.2 At its initial meeting the Task and Finish Working Group shall appoint a Chairman from among its Members.
- 7.3 The Task and Finish Working Group will meet after the Stage 2 Consultation to provide feedback to Officers and to agree its report to the Children and Young People Select (Overview and Scrutiny) Committee. The content of the Report will be agreed by consensus.

7.4 Meetings of the Task and Finish Working Group can be either in person, remote or hybrid.

7.5 Following the submission of the Report the Task and Finish Working Group will cease to exist.

8. Code of Conduct

8.1 Elected Members of the Working Group shall comply with the Hampshire County Council's Code of Conduct for Members.

This page is intentionally left blank

HAMPSHIRE COUNTY COUNCIL

Front Cover Report

Committee:	Children and Young People Select Committee
Date:	19 January 2024
Title:	2024/25 Revenue Budget Report for Children's Services
Report From:	Director of Children's Services and Director of Corporate Operations

Contact name: Stuart Ashley, Director of Children's Services & Anne Hibbert, Deputy Director of Corporate Operations

Email: stuart.ashley@hants.gov.uk
anne.hibbert@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to set out proposals for the 2024/25 budget for Children's Services in accordance with the Council's Medium Term Financial Strategy approved by the County Council in November 2023. It also proposes a revised budget for Children's Services for 2023/24.

Recommendations

2. That, in regard to the revenue budget for Children's Services, the Select Committee either:

supports the recommendations being proposed to the Executive Lead Member for Children's Services

Or:

agrees any alternative recommendations to the Executive Lead Member for Children's Services, with regards to the proposals set out in the attached report.

This page is intentionally left blank

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Children's Services
Date:	19 January 2024
Title:	2024/25 Revenue Budget Report for Children's Services
Report From:	Director of Children's Services

Contact name: Stuart Ashley

Email: stuart.ashley@hants.gov.uk

Section A: Purpose of this Report

1. The purpose of this report is to set out proposals for the 2024/25 budget for Children's Services in accordance with the Council's Medium Term Financial Strategy (MTFS) approved by the County Council in November 2023. It also proposes a revised budget for Children's Services for 2023/24.

Section B: Recommendation(s)

To approve for submission to the Leader and the Cabinet:

2. The revised revenue budget for 2023/24 as set out in Appendix 1.
3. The summary revenue budget for 2024/25 as set out in Appendix 2
4. Changes to the local schools funding as set out in paragraphs 79 to 84.

Section C: Executive Summary

5. This report provides the summary outputs of the detailed budget planning process undertaken by Children's Services for 2024/25 and the revised budget for 2023/24. This process has been undertaken against the backdrop of a budget gap of £132m by 2025/26, which the Council is unable to close through savings alone, and escalating cost pressures within key demand led services, including Adult Social Care and School Transport. Over £130m of inflation, pressures and growth has been added to budgets since 2023/24, significantly exceeding increases in the Council's funding. The current high inflationary environment also continues to present particular challenges in balancing budget certainty for Directorates with levels of affordability for the Council.
6. Disappointingly, the Autumn Statement delivered by the chancellor on 22 November didn't include any additional financial measures to ease the pressures facing local authorities. The announcement of a higher National

Living Wage for 2024/25 than had previously been forecast is likely to result in additional financial pressures for the Council, both through increasing costs for our service providers and also impacting future local government pay awards. It was also notable that the tightening of medium term spending limits set by the government suggests a worrying direction of travel for future funding settlements.

7. The anticipated delay to delivery of some aspects of the remaining Transformation to 2021 (Tt2021) programme and Savings Programme to 2023 (SP2023) have been factored into our financial planning, and one-off Directorate funding will be provided where required to bridge the forecast savings gap in 2024/25. As of September 2023, £10.2m of Tt2021 savings and £11.4m SP2023 savings have yet to be delivered across the Council. Plans are in place to deliver most of the remaining Tt2021 and SP2023 savings by 2024/25, however this presents a considerable challenge for directorates in addition to the £17.1m SP2025 savings due to be delivered next year.
8. The report also provides an update on the business as usual financial position for the current year as at the end of September and the outturn forecast for the Directorate for 2023/24, is a budget pressure of £10.4m after corporate support. This pressure will be met from a draw from reserves.
9. The forecast for the schools' budget is an overspend of £43.8m. The overspend is largely due to a pressure on the High Needs Block of £45.8m as reported to School's Forum in October. Hampshire's position is not unlike many authorities across the country. The Department for Education (DfE) are running two programmes to support local authorities with these pressures. Hampshire is part of the Delivering Better Value programme which is currently working through the issues and potential approaches to address them.
10. The overall Dedicated Schools Grant (DSG) pressure will be added to the cumulative DSG deficit reserve at the end of the year. Based on the current forecast, this will result in an overall deficit of £130m to be funded from future years DSG.
11. The initial gross allocations (before recoupment for academies) confirmed by the DfE in December provided a £87.9m increase of funding for 2024/25. The additional funding is required to meet the current needs and will not address the cumulative deficit.
12. The proposed budget for 2024/25 analysed by service is shown in Appendix 2.
13. This report seeks approval for submission to the Leader and Cabinet of the revised budget for 2023/24 and detailed service budgets for 2024/25 for Children's Services. The report has been prepared in consultation with the Executive Member and will be reviewed by the Children and Young People Select Committee. It will be reported to the Leader and Cabinet on 6 February 2024 to make final recommendations to County Council on 22 February 2024.

Section D: Contextual Information

14. In November 2023, Full Council approved the Medium Term Financial Strategy and Savings Programme to 2025 (SP2025) which set out the scale of the financial challenges which the Council currently faces and the proposed measures which will begin to address the budget gap of £132m to 2025/26. However, for the first time the Council finds itself in the position of being unable to close the budget gap through savings proposals alone, with a substantial deficit of £56.9m remaining in 2025/26 after accounting for SP2025 savings.
15. As reported to Cabinet in December, the cost pressures facing the County Council have worsened further since the MTFs was set, most notably within Adult Social Care, Special Educational Needs and School Transport. Where the impact of these pressures is known, additional funding has been included in the provisional cash limits and allocated to services as part of the detailed budget setting process undertaken by directorates.
16. The provisional cash limits for 2024/25 include over £130m of inflation, pressures and growth added to budgets since 2023/24. This represents an average increase in directorate cash limits of over 12% in a single year, which is clearly an unsustainable position when set against a maximum increase in Council tax of 5%. It is therefore not surprising that the Council expects to draw some £86m from reserves to balance the budget for the forthcoming year.
17. Setting a budget in a high inflationary environment presents particular challenges in balancing budget certainty for Directorates with levels of affordability for the Council, given the potential for the position to worsen or improve substantially throughout the year in line with changes in the economic picture. The budget for Children's Services therefore represents a prudent assessment of the funding level required to deliver services, with additional corporately held risk contingencies playing an important role to mitigate the impact of financial uncertainty on service delivery.
18. The Council's approach to planning and delivering savings over a two year period means that the 2024/25 cash limits do not include any new savings proposals. However, given that the balance of the Budget Bridging Reserve will be fully utilised in 2024/25, all SP2025 savings delivered in the forthcoming year will be transferred to the BBR at the end of the financial year.

Autumn Statement

19. The Government announced the 2023 Autumn Statement on 22 November. Disappointingly, the Statement didn't include any additional financial measures to ease the pressures facing local authorities, despite strong lobbying from the sector in the period leading up to the Statement, which attracted widespread press coverage.
20. Of particular significance for Local Government was the announcement of a 9.8% increase in the National Living Wage for 2024/25 to £11.44 per hour. This

significantly exceeds the previous central estimate of £11.16 published by the Low Pay Commission in May on which the current MTFS forecasts are based. This increase is likely to result in additional financial pressures for the Council, both through increasing costs for our service providers and also impacting future local government pay awards.

21. The Economic and Fiscal Outlook published by the Office for Budgetary Responsibility alongside the Statement showed that Local Authority spending has fallen from 7.4% of GDP to just 5% since 2010/11 and the Government's current spending plans suggest that spending outside the NHS will fall further in real terms over the next five years. This sets a worrying backdrop for the medium term outlook for local government finance and suggests that there is unlikely to be sufficient scope to address the funding shortfalls faced by Councils within the government's current spending plans.

Operating model changes

22. The Council transitioned to a new operating model in January 2023 which established new directorates for the delivery of place shaping services and our Hampshire 2050 vision. When the 2023/24 budget was set, it was highlighted that further changes to budgets would be required to ensure budget allocations accurately match the services and roles aligned to each Directorate. The 2023/24 original budget has therefore been restated to reflect the detailed work undertaken on the later phases of the restructure since the budget was set in February 2023.
23. In addition to the early delivery of some SP2025 savings, the Fit for The Future operating model reviews will continue to be progressed and will ensure that the Council's corporate enabling functions, transformation and administrative activity are delivered as efficiently as possible, and that our contact model takes full advantage of new technologies and the changing ways in which residents interact with the Council. It is anticipated that these reviews will identify some further efficiency savings, however these will not be sufficient to bridge the remaining budget gap.
24. Children's Services has been developing its service plans and budgets for 2024/25 and future years in keeping with the County Council's priorities and the key issues, challenges and priorities for the Directorate are set out below.

Section E: Directorate Challenges and Priorities

25. The Directorate has worked to a set of principles which have guided the successive budget reductions since 2010. These have evolved to reflect the tightening economic circumstances and therefore the even tighter focus needed in the Directorate on its core, statutory business and meeting the needs of the most vulnerable.
26. These principles are:

- ensure a safe and effective social care system for children;
 - ensure sufficient capacity to lead, challenge and improve the education system to help ensure high quality educational outcomes for all but particularly for those experiencing periods of vulnerability;
 - continue to recognise that our workforce is our strength and that we will further develop and maintain a strong, diverse workforce which is adaptable and flexible, and which has succession planning built in;
 - tightly target limited resources according to the needs of the children and families;
 - secure and sustain targeted and co-ordinated early help provision; and
 - maximise the opportunities to create efficiencies and maintain and enhance services through partnerships and sold service arrangements.
27. These principles have served the Directorate and the County Council and partners well. They provide focus on the essence of the Directorate's work in terms of its statutory duties to safeguard children and sustaining the role of the local education authority.
28. Within Children's Services, three major issues recur regularly:
- Expenditure on Children's Services in Hampshire is relatively low reflecting funding arrangements for Shire Counties. It also reflects the developing evidence to show that good and outstanding authorities deliver children's social care services at a lower cost to the taxpayer than those which have failed. Hampshire has been rated 'Outstanding' under the current Ofsted framework, with all three underlying categories also outstanding. The award is matched by very few other local authorities in the UK and also demonstrates the financial imperative to maintain high standards of social work practice;
 - The majority of the Directorate's spend is external, primarily relating to the placement costs of Children Looked After (CLA), these costs (or more accurately, prices), continue to increase as supply of placements remains relatively restricted whilst demand rises nationally and locally; and
 - We must deliver our statutory duty to safeguard children.
29. With regard to the provision of social care services, performance remains one of the strongest nationally although the financial pressures generated by the increases in vulnerable children needing social work interventions and to be 'looked after' continue to dominate our thinking with regard to both service and financial strategies.
30. In November 2021 Hampshire volunteered to pilot a new Joint Targeted Area Inspection (JTAI). The focus of this inspection was multi agency Safeguarding arrangements across all partners, working from initial contact through to a CIN/CP decision. The inspection involved inspectors from Ofsted, CQC (Care Quality Commission) and HMICFRS (Her Majesty's Inspectorate of Constabulary and Fire and Rescue Services). The partnership received a very

positive outcome letter following this visit. Following this in February 2023 Hampshire was subject to a focused visit, inspecting children in care. Hampshire received a very positive letter from Ofsted following this visit. There were only three improvement actions:

- The timeliness of initial and review health assessments for children.
- Independent reviewing officer workloads.
- The voice of the child in the corporate parenting board.

31. In terms of Hampshire's role as an education authority, the other key pillar of the Directorate's strategic purpose, the quality of our planning, support and intervention with schools remains high. 93% of Hampshire schools are judged good or outstanding by Ofsted compared to a national average of 89%. The more that we can help children to achieve to the best of their ability then the fewer are likely to experience vulnerability. These strengths are important for the reputation of the County Council as well as the outcomes for the individual children. They are also achieved through a particularly mature and responsive relationship between the School's Forum and the local authority. This relationship remains critical as the Directorate's and the schools' budgets continue under pressure.
32. The most significant partnership arrangement, aside from the composite arrangement with the Hampshire family of schools, has been the Council's partnership with the Isle of Wight Council for the delivery of children's services. In addition, Children's Services have been a DfE Improvement Advisor, supporting Bournemouth Christchurch and Poole and West Sussex County Council. Our support to Buckinghamshire, which is now ending, helped them to move out of the category of inadequate. As a DfE 'Partner in Practice', from 2021, Children's Services has been the lead local authority across the South East region, facilitating and delivering sector led improvements to the other 18 children's services directorates.
33. The Isle of Wight Partnership will come to an end on 31 January 2024 and work is currently underway to support Isle of Wight Council to establish their own Children's Services Department. A small number of Hampshire services, including MASH, will be offered to the Isle of Wight Council on a traded basis, supported by a services contract. In addition to this we are also considering our future role in Sector Led Improvement.
34. The Autumn Statement made no mention of whether the Household Support Fund would continue into 2024/25. This grant goes to councils to help vulnerable households with cost of living pressures and would be a significant loss at over £14m for the year, impacting the most disadvantaged. Since the inception of the Household Support Fund, £35m has been allocated to Hampshire, enabling support to be delivered to households more than 825,000 times. Some of this has been delivered in the form of food vouchers to identified vulnerable groups, through fuel vouchers in partnership with Citizen's Advice, and via community-based projects. The Fund has enabled the County Council to support a network of 22 community pantries, offering food at lower

cost than supermarkets, which have received 34,000 visits between April and September 2023. Until the grant is confirmed, the 2024/25 cash limit shows a reduction of £14.248m.

Children in Care

35. Both nationally and locally, pressures relating to the costs (and numbers) of children in care continue to grow. This has been driven by a number of previous high profile child deaths nationally, and a mix of other factors, such as greater awareness of child sexual exploitation, online child exploitation, county lines, the growth in poor mental health post-covid and the growth in unaccompanied asylum seekers has led to higher numbers of children in care both nationally and in Hampshire.
36. The number of children in the care of the local authority is never a static figure. Every week, indeed, most days, children are coming into our care but equally as important, children leave our care. Every decision to take a child in to care is carefully considered and there is a 'triple lock' of accountable decision making through social workers, team managers and district managers. Children also leave care most days. Whilst this may be because they have become 18 and are classified as 'care leavers' and will be entitled to ongoing financial and practical support from the local authority, the tenacious focus on reunification of children home to their families when safe to do so remains a priority with success evidenced. As the number of children in care has grown over the years so, consequently, have the financial pressures relating to care leavers. Other children are adopted and some, particularly teenagers, return home or go to live with a family member under an arrangement such as a special guardianship order (which still has a cost associated).
37. At the end of September 2016 there were 1,375 children in care and over the next two years we saw significant growth of 20% to reach 1,654 children in care. As at the end of September 2019 the total number was 1,638, representing a 1% reduction. The Hampshire Approach adopted by children's social care, a strengths based, multi-disciplinary methodology, was introduced early in 2019 and this appeared to be showing early evidence of positive impact. The 1% reduction is more notable given the national rate of increase in children in care is 5%.
38. Excluding unaccompanied asylum seeking children (UASC) who we are duty bound to bring into care through the national transfer scheme, it is positive that the numbers of children coming into care have continued to plateau, providing some cautious optimism that the Hampshire Approach methodology will continue to show positive impact going forward. This is particularly so given the 30% plus increase in demand at the front door with a consequential rise in assessment work across our social work teams.
39. It is important to note that increased demand is not, at this stage, translating into rising numbers of children coming into care. The number of children in care increased by 14% from September 2021 to September 2023. However, as

above this is largely due to the UASC we are mandated to receive into care through the National Transfer Scheme. The increase in UASC over the same period has been 380%.

40. There are two groups of UASC: those who enter the UK and arrive spontaneously, whereby the local authority where they first set foot becomes responsible for them as looked after children. The second group of UASC are those who are redistributed from Kent and Portsmouth under the now mandated National Transfer scheme. The Government raised the required quota of UASC for each local authority from 0.07% of the child population (192 for Hampshire), to 0.1% (285 for Hampshire). Hampshire continues to accept UASC under the National Transfer Scheme (NTS) and as at the end of September Hampshire were looking after 288 UASC.
41. These children become looked after children and are the responsibility of the Local Authority, but the implications are wide reaching and complex. The table below shows that the numbers of UASC has increased significantly as small boat refugee arrivals across the Channel continue to increase as do those being placed locally in Hampshire hotels, a proportion of whom will be assessed by our social work teams as actually being children. It is of note that the percentage of care leavers who are UASC, and so over 18 years of age, is now around 21% of the overall cohort of care leavers, and there are still considerable unfunded costs associated with this cohort of young adults, particularly as many will have no recourse to public funds and therefore require their living expenses paid in full until they reach 25 years of age or obtain the right to remain.

	Sept 2019	Sept 2020	Sept 2021	Sept 2022	Sept 2023	Sept'22 to Sept'23
CLA excl UASC	1,525	1,613	1,606	1,626	1,611	(1%) decrease
CLA UASC	113	84	60	160	288	80% increase
Total CLA	1,638	1,697	1,666	1,786	1,899	6% increase
Care Leavers excl UASC	559	598	643	628	644	3% increase
Care Leavers UASC	126	161	182	167	173	4% increase
Total Care Leavers	685	759	820	795	817	3% increase

42. The funding arrangements for Care Leaver UASC are particularly inadequate, with the cost of care and support far outstripping the amount funded by central government. Based on our current Care Leaver UASC population there is a shortfall of £1.4m for this cohort and these unfunded costs are only set to rise given the average age of UASC arrivals is 17, meaning they quickly become Care Leavers adding to the financial deficit.

43. Given that the national number of children in care has increased incrementally and significantly over the last ten years, despite our successful transformation work to stem this growth, it should not be a surprise that nationally as well, demand for placements for children in care has far outstripped supply and that prices in the independent placements sector have risen. Significant effort and intelligence have been applied to reducing the costs of contracts with the independent sector through Hampshire's placement commissioning team, despite this we still see prices increasing significantly, year on year.
44. Significant corporate financial support has been allocated to the Directorate for additional staff to manage high demand on services to replace the one off covid funding. Additional funding has also been approved to support additional agency social worker costs.
45. To address demand issues in the longer term, work has continued on a Modernising Placements Programme. The success of the programme to bring more foster carers into Hampshire and ensure that the children who do come into care receive the correct type of care has been evidenced and bucked the national trend of reducing in house foster carers across the Country.
46. Given the pressures nationally, the introduction of our Hampshire Approach proved successful. It resulted in keeping more children safely at home where it was appropriate to do so and reunifying more children into their wider family networks from care, where sufficient sustainable change had occurred in those family networks. The Transforming Social Care Programme continues to deliver changes to promote these activities and is currently reviewing all projects delivered.
47. The recruitment of children's social workers remains a challenge nationally and Hampshire is not immune to this. To support our continued recruitment of social workers our Graduate Entry Trainee Scheme (GETS), continues to bring newly qualified social workers into a protected 2-year programme to build their resilience and thus increase retention rates. To date, almost 3,000 GETS have been recruited. However, other local authorities are increasingly adopting the same approach making this more difficult to sustain and as a result one off funding has also been agreed to invest in a programme of overseas recruitment. In addition to this, we have embarked on an apprenticeship scheme to ensure that there is an alternative route into social work within the branch.
48. However, given the size of the service and the ongoing changes required to the operating model, numbers of children coming into care will not reduce rapidly, but over time. The Directorate therefore anticipates that there will be continuing pressures on CLA numbers and unit costs for children in care as well as for care leavers for some time. These will continue to be closely monitored.

School Transport

49. School transport costs have continued to increase for both mainstream and SEN. These increases are relating to both numbers and costs with significant

inflationary pressures being experienced. Corporate support has been provided in this financial year and built into future years.

50. Several contracts for the largest buses were handed back by suppliers, resulting in higher cost arrangements needing to be made at very short notice. The market is still non-competitive and therefore expensive. Retendering contracts at the same time in such a market has led to a one-off rise in costs over and above that predicted.
51. Due to the continued volatility and market pressures experienced in School Transport due to increased complexity of pupil needs, shortages of appropriate transport, the lack of locally available and suitable SEN places, this pressure is expected to continue and will be closely monitored.

SEN

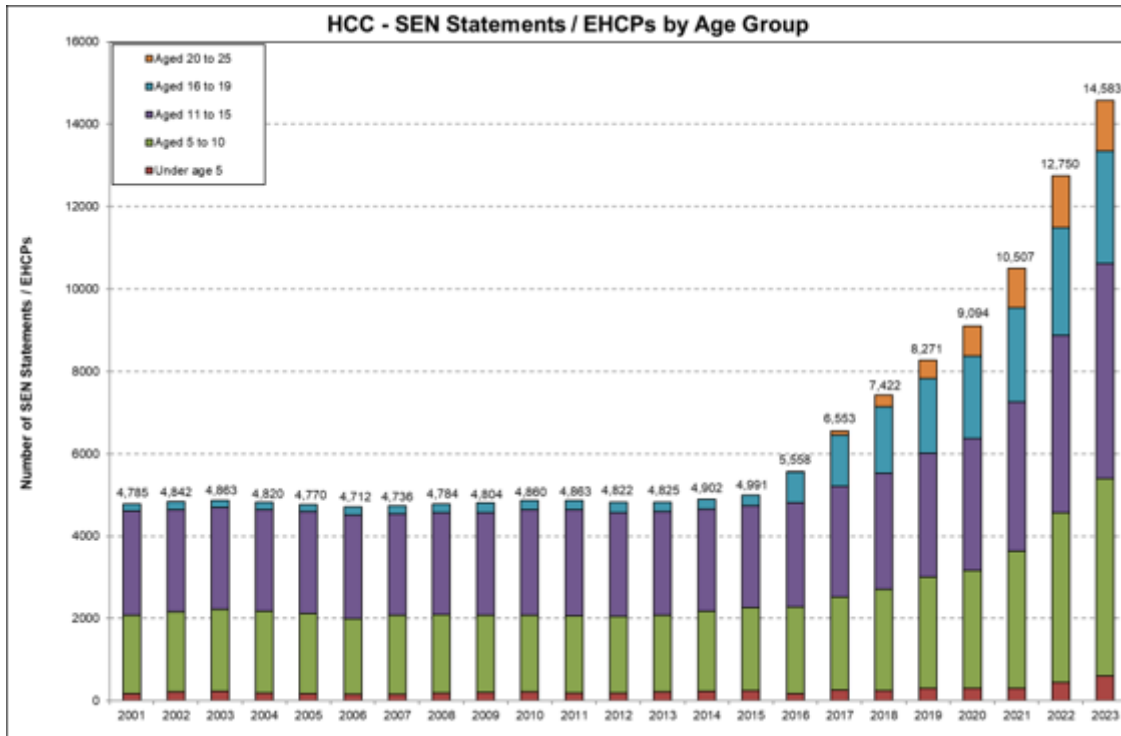
52. SEN remains under considerable pressure as a result in the significant increase in Education, Health and Care (EHC) plans. This growth is not anticipated to reduce going forward. It is the statutory responsibility of the local authority to process, review and maintain all EHC Plans, and the local authority is also responsible for ensuring that all provisions named on the plan is received by the child or young person whose plan it is. Work is in progress to review again ways of working and the resource required to meet this statutory responsibility.

Schools

53. Financial pressures on the overall school's budget continue, with the budget currently in deficit. This is forecast to increase again in future financial years. The deficit will be added to the cumulative Dedicated Schools Grant (DSG) Deficit Reserve and be funded from future years DSG allocations. The overall cumulative deficit in the DSG Deficit Reserve is expected to be £130m at the end of 2023/24. The DSG conditions of grant have been updated to clarify that the DSG is a ring-fenced specific grant separate from the general funding of local authorities and that any deficit is expected to be carried forward and does not require local authorities to cover it with their general reserves. This statutory override has been extended to 2025/26.
54. The pressure experienced in Hampshire is reflected in many other authorities and relates predominantly to demand led budgets funding pupils with high levels of additional need, where there are increasing numbers of pupils with EHC Plans and the result of extending this support for young people up to the age of 25. Management actions are continually being developed and implemented to reduce this pressure and create efficiencies and Hampshire is working closely with DfE consultants as part of the DfE's Delivering Better Value programme which is intended to support the further identification of savings. Longer term reform to both funding and policy is required to achieve long term sustainability with the outcome of the DfE's SEND and Alternative

Provision Improvement plan offering little in terms of material opportunities to drive changes that are likely to lead to a reduction in pressures.

- 55. The following show the increases in EHC Plans since 2001, and the annual movements by age range.



- 56. Hampshire schools collectively are one of the lowest funded in the country on a per pupil basis. Significant variation in the financial health of schools is now a feature with the distribution of funding through the national funding formula offering less support to some schools, in particular those with few pupils or those supporting a greater proportion of pupils with additional educational needs. Whilst increases to funding has been welcomed and further increases expected there are significant inflationary pressures, particularly on pay. This coupled with the ongoing impact of the pandemic and changes to pupil demographics indicates growing financial challenges a great deal of uncertainty which schools will need to continue to actively manage.

Section F: 2023/24 Revenue Budget

- 57. Enhanced financial resilience reporting, which looks not only at the regular financial reporting but also at potential pressures in the system and the achievement of savings being delivered through transformation, has continued through periodic reports to the Corporate Management Team (CMT) and to Cabinet.

58. The anticipated non-schools business as usual outturn forecast for 2023/24 is a budget pressure of £10.4m after corporate support. This pressure will be met from a draw from reserves.
59. The Directorate continues to develop social workers through GETS and overseas recruitment although there is still a significant reliance on agency staff.
60. School transport and SEN costs have continued to increase and required corporate support for the 2023/24 budget.
61. The budget for Children's Services non schools has been updated throughout the year and the revised budget is shown in Appendix 1. The revised budget shows an increase of £22.4m primarily relating to corporate growth funding for school transport and services supporting EHC Plans.

Schools Budget

62. The expected forecast for 2023/24 on the school's budget is an overspend of £43.8m, as reported to School's Forum in October, with the majority relating to the high needs pressure of £45.8m.
63. The pressure on the high needs block is a continuation of previous years due to the significant increased demand on services. There is a requirement for national policy change along with additional funding going forward. Hampshire, along with many other authorities are working with the DfE around high needs pressures.
64. The overspend will be added to the DSG deficit reserve at the end of the year, increasing the balance to £130m.
65. There has been an increase in the number of schools in deficit this year as a result of growing demand and financial pressures. Where individual schools remain in or at risk of deficit, tailored support is being provided along with appropriate challenge and intervention where required.
66. The budget for schools has been updated throughout the year and the revised budget is shown in Appendix 1. The revised budget shows a decrease of £22.9m from the original budget primarily relating to updated grant allocations.

Section G: 2024/25 Revenue Budget Pressures and Initiatives

67. The areas of pressure within the Children's Services budget noted above are likely to continue to be a risk for 2024/25 and beyond and will be closely monitored.
68. One off funding is being utilised to meet some of these pressures but a longer term solution is required and currently being considered.

69. The cost of change within Children's Services will be exhausted before the end of 2024/25.

Section H: Revenue Savings Proposals

70. The County Council's financial strategy is continuing with a two year approach to planning for savings. Consequently, no new savings are proposed for 2024/25 and savings proposals for 2024/5 and 2025/26 have been developed through the Savings Programme to 2025 and were approved by Executive Members in September 2023, and by Cabinet and County Council in October and November 2023. In recognition of the size of the financial challenge which the Council faces, directorates were not issued with savings targets as per previous savings programmes but were instead instructed to review what savings might be achievable if we were to move towards a 'legal minimum' provision of services.
71. The total Savings Programme to 2025 is insufficient to meet the forecast budget gap for 2025/26 and taking account of the planned timing of savings delivery, a significant budget gap of £56.9m remains for 2025/26. Given the shortfall within the Budget Bridging Reserve beyond 2024/25, SP2025 savings delivered in 2024/25 will be transferred to the BBR at the end of the financial year.
72. Since transfers to the BBR will reflect actual savings delivered, the 2024/25 cash limits have not been adjusted in line with planned savings. For Children's Services directorate total savings for 2025/26 are £11.095m of which £2.390m are currently anticipated to be delivered during 2024/25.
73. Delivery of these savings presents a significant challenge for the directorate, particularly against a backdrop of continued high inflation and rising demand. Rigorous monitoring of the implementation of the programme will begin during 2024/25, to ensure that the Directorate is able to deliver its SP2025 savings in line with planned timescales.
74. This early action in developing and implementing the Savings Programme to 2025 means that the County Council is in the best possible position for setting a balanced budget in 2024/25 and that no new savings proposals will be considered as part of the budget setting process for the forthcoming financial year.

Section I: Budget Summary 2024/25

75. The budget update report presented to Cabinet on 12 December 2023 included provisional cash limit guidelines for each Directorate. The cash limit for Children's Services in that report was £1,408.1m, a £19.3m increase on the previous year. The increase comprised:

- Base budget changes relating to schools supplementary grant adjustment (£9.0m) and academy conversions (£11.3m) and the anticipated ending of Household Support Fund Grant (£14.2m).
 - Inflation, growth and pressures covering the 2024/25 non-pay inflation, School Transport (£24.9m), growth in Children Looked After (£13.8m), Special Educational Needs and Educational Psychologists (£3.8m).
76. At that stage, the cash limit guidelines did not include the final DSG and schools grants allocations which were confirmed within the December DSG announcement. These have now been added (and will be included in the February budget report), increasing the cash limit to £1,499.9m.
77. Appendix 2 sets out a summary of the proposed budgets for the service activities provided by Children’s Services for 2024/25 and show that these are within the cash limit set out above.
78. In addition to these cash limited items there are further budgets which fall under the responsibility of Children’s Services, which are shown in the table below:

	2024/25	
	£’000	£’000
Cash Limited Expenditure	1,646,577	
Less Income (Other than Government Grants)	(146,685)	
Net Cash Limited Expenditure		1,499,892
Trading Units Net Deficit		230
Less Government Grants:		
• DSG	(1,059,576)	
• Pupil Premium & Other Schools Grants	(83,012)	
• Music Grant	(1,734)	
• KS2 Moderation & KS1 Phonics Grant	(45)	
• Extended Rights to Free Travel Grant	(1,112)	
• Step Up to Social Work Grant	(612)	
• Staying Put Grant	(806)	
• Personal Advisor support for Care Leavers	(232)	
• New Remand Framework Funding	(144)	
• Secure Welfare Co-Ordination Unit Grant	(404)	
• Supporting Families Programme	(2,829)	
• Unaccompanied Asylum Seeking Children	(16,039)	
• Holiday Activities and Food Programme Grant	(3,484)	

• Young Women and Girls' Fund	(42)	
• Sector-Led Improvement Programme Grant	(664)	
• PA Intensive Support Grant for Care Leavers	(137)	
• Leaving Care Allowance Grant	(256)	
• Sector Led Improvement Covid Recovery Fund	(106)	
• Virtual School Heads Grant	(162)	
• Supported Internships Grant	(60)	
• Bikeability Training	(611)	
• Social Worker Apprenticeship Programme	(160)	
Total Government Grants		(1,172,227)
Total Net Expenditure		327,895

Schools Budget 2024/25

79. The Government committed as part of the 2021 Autumn Budget and Spending Review that the core schools' budget will increase by £4.7 billion nationally by 2024/25 compared to the original plan for 2022/23. This included an increase of £1.5bn in 2023/24 and a further £1.5bn in 2024/25.
80. The DfE confirmed the details of the overall allocation for 2024/25 which included a 4.3% increase to the national High Needs budget and an increase of 1.9% to mainstream schools funding allocated through the national funding formula.
81. Further announcements were made by the government regarding additional funding to support the teachers pay award on 13th July 2023. Schools, early years and post-16 settings will receive an additional £525m in the 2023/24 financial year and £900m in the 2024/25 financial year.
82. A local funding formula is used to allocate funding to mainstream schools. This is based on the DfE's national funding formula, with a proportional adjustment applied to factor values to ensure the cost of the overall formula meets the available budget. The proportional adjustment reflects the difference between the DfE funded pupil characteristics and actual pupil characteristics used to allocate funding to schools. The difference in the coming year is primarily due to an increase in free school meal eligibility and increases to the number of pupils with English as an additional language.
83. The additional allocation for the High Needs Block will be used to fund additional places along with a 1.4% increase to the top-up funding values for early years SEN places, special schools, mainstream schools, education centres and resourced provisions to support with inflationary pressures. Funding will also be used to support a range of support and service

improvement activities delivered through the Transforming SEND Hampshire programme. All remaining increases to the High Needs Block will be set against current and anticipated pressures.

84. The final impact of additional funding announced in the 2021 Spending Review and the reforms to childcare announced in the 2023 Spring Budget have resulted in changes to funding rates to early years providers in 2024/25. Following the DfE announced changes to early years entitlements, a local consultation with providers will be undertaken in the spring term along with working through the cost implications to central services which will allow the local funding formula to be amended and allow provider rates to be confirmed by 31 March.

Section K: Climate Change Impact

85. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
86. This report deals with the revenue budget preparation for 2024/25 for the Children's Services Directorate. Climate change impact assessments for individual services and projects will be undertaken as part of the approval to spend process. There are no further climate change impacts as part of this report which is concerned with revenue budget preparation for 2024/25 for the Children's Services Directorate.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes / No
People in Hampshire live safe, healthy and independent lives:	Yes / No
People in Hampshire enjoy a rich and diverse environment:	Yes / No
People in Hampshire enjoy being part of strong, inclusive communities:	Yes / No

Other Significant Links

Links to previous Member decisions:	
<p><u>Title</u> Savings Programme to 2025 – Revenue Savings Proposals (Executive Member for Children’s Services) Decision Report - Savings Programme to 2025 Revenue Savings Proposals.pdf (hants.gov.uk) Medium Term Financial Strategy Update and Savings Programme to 2025 Savings Proposals https://democracy.hants.gov.uk/mgAi.aspx?ID=63758#mgDocuments Budget Setting and Provisional Cash Limits 2024/25(Public Pack)Agenda Document for Cabinet, 12/12/2023 14:00 (hants.gov.uk)</p>	<p><u>Date</u> 22 September 2023 Cabinet – 10 October 2023 / County Council – 9 November 2023 Cabinet – 12 December 2023</p>
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>
<p>Section 100 D - Local Government Act 1972 - background documents</p> <p>The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)</p>	
<u>Document</u>	<u>Location</u>
None	

EQUALITIES IMPACT ASSESSMENT:

87. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

88. Equalities Impact Assessment:

The budget setting process for 2024/25 does not contain any proposals for major service changes which may have an equalities impact. Proposals for budget and services changes which are part of the Savings Programme to 2025 Programme were considered in detail as part of the approval process undertaken in September, October and November 2023 and full details of the Equalities Impact Assessments relating to those changes can be found in Appendices 3 to 7 of the October Cabinet report linked below:

<https://democracy.hants.gov.uk/mgAi.aspx?ID=62985#mgDocuments>

For proposals where a Stage 2 consultation is required, the EIAs are preliminary and will be updated and developed following this further consultation when the impact of the proposals can be better understood. The results of these consultations and any changes to equality impacts will be reported to the relevant Executive Member as the savings proposals are further developed and implemented.

Budget Summary 2023/24 – Children’s Services

Service Activity	Original Adjusted Budget 2023/24 £'000	Revised Budget 2023/24 £'000
Early Years	90,035	88,803
Schools Block		
Schools Budget Shares	679,252	666,873
Schools De delegated	2,310	2,289
Central Provision funded by Maintained Schools	5,191	5,110
Growth Fund	4,845	4,845
	691,598	679,117
High Needs		
High Needs Block Budget Shares	43,203	43,046
Central Provision funded by Maintained Schools	126	126
High Needs Top-Up Funding	128,124	127,873
SEN Support Services	7,903	8,570
High Needs Support for Inclusion	3,315	3,315
Hospital Education Service	1,710	1,710
	184,381	184,640
Central School Services	7,967	7,967
Other Schools Grants	101,695	92,270
Schools	1,075,676	1,052,797

Social Care		
Residential & Supported Accommodation	73,024	73,323
Fostering & Adoption	52,473	50,978
Leaving care	8,727	9,160
Special Guardianship Support	7,312	8,248
Asylum Seekers	14,198	14,957
Children Looked After	155,734	156,666
Safeguarding Children & Early Help	48,302	51,211
Targeted and Universal Services for Families	21,205	21,503
Children with Disabilities	6,738	6,738
Management & Business Support Services	10,278	13,969
Social Care Total	242,257	250,087
Education, Learning & Business Support		
School Transport	39,941	50,650
Inclusion	6,508	11,760
Participation & Lifelong Learning	2,034	2,270
Standards & Improvement	99	99
Early Years Education & Childcare	1,505	1,525
Library Service	10,482	10,704
Management & Business Support Services	6,798	8,660
Education, Learning & Business Support Total	67,367	85,668
Net Contribution Cost of Change	0	(5,556)
Partnerships	3,421	5,229
Non-Schools	313,045	335,428
Children's Services	1,388,721	1,388,225
Children's Services Trading Units	(289)	(342)
Children's Services Total	1,388,432	1,387,883

Budget Summary 2024/25 – Children’s Services

Service Activity	Original Adjusted Budget 2023/24 £'000	Proposed Budget 2024/25 £'000
Early Years	90,035	147,969
Schools Block		
Schools Budget Shares	679,252	697,347
Schools De delegated	2,310	2,539
Central Provision funded by Maintained Schools	5,191	6,352
Growth Fund	4,845	3,590
	691,598	709,828
High Needs		
High Needs Block Budget Shares	43,203	43,636
Central Provision funded by Maintained Schools	126	158
High Needs Top-Up Funding	128,124	136,919
SEN Support Services	7,903	7,801
High Needs Support for Inclusion	3,315	3,607
Hospital Education Service	1,710	1,699
	184,381	193,820
Central School Services	7,967	7,959
Other Schools Grants	101,695	84,746
Schools	1,075,676	1,144,322

Social Care		
Residential & Supported Accommodation	73,024	87,591
Fostering & Adoption	52,473	56,947
Leaving care	8,727	9,851
Special Guardianship Support	7,312	8,495
Asylum Seekers	14,198	14,957
Children Looked After	155,734	177,841
Safeguarding Children & Early Help	48,302	50,545
Targeted and Universal Services for Families	21,205	7,432
Children with Disabilities	6,738	7,071
Management & Business Support Services	10,278	10,126
Social Care Total	242,257	253,015
Education, Learning & Business Support		
School Transport	39,941	65,205
Inclusion	6,508	10,512
Participation & Lifelong Learning	2,034	2,225
Standards & Improvement	99	100
Early Years Education & Childcare	1,505	1,500
Library Service	10,482	10,537
Management & Business Support Services	6,798	7,851
Education, Learning & Business Support Total	67,367	97,930
Partnerships	3,421	4,625
Non-Schools	313,045	355,570
Children's Services	1,388,721	1,499,892
Children's Services Trading Units	(289)	230
Children's Services Total	1,388,432	1,500,122

HAMPSHIRE COUNTY COUNCIL

Front Cover Report

Committee:	Children and Young People Select Committee
Date:	19 January 2024
Title:	Children's Services Capital Programme 2024/25 to 2026/27
Report From:	Director of Children's Services and Director of Corporate Operations

Contact name: Peter Colenutt, Assistant Director, Regeneration and Growth, Hampshire 2050

Email: peter.colenutt@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to set out proposals for the Children's Services Capital Programme for 2024/25, the provisional Capital Programme for 2025/26 and 2026/27, and the revised Capital Programme for 2023/24.

Recommendations

2. That, in regard to the capital programme for Children's Services, the Select Committee either:

supports the recommendations being proposed to the Executive Lead Member for Children's Services

Or:

agrees any alternative recommendations to the Executive Lead Member for Children's Services, with regards to the proposals set out in the attached report.

This page is intentionally left blank

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker	Executive Lead Member for Children's Services
Date:	19 January 2024
Title:	Children's Services Capital Programme 2024/25 – 2026/27
Report From:	Director of Children's Services and Director of Corporate Operations

Contact name: Peter Colenutt, Assistant Director, Regeneration and Growth, Hampshire 2050

Email: Peter.colenutt@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek approval for submission to the Leader and Cabinet the proposed Children's Services capital programme for 2024/25 and the provisional capital programme for 2025/26 and 2026/27 and the revised capital programme for 2023/24.

Recommendation(s)

2. To approve submission to the Leader and Cabinet the proposed capital programme for 2024/25 and the provisional capital programme for 2025/26 and 2026/27 as set out in Appendix 1 and the revised capital programme cash limit for 2023/24 as set out in Appendix 2 including the transfers between years and the carry forward of resources as set out in Table 2.
3. That the deferral of resources relating to schemes of £2.1m be approved for submission to Cabinet as shown in Table 10 of this report.
4. That the following variations to the 2023/24 capital programme be approved.
 - That it be recommended that resources of £0.41m be allocated from the 2023/24 capital programme to support the new Riverside School satellite provision at Mill Hill Primary School, Waterlooville.
 - That it be recommended that resources of £0.3m be allocated from the 2023/24 capital programme to support the expansion of Winton Academy.

5. It is recommended that approval be given to the Director of Children's Services to determine those sites that require modular buildings for the 2024/25 academic year and that the sites listed in Appendix 3 be approved.
6. It is also recommended that approval be given to the Director of Children's Services to allocate £1.1m of identified Dedicated Schools Grant (DSG) revenue funding to support the short-term hire and relocation of existing modular buildings. It is also recommended that approval be given to the Director of Children's Services to allocate £2m of Basic Need Grant to those sites that have been determined as requiring the purchase of modular buildings.
7. That approval is given to the Director of Children's Services in discussion with the Executive Lead Member for Children's Services to undertake all required consultations linked to the projects listed in this report.
8. That the Access Improvements in Schools projects identified in Appendix 4 be approved.
9. That the projects approved under delegated powers by the Director of Children's Services in Appendix 5 are noted.
10. That the School Places Plan at Appendix 6 be noted.
11. That the School Suitability programme projects identified in Appendix 7 be approved.

Executive Summary

12. This report seeks approval for submission to the Leader and Cabinet of the proposed Children's Services capital programme for 2024/25 and the provisional capital programme for 2025/26 and 2026/27 and the revised capital programme for 2023/24. The proposals contained within this report represent the highest priority for investment by the County Council for Hampshire children that will not only help raise educational standards, but also create many additional local employment opportunities within its delivery.
13. The report has been prepared in consultation with the Executive Lead Member for Children's Services (ELMCS) and will be reviewed by the Children and Young People Select Committee on 19 January 2024. It will be reported to the Leader and Cabinet on 6 February 2024 to make final recommendations to County Council on 22 February 2024.
14. The Children's Services capital programme maintains a balanced position between income and expenditure over the proposed three-year programme.

Despite the ongoing primary, secondary and Special Educational Needs and Disabilities (SEND) pressures, indications are that a balanced position will be maintained over the five-year period beyond the scope of this report. Further work is being undertaken with potential funders, including the Government, Local Planning Authorities and Developers to maximise contributions from sources other than the County Council. The aim being to keep calls on the County Council's resources to a minimum.

15. The Secretary of State announced details of individual local authority basic need capital allocations for the year 2025/26 on 28 March 2023 and School Condition Allocation (SCA) for the year 2023/24 on 11 May 2023.
16. The proposals contained within this report are derived from directorate service plan(s) which have been developed to support the Serving Hampshire's Residents – Strategic Plan 2021 – 2025 which was reviewed at County Council on 28 September 2023. Given the challenging financial environment that the County Council is operating in, the development of detailed project appraisals for individual schemes will continue to include robust review and scrutiny to re-confirm the priority for the scheme and its value for money and affordability.

Background

17. Executive members have been asked to prepare proposals for:
 - A locally resourced capital programme for 2024/25 and a provisional capital programme for 2025/26 and 2026/27 within the guidelines set by cabinet in December 2023. The programme for 2025/26 onwards is indicative and subject to change.
 - A programme of capital schemes for 2024/25 to 2026/27 is supported by government grants as announced by the government.
18. The County Council has maintained its capital programme throughout the period of austerity, doing so by making use of external sources to fund a significant proportion of expenditure, supplemented by the use of capital receipts and the County Council's own revenue resources.
19. Any impact on the revenue budget is considered as part of the Medium-Term Financial Strategy (MTFS) and alongside the priorities within Serving Hampshire's Residents – Strategic Plan 2021 – 2025. Given the challenging financial position the County Council faces, any revenue contributions to capital schemes must balance recognition of the importance of capital investment with the need to review and challenge all revenue-based expenditure as part of the overall MTFS.

20. The current MTFS assumes continuing revenue contributions to capital schemes throughout the forecast period. In order to allow the County Council time to continue to consider the evolving MTFS position, the capital cash limit guidelines approved by Cabinet in December 2023 only allocated the funding from these revenue-based contributions to directorates in 2024/25, with the amounts for 2025/26 and 2026/27 to be held centrally pending further review.
21. Through a range of external funding sources the County Council continues to maintain a significant capital programme, resulting in investment in assets to support and enable the provision of local services and delivering benefits to the local economy.

Locally resourced capital programme

22. The cash limit guidelines for the locally resourced capital programme for Children's Services as set by Cabinet have been approved for 2024/25 at £0.1m as shown in Table 2.

Finance – Capital programme supported by government allocations

23. The Government has allocated all its future support for the capital programme in the form of capital grants.
24. The Secretary of State has previously announced details of individual local authority Basic Need allocations for 2025/26. Allocations to date for the School Condition Allocation and for Devolved Formula Capital only cover 2023/24.
25. The 2025/26 Basic Need allocation was favourable for Hampshire County Council. However, there is a potential for a zero or low capital allocation in 2026/27 and 2027/28 as the Department for Education (DfE) assesses the impact of the free school places they directly fund. At this stage it is considered prudent to assume a zero allocation. An update will be provided as soon as possible following capital announcements in 2024.
26. The focus of the current spending round continues along the lines of previous years by reducing the number of dedicated grants, thus allowing local authorities to determine their own local priorities, with a focus on school places, SEND and school condition.
27. Table 1 sets out the capital allocations for Basic Need and School Condition Allocation together with an assumed level of funding for 2025/26 and 2026/27. Although no announcements about SCA allocations for 2024/25, 2025/26 and 2026/27 have been announced, further changes to the allocation formula are anticipated from 2024/25. At this stage, it is unclear what the net impact on the SCA grant for the County Council will be. For now, an

assumption has been made that the allocations will be at the same level as in previous years.

Table 1 – Allocation of capital grants to the County Council (excluding schools’ devolved capital)

Grant	2024/25 (assumed)	2025/26 (assumed)	2026/27 (assumed)
	£m	£m	£m
Basic Need (new pupil places)	0	22.200	0
School Condition Allocation (assumed)	23.164	23.164	23.164
Total	23.164	45.364	23.164

28. As previously reported, the School Condition Allocation is targeted towards major capital repairs and is now received in full by the Executive Lead Member for Universal Services. Officers from across the County Council continue to work together to ensure that this funding is used to address strategic Children’s Services and operational priorities across the education estate.
29. The Children’s Services capital programme is based on government capital grants (as set out in Table 1), developers’ contributions, capital receipts and local resources. The expected availability of government grants, together with developers’ contributions for each of the three forward years up to 2026/27 are set out in Table 2. To address the need to fund a number of major projects in 2027/28, the funding available for starts in 2025/26 and 2026/27 has been reduced, and resources carried forward to 2027/28.

Table 2 – Three-year capital resources summary

	2024/25 (assumed)	2025/26 (assumed)	2026/27 (assumed)	Total
	£m	£m	£m	£m
Basic Need – New Pupil Places		22.200		22.200
Basic Need Carried Forward	56.000			56.000
School Condition Allocation	0.500			0.500
Schools’ Devolved Capital	3.338	3.338	3.338	10.014
Developers’ contributions anticipated	44.980	45.800	25.370	116.150
DfE Grant – Childcare Expansion	2.829			2.829
DfE Grant – New Special School	17.400			17.400
Football Federation Grant & School Contribution	0.772			0.772
B&DBC – Local Infrastructure Fund	0.200			0.200
Capital Investment Priorities	5.300	1.000		6.300

Corporate capital resources	0.100			0.100
Capital Receipts Carried Forward	1.300		0.500	1.800
High Needs Provision Grant Carried Forward	20.337	10.000		30.337
Carry forward Basic Need to 2025/26	-24.000	35.000		11.000
Carry forward Basic Need to 2026/27	-8.000	-24.000	32.000	0.000
Carry forward Basic Need to 2027/28		-13.000	-20.000	-33.000
Totals	121.056	80.338	41.208	242.602

30. The carry forward of £33m to 2027/28 will support the future programme which is forecast to increase significantly beyond the scope of this report.

Three-year capital allocations 2024/25 – 2026/27 - Overview

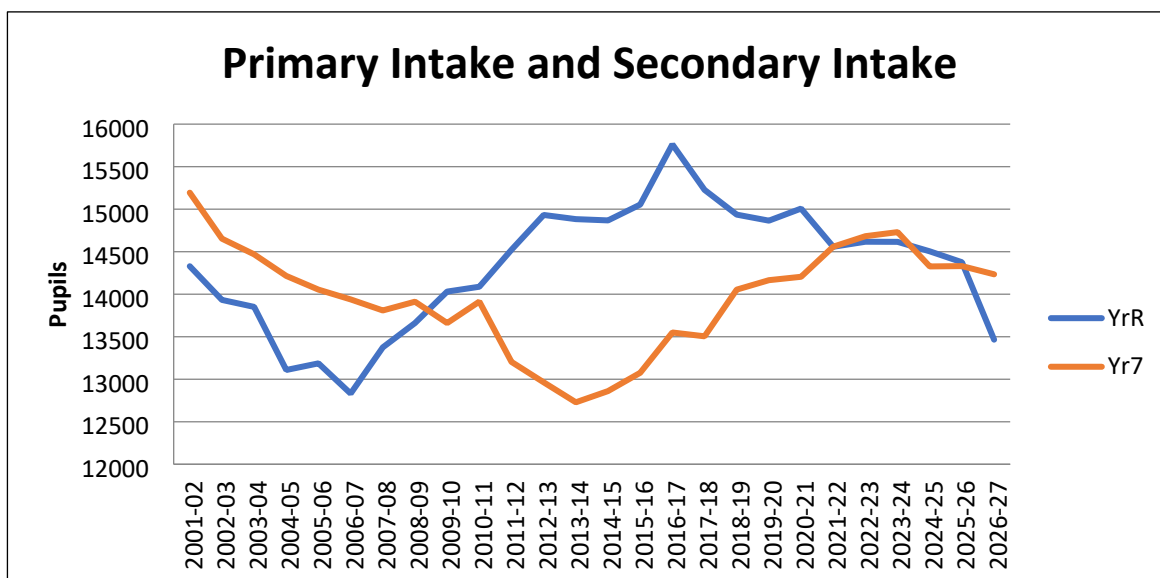
31. The planned investment programme continues with a focus on school places and school condition. The 2025/26 onwards programme is indicative and subject to change.

New School Places

32. Hampshire is proud of the quality of education provided by its diverse and high-performing system of schools, colleges and early years' settings. The county hosts popular and highly successful infant, junior, primary, 11-16 and 11-18 schools as well as new and innovative 4-16 schools and the largest post-16 college sector in the country. The County Council is committed to ensuring that families in Hampshire have access to a good local school that offers a rich and varied learning experience, has the highest expectations for their children's success and where parents can be confident that their children will be safe. All children have the right to an enjoyable, inclusive and expansive education and it is the role of the local authority to intervene on behalf of children, especially the most vulnerable, when this is not the case.
33. The proposals contained within this report continue an exciting investment by the County Council for Hampshire children that will not only help raise educational standards, but also create many additional local employment opportunities within its delivery. During the period 2013 to 2023 the County Council will have delivered 14,677 new school places with projects contained within the 2024/25 to 2026/27 programme totalling a further 5,312 places giving a total of 19,989 new school places by September 2027.
34. There are over 43,000 new dwellings planned for Hampshire between 2022 and 2029 for which most of the school pupil yield impact will fall outside the period of this report. Therefore, only a small number of the pupils that will be

generated from those dwellings are accounted for in the places referred to above with the majority forming part of future programmes.

35. The County Council has a statutory duty to ensure a sufficiency of school places for Hampshire children. A revised Hampshire School Places Plan 2024-2028 is appended to this report at Appendix 6. The Plan sets out the identified need for additional mainstream school places in the primary and secondary sectors across Hampshire through to 2028 with proposals shared with the Regional Director at the DfE.
36. Hampshire continues to experience a significant pressure for school places across certain areas of the county as high birth years' work their way through the school system and new housing (over 43,000 dwellings planned from 2022 to 2029) is built across the county. There are also areas where trends suggest that pupil numbers are starting to fall, these will need to be monitored carefully. The new housing has been identified from existing local plan allocations and proposals emerging from District and Borough Council Local Plans currently in consultation.
37. The number of births in Hampshire reached a peak of 15,400 in 2012. Births in the County began to drop in 2013 and were at their lowest in 2020, reflecting national trends. This was a similar number to those in the early 2000's. However, numbers are predicted to grow again due to new housing and continue to grow towards 2030. The School Places Plan sets out a strategy to manage school places over a five-year period taking in to account birth rates, housing development and inward and outward migration trends. Further pressure from resettlement programmes and short-term asylum accommodation continues to be factored into all school place planning decisions.
38. The following graph demonstrates forecast primary numbers and movement into the secondary phase at Year 7.



39. The timing of any new school provision to serve new housing will be dependent upon the build out of the housing. Forecast pupil numbers arising from new housing are based on current planned housing completion information. Experience suggests that these developments often take longer than first indicated to build out with the secondary pupil yield taking some time to have an impact on the school system.

40. Consideration will be given to all new schools having SEND resourced provision.

41. The recently enacted Levelling Up and Regeneration Bill introduced the Infrastructure Levy. Infrastructure Levy regulations are now expected to be prepared which will set out how the levy is to be operated, and the relationship with other planning legislation such as Section 106. This may make the developer contribution funding source more uncertain than through the use of Section 106 agreements. Detailed discussions continue to take place with the Local Planning Authorities and developers to keep abreast of the situation. Any shortfall in funding will need to be found from alternative capital programme resources or, if resources are not available, the use of reduced specification in the finished form and the use of modular accommodation will have to be considered.

42. The proposed three-year programme provides sufficient school places to meet the forecast mainstream demand. To date, the majority of the capital programme has focussed on the pressure of primary school numbers. The three-year planning period of this report continues to show a need for additional primary places particularly relating to new housing developments. The secondary impact of these pupils is also evident in the programme and is set out further in the School Places Plan.

43. This exciting investment in new school places for Hampshire children is costed at around £200m as part of a total investment programme of £243m over the next three years. The programme is forecast to rise significantly beyond the three-year period of this report.

New Schools

44. The current expectation (by the DfE) is that every new school will be an academy/free school. This means that once built, the County Council transfers the site and buildings to the Academy on a Full Repairing and Insuring 125-year lease but still retains the freehold of the site.
45. There are currently two routes available to open a new school, but it should be noted that the size and scope of the free school programme is under review and the following is subject to change. The first option is for the local authority to seek a sponsor through the presumption route, where the local authority is responsible for providing the site for the new school and meeting the associated capital and pre-/post-opening costs. The second option is through an approved academy sponsor making a direct free school application to the DfE. The local authority can support such applications and is asked to comment on all submissions. To date, the County Council has successfully worked alongside academy sponsors making free school applications to provide additional school places. Currently, the DfE will meet the capital shortfall in funding for new free schools, but this is dependent on individual circumstances and funded using DfE building rates.
46. Therefore, going forward, each new school will be considered on an individual basis to assess the most effective route for delivery. The delivery of these new school places will be considered in the context of an evolving local authority role. Whilst the provision of new school places is a DfE capital issue, capital grants are limited. Therefore, the County Council will need to keep under review its plans and proposals to ensure a sufficiency of school places within the combination of available government grants, developers' contributions and locally resourced capital funding.
47. The timing of the new provision to serve new developments will be dependent upon the build out of the housing. The master plan planning of the developments and feasibility work for the proposed new schools is ongoing, particularly where negotiations are taking place with developers and local planners for school sites and developer contributions. The lead-in time to establish a new primary school is around three years and a secondary school around four years, two years in design and statutory consultation and two years to build.

Schools Serving Major Development Areas

48. The following identifies those primary and secondary schools on the immediate planning horizon. Each new school will be considered to include

provision for SEND resourced provision subject to need, site availability and resources.

Aldershot Urban Extension (AUE) – New 2fe Primary School

49. The Aldershot Urban Extension (Wellesley) development is set to provide 3,850 new dwellings. Two new primary schools have been planned as part of the development. The first (The Cambridge Primary School) opened in September 2018, providing 420 places with the potential to expand by an additional 210 places should catchment area demand show the need.
50. The second 2fe primary school is planned to open in September 2025 providing a further 420 places. Funding has been added to this scheme to provide resourced provision for 8 places for pupils with a special educational need.
51. Secondary pupil numbers will be managed by the expansion of Alderwood School (senior campus) by two forms of entry (300 places) for September 2025. This new provision will accommodate the first cohort of secondary aged pupils from The Cambridge Primary as they transition into year 7.

Hounsome Fields, Basingstoke – New 2fe Primary School

52. The Hounsome Fields and Golf Course developments are set to provide 1,750 new dwellings. A new 2fe primary school is planned at Hounsome Fields to accommodate 420 pupils with a resourced provision for 8 places for pupils with a special educational need and is due to open in September 2025. The school is being developed as a pilot project for responding to climate change, including an all-electric heating system, low embodied carbon construction and measures to improve its resilience to future climate changes.

Hartland Village, Fleet – New 2fe Primary School

53. The planned housing development at Hartland Village is set to deliver up to 1,500 dwellings. This will require a new 2fe (420 place) primary school to accommodate the anticipated yield of pupils from the development. Current planning suggests that the new school will open in September 2026.

Manydown, Basingstoke – New 2fe Primary School

54. The Manydown development is set to provide 3,500 dwellings. Two primary school sites and a secondary school site have been reserved on the development to provide for the necessary school places. The first primary school will cater for up to 3fe (630 places) and will most likely be built in two phases. The second primary school will be 2fe (420 places). The first primary school is planned to open in 2027. The decision on the need for a secondary school in this area will be decided once the details of the longer-term housing plans are known.

One Horton Heath, Eastleigh – New 3fe Primary School

55. The planned housing development at One Horton Heath, Fair Oak/Horton Heath is set to deliver up to 2,500 dwellings. This will require a new 3fe (630 place) primary school to accommodate the anticipated yield of pupils from the development and is likely to be built in two phases. It is currently proposed that the new school will open in September 2026 and include a resourced provision for pupils with a special educational need.
56. Eastleigh Borough Council are planning to deliver this scheme. For this reason, the scheme and resources are not named within the three-year capital programme in Appendix 1.

Welborne, Fareham – New 2fe Primary School

57. The Welborne development is set to provide up to 6,000 dwellings. Three primary school sites and a secondary school site have been reserved on land within the development. The first primary school will cater for 2fe, providing 420 places and is currently expected to open for September 2027. The other two primary schools will provide for up to 3fe (630 places) and will be opened at the appropriate time to meet the demand from the development. The timescale for the secondary school will be carefully monitored post 2030 in line with the demand from the development.

West of Waterlooville, Havant – New 1.5fe Primary School

58. The West of Waterlooville development is set to provide around 3,000 new dwellings. This includes an additional 450 dwellings built as part of the Old Park Farm development. A primary school already exists on the development (Berewood Primary School) for up to 420 primary age pupils.
59. A second 1.5fe primary school to accommodate up to 315 primary age pupils will open in September 2025. This scheme will include resourced provision of 8 places for pupils with a special educational need.

North Whiteley, Winchester – New 6fe Secondary School

60. New sites for a second primary school to serve North Whiteley and new secondary school to serve the existing Whiteley development and the North Whiteley development (comprising around 3,500 dwellings) have been reserved as part of the development.
61. The new secondary school is planned to open in September 2027 with planning due to be submitted in 2024. The new secondary school will open at 6fe and provide 900 places. The school will be designed with potential to expand to 8fe should there be a demand from catchment in the future.

62. Pupil forecasts will be monitored as the development progresses to determine if the secondary school expansion is required and the timing of the second new primary school.
63. A list of new schools on the current planning horizon is shown at Table 3. It should be noted that the proposed opening dates are subject to change and will be monitored alongside housing completions.

Table 3 – Proposed New Schools to September 2028

Area / School	Size & Type of School	Proposed Opening Date	Sponsor Status
AUE 2 nd Primary, Aldershot	2fe Primary	Sept 2025	Engage Enrich Excel Academies
West of Waterlooville, 2 nd Primary, Waterlooville	1.5fe Primary	Sept 2025	University of Chichester Academy Trust
Hounsome Fields Primary, Basingstoke	2fe Primary	Sept 2025	Engage Enrich Excel Academies
Boorley Green, Eastleigh	Up to 125 place 8-16 SEMH School	Spring 2026	tbc
Lady Betty's Drive, Whiteley	Up to 135 place 4-19 SLD School	Autumn 2026	tbc
Hartland Village Primary, Fleet	2fe Primary	Sept 2026	tbc
One Horton Heath Primary, Horton Heath	3fe Primary	Sept 2026	tbc
Manydown Primary, Basingstoke	2fe Primary	Sept 2027	tbc
Welborne Primary, Fareham	2fe Primary	Sept 2027	tbc
Whiteley Secondary, North Whiteley	6fe Secondary	Sept 2027	tbc

Special Educational needs and Disability (SEND) Strategy

64. The latest data continues to show a significant increase in pupils with Education Health & Care Plans (EHCP) with 15,307 pupils with EHCPs in Hampshire in May 2023, a 340% increase compared to the number of statements in 2015. Forecasting models indicate that there could be 18,010 EHCPs maintained by Hampshire by 2025/26. This is a 41% growth from 2022. Approximately 40% of those pupils with an EHCP require a specialist school place.

65. To help manage this pressure, capital grant funding has been allocated to deliver a number of new SEND places across the county.

Proposed New SEND Schools

65. The increase in the SEND school population has put a significant pressure on existing special schools and resourced provision necessitating the need for expansions of existing provision and new schools.

66. As reported in January 2023, the government announced plans to build up to 60 new centrally delivered special and Alternative Provision (AP) free schools as part of the £2.6 billion capital investment in high needs provision.

67. Hampshire submitted bids for two new Special Schools as part of this programme:

- 125-place, co-educational, aged 8-16 SEMH (Social, Emotional & Mental Health) School in Boorley Green, Eastleigh
- 125-place, co-educational, aged 4-16 SLD (Severe Learning Difficulty) School in Whiteley, Winchester

68. In March 2023, the DfE confirmed that Hampshire had provisionally been successful in its bid for the SLD school at Whiteley. The County Council is working with the DfE to agree the design, programme and funding agreements. The County Council will make the land available on a long-term lease, with the DfE funding the capital costs of the school building. The DfE have also agreed to expand the proposed age range for the school to include Post 16 provision. Subject to DfE processes, it is planned that the new SLD school will open for September 2026.

69. The planned SEMH school will be funded from the capital programme and is also proposed to open in September 2026. Further details on both SEND schools will be brought to future decision days.

Expansion and Adaptation Projects

70. The Increased number of SEND pupils alongside advances in medical technology have given rise to some schools having very specific accommodation needs to meet the specialist and often complex requirements of individual pupils.

71. Historically, funding has been included within the overall programme to support SEND projects and it is proposed to continue the annual allocation of

£1m for special school improvement projects with project details being brought to future Decision Days.

72. The forward capital programme includes a number of special school projects as set out in Table 4.

Table 4 – Major SEND Expansion Schemes in Development

School / Area	Designation of Places	Proposed Opening Date
Riverside School Satellite Adjoining Mill Hill Primary School, Waterlooville	12-16 SLD	Spring 2024
Henry Tyndale School Satellite at the former Park Children's Centre, Aldershot	35 SLD/ASC	Sept 2024
Shepherds Down School, Winchester	16 SLD	Sept 2024
Samuel Cody School, Farnborough	18 MLD	Sept 2024
Perins Secondary School, Alresford	15 SEMH Resourced Provision	Sept 2024
Cams Hill Secondary School, Fareham	15 SEMH Resourced Provision	Sept 2024
Guillemont Junior School, Farnborough	8 ASC Resourced Provision	Sept 2024

Key

ASC – Autistic Spectrum Condition

MLD – Moderate Learning Difficulty

PMLD – Profound & Multiple Learning Difficulty

SEMH – Social, Emotional & Mental Health

SLD – Severe Learning Difficulty

HI – Hearing Impairment

Table 4 identifies investment projects totalling over £6m for additional specialist SEND school places in Hampshire to be provided by September 2024.

Early Years

73. As part of the Early Years Sufficiency Strategy, £3m of resources have been allocated to create new places and improve the condition of existing provision. Part of this funding will support existing operators to operate more

efficiently and remain in the market. This funding is in the 2023/24 programme.

74. The replacement provision at Little Deer's Day Nursery, Burley and a new provision at Denmead Junior, Waterlooville have been approved from this funding leaving a balance of £1.6m for new projects. Projects for consideration against this funding will be brought to a future Decision Day.
75. On 30 November 2023 the DfE announced a new Childcare Expansion Capital Grant to support the phased expansion of Early Years childcare provision for working parents of all children aged 9 months to 3-year-olds and also for the provision of 8am to 6pm wraparound care for primary aged children.
76. Hampshire County Council has been allocated £2.829m from this grant fund. Projects for consideration from this funding will be brought to a future decision day.

School Suitability Investment Programme

77. The focus of capital investment in schools in recent years has been on Basic Need and Capital Maintenance. However, it is recognised that some teaching spaces and facilities are now in need of significant suitability investment that is beyond individual school budgets. Resources of £5m (including fees) were allocated over a three-year programme of investment from 2020/21 – 2022/23 to ensure facilities were fit for purpose and would continue to provide good quality learning environments.
78. A further £6m was allocated in the January 2023 capital programme report, £2m in 2023/24 and this report proposes continuing this investment programme with further allocations of £2m per annum from 2024/25 to 2025/26.
79. Proposed projects from the 2023/24 – 2025/26 allocation have been identified in Primary, Secondary and Special schools within three key areas:
 - Improvements to school facilities, such as refurbishment of science laboratories.
 - Reconfiguration and accessibility work at special schools to better meet current curriculum delivery and learning requirements for all pupils.
 - Environmental improvements to the function of ventilation and acoustics of school facilities.

80. The first tranche of projects in 2023/24 and 2024/25 will focus on improving specialist areas and special school environments. The second tranche of projects in 2025/26 will continue the focus on improving school environments. Projects identified for 2023/24 and 2024/25 are detailed for approval at Appendix 7.

Other Formulaic Allocations

81. In addition to the funding for new pupil places, funding is also identified for other priorities as listed in Table 5.

Table 5 – Proposed Allocations for the Three-year programme

	2024/25 (Assumed)	2025/26 (Assumed)	2026/27 (Assumed)	Totals
	£m	£m	£m	£m
New schools and extensions	104.122	64.900	30.800	199.822
Early Years/Childcare Sufficiency	4.429	0.000	0.000	4.429
New modular classrooms	2.000	2.000	2.000	6.000
Other special school and SEN improvements	1.000	1.000	1.000	3.000
School Suitability Programme	2.000	2.000	tbc	4.000
Access improvements in schools	0.500	0.500	0.500	1.500
Social Care projects	0.500	0.500	0.500	1.500
Health and Safety	0.400	0.400	0.400	1.200
Schools' devolved formula capital	3.338	3.338	3.338	10.014
Furniture and equipment and ICT	0.250	0.250	0.250	0.750
Contingency	2.517	5.450	2.420	10.387
Totals	121.056	80.338	41.208	242.602

Note: Individual scheme allocations have been updated to their mid-point of construction price base.

Other Improvement and modernisation projects

Access Improvements in Schools

82. As in previous years, funding has been made available to fund access improvements to mainstream schools, both at a pupil-led and strategic level. Therefore, it is proposed that £0.5m is included in each year's capital programme to finance specific access improvement projects in schools.

83. Therefore, it is recommended that the projects listed at Appendix 4 are approved from the capital programme for 2024/25.

Foster Care

84. Historically, resources of £0.1m each year have been sufficient to fund adaptations to foster carers' properties to support placements. However, the number and cost of these adaptations have increased, and additional funding is now required. This important area of work enables the authority to avoid significant cost of care revenue costs.

85. Therefore, it is proposed to increase this budget to £0.25m in each year of the programme to fund adaptations to foster carer properties.

Adaptation Equipment

86. Funding has been identified within the programme from 2024/25 onwards to provide equipment and adaptations for disabled children and young people to support their independence at home. This is a statutory duty on the local authority and without this support and intervention many of these children and young people would not be able to remain at home resulting in a significant demand on the revenue budget.

87. Therefore, it is proposed to allocate £0.25m each year from the programme to support this essential work.

Schools' Devolved Formula Capital

88. Government grant allocations for schools' devolved formula allocations were announced on 11 May 2023. The assumption is that the allocation for 2024/25 will remain at the 2023/24 level and exclude Academies. The allocation per school will be according to the updated DfE formula set out in Table 6 and is intended to fund high priority projects identified through schools' Asset Management Plans.

Table 6 – Schools' Devolved Formula Capital Allocations

School Phase	2024/25 Formula (assumed) £
Per nursery/primary pupil	11.25
Per secondary pupil	16.88
Per special school or education centre pupil	50.63
Lump sum (all schools)	4,000.00

89. This funding is passed in full to individual schools. Officers continue to work closely with schools to ensure that devolved formula capital allocations are spent appropriately on Asset Management Plan priorities. There is particular

emphasis on ensuring that they are used in conjunction with County Council and other capital resources so that the maximum number of schools benefit and that resulting projects make optimum use of available resources.

Developers' Contributions

90. Developers' contributions are a vital source of resources to the Children's Services capital programme – these contributions are linked to new housing developments and paid to mitigate the impact of additional school-age pupils moving into the area. Over the period 2013 - 2023 developer contributions, totalling £178m have been secured towards the cost of new school places. However, such funds only cover costs incurred and their availability depends on the rate of house building.
91. The Community Infrastructure Levy (CIL) was introduced to ensure that all development contributes towards the provision of infrastructure and provides transparency to developers about planning obligations. In practice, section 106 is still the primary mechanism for securing infrastructure funding for strategic development sites, and this includes new schools. Cabinet agreed on 29 September 2020 the principal of the County Council fully utilising existing provisions under section 106 to secure the necessary infrastructure to mitigate the impact of development, including the cumulative impact of smaller developments.
92. The government launched the Levelling Up and Regeneration Bill earlier in 2023 which included reform of the planning obligation system. The Bill was enacted on 26 October 2023 and the Levelling Up and Regeneration Act introduces the Infrastructure Levy as a replacement for the Community Infrastructure Levy and Section 106 as the primary mechanism for securing funding from developments. The Levy will be administered by lower tier authorities and is calculated based on the gross development value once a development has been completed. Infrastructure Levy Regulations are now expected to be prepared which will set out how the Levy is to be operated, and the relationship with other planning legislation such as section 106. The Levelling Up and Regeneration Bill consultation suggested that section 106 may be retained for larger sites, but this will not be confirmed until the Regulations are published.
93. The Infrastructure Levy is expected to be introduced over a long period of time, using a test and learn approach. Implementation in Hampshire will depend on whether any of the districts or boroughs wish to be early adopters. This could result in different mechanisms for funding infrastructure being used across the County.
94. The current policy for contributions was approved by the Executive Lead Member for Children's Services and updated in March 2022. Contributions fall into three main categories:

- Where funding for a project has been allocated from the capital programme in advance of the contribution being received. The receipt is therefore repaying past expenditure and is available to add to the current year's cash limit.
- Where funding has been borrowed through the School Balances Loan Scheme or the Prudential Code to enable a project to begin in advance of the contribution being received. The receipt is used to repay borrowing.
- Where funding is available for a specific project, to be identified, within the area of the housing development to which the contribution relates.

95. Until the Infrastructure Levy is introduced, there remains a risk that, where those Districts/Boroughs that operate CIL and propose to use it to fund education infrastructure, the levels of funding raised through section 106 agreements for the provision of additional school places will not be matched through CIL receipts. Discussions are regularly held with the local planning authorities to try and agree the best way forward to ensure the right number of school places are provided in the right location, at the right time.

96. The regular meetings held with local planning authorities ensure a collective understanding of the school places strategy for individual areas and need for developer contributions to meet the cost of the additional school provision.

Capital Programme Summary 2024/25 to 2026/27

97. The total amount available to fund schemes starting in 2024/25 is £121.056m. Table 2 in paragraph 29 illustrates how this sum is arrived at.

98. On the basis of the position outlined above, the total value of the capital programmes submitted for consideration for the three years to 2026/27 is shown in Table 7 and attached at Appendix 1.

Table 7 – Capital Programmes 2024/25 to 2026/27

	2024/25	2025/26	2026/27	Total
	£m	£m	£m	£m
Schemes funded by local resources including carry forwards	6.700	1.000	0.500	8.200
Schemes funded with developers' contribution	44.980	45.800	25.370	116.150
Schemes supported by Government grants and borrowing	69.376	33.538	15.338	118.252
Totals	121.056	80.338	41.208	242.602

2025/26 to 2026/27 Programmes

99. As indicated above, it is possible to fund those schemes where starts need to be made in 2024/25. The indicative resources available in 2025/26 total £80.338m and are summarised in Table 8.

Table 8 – Resources for 2025/26

	2025/26
	£m
Basic Need – New pupil places	20.200
New High Needs Provision Grant	10.000
Calls on developers' contributions	45.800
Schools' Devolved Capital grant	3.338
Corporate Resources	1.000
Totals	80.338

Managing Pressures on the Capital Programme

100. The Children's Services capital programme has reached a balanced position between income and expenditure in recent years. However, despite the ongoing primary pressure and secondary impact, indications are that a balanced position will be maintained over the five-year period beyond the scope of this report.
101. Some of the previously reported financial challenges have reduced as a result of extensive negotiations to secure developer contributions and the work undertaken to reduce the cost of school buildings as set out in the following section. Alongside this, the strategy to pursue free schools has helped the management of resources. Officers will also keep abreast of any new funding initiatives that come forward.

102. The Environment Act 2021 included mandatory biodiversity net gain (BNG), which the government has indicated will come into force from January 2024 or April 2024 for small sites. This will require developments to deliver a minimum 10% gain in biodiversity, calculated using the Biodiversity Metric, and approval of a biodiversity gain plan. This can be delivered on-site, off-site or via a new statutory biodiversity credits scheme. The habitat must be secured via planning obligations or conservation covenants for a period of 30 years. The future financial impact of BNG on the capital programme is being considered and will be reported in more detail at a future decision day.
103. It is essential that officers design and deliver at the most economic cost while minimising the impact on the teaching spaces and environment. Future design solutions will also carefully consider the impact of climate change. Detailed project appraisals will cover this in more detail through individual reports for approval by the Executive Lead Member for Children's Services.
104. The construction industry is currently in a period of instability and inflationary pressures remain. This is covered in more detail in paragraph's 108-111. Allowance has been made for future inflation costs using national available data and local knowledge. However, inflation, the availability of resource and capacity to deliver in the industry will be kept under review. Schemes within the three-year programme have been updated to the mid-point of construction price base.

Successfully delivering better value school buildings

105. The County Council has established a local and national reputation for the quality of its school buildings. Significant work continues to be undertaken to successfully deliver the capital programme with a focus on:
- Appropriate and sufficient inclusive spaces to accommodate learning and provide flexibility.
 - Climate Change, particularly energy efficiency and lower carbon emissions.
 - The use of good quality and robust materials to ensure longevity and low maintenance over the lifetime of the buildings.
 - Ensuring that building designs are efficient, compact and as economic as possible whilst ensuring that costs are within available funding.
 - Adopting common design approaches and standards, replicating templated proposals across a number of sites where possible.
 - Innovating the construction of the schools with contractors in response to climate change targets using modern methods of construction and engagement with supply chain and manufacturers.

106. The County Council has continued to deliver cost efficient/better value school projects despite the challenges within the building industry. Delivery has been achieved by forward planning, using existing contractor framework arrangements with common design principles and management of supply chain pressures, with minimal impact on quality or scope. Given the scale of the County Council's Capital Programmes (including Children's Services), early and good design judgements, together with innovation in modern methods of construction and robust cost controls, continue to be imperative.
107. The County Council continues to lead the national study to benchmark the cost of schools across the country. This study is endorsed by the DfE and provides invaluable information on the 'true' cost of providing school places. This evidence is being used to benchmark value for money for Hampshire schools and to inform negotiations with Government, local planning authorities and developers to provide sufficient funding for the provision of additional pupil places across Hampshire.

Emerging construction inflation and resource capacity issues

108. Given the scale of the County Council's Capital Programmes (including Children's Services), early planning and good design judgements, together with innovation in modern methods of construction and robust cost controls, continue to be imperative.
109. Following the recent tender price increases, current reports are forecasting that prices will continue to ease to 2.1% in the year (3Q23–3Q24). This is down from a 4.0% increase in the previous year (3Q22-3Q23) and from a 9.4% increase in 2022 (3Q21-3Q22). The main driver for the increase in tender prices is site labour rates which continue to rise faster than wage awards. The long-term forecast is showing a 18% increase to tender prices in the five years to 2028.
110. Material cost inflation has calmed since the peak of a 23.5% increase, which was observed in 2022. This is helped by the increase in availability of the majority of construction materials, however, there still appears to be a premium in pricing and high demand for mechanical (including plumbing), electrical and demolition works.
111. Market conditions will continue to be closely monitored and use of local knowledge and regional construction frameworks together with the early engagement of contractors will be vital in securing value for money, and capacity from the industry for the successful delivery of projects within this programme.

Revenue Implications

112. Elements of the proposed capital programme will have a positive impact on the revenue budget. For example, the proposed funding to support housing adaptations for foster carers and equipment and adaptations for disabled children and young people to support their independence at home will avoid more expensive specialist placements for these clients. The additional mainstream and special school places will in some cases reduce the home to school journey and thus reduce the cost of school transport in these cases.

113. Expansion to the school estate will result in on-going running costs and these will be covered by the Dedicated Schools Grant. In line with proper accounting practice, the asset value resulting from capital expenditure is depreciated over the expected life of the asset with a corresponding charge to the income and expenditure account. However, this accounting adjustment does not directly impact the cash limited budget of services. The capital charge implications of the proposed capital programme are shown in Table 9.

Table 9 – Revenue implications of the three-year capital programme

Schemes within the guidelines	Full Year Cost			Total £m
	2024/25 £m	2025/25 £m	2026/27 £m	
Capital Charges	741	571	270	1,582

Amendments to the 2023/24 programme

Riverside School Satellite Unit at Mill Hill Primary School, Waterlooville

114. Subject to the approval of a Public Notice, a new satellite provision is proposed for Riverside School at Mill Hill Primary School in Waterlooville. This will provide for up to an additional 16 places for primary pupils with severe learning difficulties. It is proposed to add two additional classrooms on the existing site along with an external play area.

115. Therefore, subject to the approval of the Public Notice, it is recommended that resources of £0.41m are allocated from the 2023/24 capital programme.

Winton Academy, Andover

116. This project was reported to ELMCS on 11 July 2023 at an estimated cost of £5.6m. The scheme provides a permanent expansion on the existing school site and is due to start during 2023 and complete in 2024. A high tender return due to increased prices has resulted in additional funding being required.

117. Therefore, it is recommended that resources of £0.3m are allocated from the 2023/24 capital programme.

Resources for the 2023/24 programme

118. The revised capital programme for 2023/24 reflecting the adjustments made during the year is shown at Appendix 2. This lists all the schemes in the current programme at the latest cost, which, where appropriate, takes account of the latest design specifications and inflation together with a reconciliation of resources.

119. A number of decisions have been taken under delegated officer powers since the last meeting in July 2023. These are all under the officer delegated amount of £0.5m and have been funded from the block vote allocations reported on 11 July 2023 when the current programme was approved.

120. Details of decisions taken since the last report in July 2023 are recorded for information in Appendix 5.

Resources and Projects proposed to be carried forward to 2024/25 and 2026/27

121. It is not possible to start the schemes listed in Table 10 during 2023/24. In many cases this is due to the need to obtain the necessary statutory approvals and sometimes as a result of changes in the scope, brief or programming of projects. Therefore, it is proposed to carry forward resources of £2.1m from 2023/24.

Table 10 – Resources and projects to be carried forward from 2023/24 to 2024/25 and 2026/27

Project/Resource	Cost of Resources carried forward from 2023/24	Cost of Resources carried forward to 2024/25	Cost of Resources carried forward to 2026/27
	£m	£m	£m
Early Years/Childcare Sufficiency	1.600	1.600	
Social Care Projects	0.500		0.500
Total carry forward	2.100	1.600	0.500

122. Therefore, it is proposed to carry forward resources of £2.1m within the 3-year capital programme as shown in Table 10.

Schools Programme – Potential Capital Projects 2024 - 2027

123. Table 11 lists the potential school expansions and new school projects through to 2026/27, although this table is not exhaustive. A large proportion of these schemes are planned to be funded by developers' contributions. Developer contributions are dependent upon housing completions which will continue to influence the timing and need for additional school places. The identified project costs are initial allocations only and are not project

allocations. There remains a target to reduce the costs of all schemes where possible, albeit this is a challenge in the current economic climate.

124. Recognising the need to progress these schemes, it is recommended that the necessary public consultations are undertaken and that the Director of Universal Services undertake costed feasibility studies for each of the projects listed in Table 11. More detailed cost appraisals will be brought to future Decision Days. The figures quoted in this table are indicative and not project allocations.

Table 11 – Proposed Capital Projects 2024 – 2027 with indicative costs

Projects Starting in 2024/25	Planned Works (Additional places)	Estimated Cost £'000	Expected Date Places Available
Aldershot Urban Extension 2 nd Primary School, Aldershot	2fe New School	12,500	Sept 2025
West of Waterlooville 2nd Primary School, Winchester	1.5fe New School	11,400	Sept 2025
Hounsme Fields Primary School, Basingstoke	2fe New School	14,550	Sept 2025
Samuel Cody School, Farnborough	18 MLD Primary Places	800	Sept 2025
Shepherds Down School, Winchester	16 SLD Primary Places	800	Sept 2025
SEND 8-16 School, Eastleigh	New SEMH School	17,900	Sept 2026
SEND 4-19 School, Whiteley, Winchester	New SLD School	21,600	Sept 2026
Alderwood School (Senior Campus), Aldershot	2fe expansion	13,500	Sept 2025
Oakmoor Secondary School, Bordon	2fe expansion	9,250	Sept 2025
Projects Starting in 2025/26	Planned Works (Additional places)	Estimated Cost £'000	Expected Date Places Available
Hartland Village Primary School, Hart	2fe New School	12,200	Sept 2026
Whiteley Secondary School, Winchester	6fe New School	42,700	Sept 2027
Projects Starting in 2026/27	Planned Works (Additional places)	Estimated Cost £'000	Expected Date Places Available
Manydown Primary School, Basingstoke	2fe New School	12,900	Sept 2027
Welborne Primary School, Fareham	2fe New School	12,900	Sept 2027

Modular Classrooms

125. The use of high-quality modular buildings can be a solution for some accommodation pressures. Such buildings are relatively quick to install and provide a good quality learning environment, meeting the most recent building regulations. For some schools, modular classrooms may be the only expansion solution, whilst others may find a mixture of both permanent and modular accommodation.

126. Details of the location of planned modular buildings required for September 2024 are listed for information in Appendix 3. In some cases, the units will be rented due to the shorter-term requirement, whilst others will be purchased recognising a longer-term pressure in those locations. In both cases, the movement of existing owned modular buildings will also be considered. The sites currently listed in Appendix 3 may need to be updated following pupil data received later in the academic year. The actual needs of sites will be determined following receipt of updated information on pupil places required for the September 2024 intakes. It is recommended that approval be given to the Director of Children's Services to determine those sites that require modular buildings for the 2024/25 academic year.

127. The rental of new units and movement of existing owned modular buildings between sites to meet future pupil demand is expected to cost in the region of £1.1 million. The purchase of new units to meet longer term needs is expected to cost in the region of £2 million. It is recommended that approval be given to the Director of Children's Services to allocate £1.1m of identified Dedicated Schools Grant (DSG) revenue funding to support the short-term hire and relocation of existing modular buildings. It is also recommended that approval be given to the Director of Children's Services to allocate £2m of Basic Need Grant to those sites that have been determined as requiring the purchase of new modular buildings.

Action taken by the Director of Children's Services

128. Under delegated powers and following consultation with the Executive Lead Member for Children's Services, the actions set out in Appendix 5 have been taken and it is recommended that these approvals are noted.

Consultation and Equalities

129. *Where a consultation has been undertaken insert an analysis of the consultation responses and refer to further details of the consultation which should be included in a separate appendix.*

130. *If equality impacts have been identified in the Equality Statement in integral Appendix B highlight any particular issues, explain any proposed mitigation and consider any other relevant factors that have been taken into consideration in formulating the recommendation.*

Climate Change Impact Assessment

131. A Climate Change Impact Assessment is not applicable to this decision report as it relates to the overall capital programme and is therefore strategic in nature. The major individual projects contained within this report will be

subject to individual project appraisals which will cover climate change impact assessments requirements.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	Yes
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents	
<p>The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)</p>	
<u>Document</u>	<u>Location</u>
None	

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

Equality and diversity objectives will be considered on an individual project basis by conducting Equality Impact Assessments and are not considered at this stage or within this report.

This page is intentionally left blank

Children's Services

Capital Programme 2024/25

Ref	Project	Construction Works £'000	Fees £'000	Furniture Equipment Vehicles £'000	Total Cost £'000	Running Costs £'000	Capital Charges £'000	Site Position	Date Qtr	Duration Months	Remarks
2024/25 Schemes											
Children's Social Care											
1	Foster Carers	216	34	0	250	0	0	N/A	Various	Various	Improvements to foster carers' homes where necessary.
2	Adaptation Equipment	0	0	250	250	0	25	N/A	Various	Various	Access improvement equipment for homes.
3	Early Years/Childcare Sufficiency	3,802	627	0	4,429	0	89	N/A	Various	Various	New nursery provision
Primary School Improvements											
4	Sarisbury Junior, Fareham	172	28	0	200	0	4	Owned	2	3	School improvements.
5	Stoneham Park Primary, Eastleigh	386	64	0	450	0	0	Owned	2	3	School improvements.
New Primary School Provision											
6	Aldershot Urban Extension 2nd Primary School, Aldershot	10,730	1,770	0	12,500	0	0	Owned	2	12	New 2fe primary school to meet housing demand.
7	West of Waterlooville 2nd Primary School, Havant	9,785	1,615	0	11,400	0	0	Owned	2	12	New 1.5fe primary school to meet housing demand.
8	Hounsome Fields Primary School, Basingstoke	12,489	2,061	0	14,550	0	0	Owned	2	12	New 2fe primary school to meet housing demand.
Secondary School Improvements											
9	The Hurst School, Tadley	834	138	0	972	0	19	Owned	2	3	School improvements
Secondary School Expansions											
10	Alderwood School (Senior Campus), Aldershot	11,588	1,912	0	13,500	0	270	Owned	2	12	Expansion to 8fe
11	Oakmoor Secondary School, Bordon	7,940	1,310	0	9,250	0	0	Owned	2	12	Expansion to 8fe
Special School Improvements											
12	Hollywater School, Bordon	858	142	0	1,000	0	20	Owned	Various	Various	Refurbishment of special schools.
13	Samuel Cody School, Farnborough	172	28	0	200	0	4	Owned	2	3	School improvements.
14	Shepherds Down School, Winchester	687	113	0	800	0	16	Owned	2	3	School improvements.
15	Shepherds Down School, Winchester	741	59	0	800	0	27	Owned	2	3	New modular provision.
New Special School Provision											
16	New SEMH School, Eastleigh	15,365	2,535	0	17,900	0	0	Owned	2	15	New 90-125 place SEMH/ASD school.
17	New SLD School, Whiteley	18,541	3,059	0	21,600	0	0	Owned	2	15	New 90-125 place complex needs school.
School Suitability Programme											
18	Purchase of modular classrooms	1,717	283	0	2,000	0	40	Owned	Various	Various	Various projects to meet identified needs.
19	Purchase of modular classrooms	1,852	148	0	2,000	0	67	Owned	Various	Various	Various projects to be identified.
20	Health and Safety	343	57	0	400	0	8	Owned	Various	Various	Improvements to address health and safety issues.
21	Schools Devolved Capital	3,338	0	0	3,338	0	67	N/A	Various	Various	Allocations to schools through devolved formula capital.
22	Access Improvements in Schools #	429	71	0	500	0	10	N/A	Various	Various	Improvements to school's buildings to improve accessibility.
23	Furniture and Equipment #	0	0	250	250	0	25	N/A	Various	Various	Provision of furniture and equipment for capital schemes.
24	Contingency	2,161	356	0	2,517	0	50	N/A	Various	Various	

Total 104,146 16,410 500 121,056 0 741

controlled on an accrued expenditure basis

This page is intentionally left blank

Ref	Project	Construction Works £'000	Fees £'000	Furniture Equipment Vehicles £'000	Total cost £'000	Running Costs £'000	Capital Charges £'000	Site position	Date Qtr	Duration Months	Remarks
2025/26 Schemes											
Children's Social Care											
1	Foster Carers	215	35	0	250	0	0	N/A	Various	Various	Improvements to foster carers' homes where necessary.
2	Adaptation Equipment	0	0	250	250	0	25	N/A	Various	Various	Access improvement equipment for homes.
New Primary School Provision											
3	Hartland Village Primary School, Fleet	10,472	1,728	0	12,200	0	0	Owned	2	12	New 2fe primary school to meet housing demand.
New Secondary School Provision											
4	Whiteley Secondary School, Winchester	36,652	6,048	0	42,700	0	0	Owned	2	24	New 6fe secondary school to meet housing demand
5	Special School Improvements	858	142	0	1,000	0	20	Owned	Various	Various	Rebuild and refurbishment of special schools.
	High Needs Provision Grant	8,584	1,416	0	10,000	0	200	Owned	Various	Various	Rebuild and refurbishment of special schools.
6	School Suitability Programme	1,717	283	0	2,000	0	40	Owned	Various	Various	Various improvements to meet identified needs.
7	Purchase of modular classrooms	1,852	148	0	2,000	0	67	Owned	Various	Various	Various projects to be identified.
8	Health and Safety	343	57	0	400	0	8	Owned	Various	Various	Improvements to address health and safety issues.
9	Schools Devolved Capital	3,338	0	0	3,338	0	67	N/A	Various	Various	Allocations to schools through devolved formula capital.
10	Access Improvements in Schools #	429	71	0	500	0	10	N/A	Various	Various	Improvements to school's buildings to improve accessibility.
11	Furniture and Equipment #	0	0	250	250	0	25	N/A	Various	Various	Provision of furniture and equipment for capital schemes.
12	Contingency	4,678	772	0	5,450	0	109	N/A	Various	Various	

Total	69,138	10,700	500	80,338	0	571
--------------	---------------	---------------	------------	---------------	----------	------------

controlled on an accrued expenditure basis

This page is intentionally left blank

Ref	Project	Construction Works £'000	Fees £'000	Furniture Equipment Vehicles £'000	Total cost £'000	Running Costs £'000	Capital Charges £'000	Site position	Date Qtr	Duration Months	Remarks
2026/27 Schemes											
Children's Social Care											
1	Foster Carers	215	35	0	250	0	0	N/A	Various	Various	Improvements to foster carers' homes where necessary.
2	Adaptation Equipment	0	0	250	250	0	25	N/A	Various	Various	Access improvement equipment for homes.
Primary School Improvements											
3	Boorley Park Primary School, Eastleigh	4,292	708	0	5,000	0	0	Owned	2	12	Expansion to 3fe
New Primary School Provision											
4	Manydown Primary School, Basingstoke	11,073	1,827	0	12,900	0	0	Owned	2	12	New 2fe primary school to meet housing demand.
5	Welborne Primary School, Fareham	11,073	1,827	0	12,900	0	0	Owned	2	12	New 2fe primary school to meet housing demand.
6	Special School Improvements	858	142	0	1,000	0	20	Owned	Various	Various	Rebuild and refurbishment of special schools.
7	Purchase of modular classrooms	1,852	148	0	2,000	0	67	N/A	Various	Various	Various projects to be identified.
8	Health and Safety	343	57	0	400	0	8	Owned	Various	Various	Improvements to address health and safety issues.
9	Schools Devolved Capital	3,338	0	0	3,338	0	67	N/A	Various	Various	Allocations to schools through devolved formula capital.
10	Access Improvements in Schools #	429	71	0	500	0	10	N/A	Various	Various	Improvements to school buildings to improve accessibility
11	Furniture and Equipment #	0	0	250	250	0	25	N/A	Various	Various	Provision of furniture and equipment for capital schemes.
12	Contingency	2,077	343	0	2,420	0	48	N/A	Various	Various	
Total		35,550	5,158	500	41,208	0	270				

controlled on an accrued expenditure basis

This page is intentionally left blank

Revised Children's Services Capital Programme 2023/24

Category	Project	Estimated Starts Value £'000
Primary School Projects	Bordon Infant & Junior, Bordon	5,200
	Castle Hill Primary, Basingstoke	245
	Denmead Junior, Havant	700
	Four Marks CE Primary, Alton	300
	Liphook Infant & Junior, East Hants	1,300
	Little Deer's Day Nursery, Burley	700
	Oakley Infant & Junior, Basingstoke	380
	Park View Primary, Basingstoke	800
	Poulner Infant, Ringwood	950
	Sharps Copse Primary, Havant	1,850
	Secondary School Projects	Bohunt Secondary School, Liphook
Romsey Secondary School, Romsey		583
Winton Secondary School, Andover		5,900
Special Schools & Resourced Provision	Guillemont Primary, Farnborough	1,100
	Special School Improvements	2,505
Special High Needs Grant	Special High Needs Grant	265
	Henry Tyndale School Satellite @ Former Park Children's Centre, Aldershot	2,250
	Morelands Primary, Havant	230
	Riverside School Satellite @ Mill Hill Primary, Waterlooville	410
	St Jude's RC Primary, Havant	270
SEND Grant	Post 16 Resourced Provisions	1,101
	SEND Grant Improvements	60
Other Improvement Projects	School Suitability Programme	2,555
Library Improvement Projects	Bridgemary Library, Gosport	185
	Petersfield Library, Petersfield	159
Block Votes	Access Improvements in Schools	807
	Furniture & Equipment	250
	Health & Safety	400
	Healthy Pupils Capital Fund	87
	Minor Works	522
	Modular Classroom Replacement	2,000
	Projects Funded by Developer Contributions	701
	Schools' Devolved Formula Capital (DFC)	3,338
Contingency	7,161	
Children's Social Care	Foster Carers	778

Category	Project	Estimated Starts Value £'000
	Adaptation Equipment	250
	Swanwick Lodge	787
	Total	47,322

Children's Services Capital Resources 2023/24

	£'000	£'000
Cash Limit reported 11 July 2023		51,313
Projects and Resources carried forward to 2024/25	-2,100	
South Downs National Park Authority Community Infrastructure Levy – Meonstoke Infant	18	
Church Crookham Infant – Replacement of Developer Contribution	-1,290	
Price Phillip Barracks (Mill Chase School) reduction of developer contribution	-19	
East of Will Hall Farm (Amery Hill Academy) developer contribution	17	
Bloswood Lane (Whitchurch CE Primary) developer contribution	50	
South Downs National Park Authority Community Infrastructure Levy – Petersfield Library	70	
Cash Limit transfer – Petersfield Library	89	
Shepherds Spring, Andover – Balance of capital receipt	100	
Funding Adjustments between 2022/23 and 2023/24 financial years	-926	
Total Resources		47,322

Social Care	Project	Funding Source	Year	£'000
Eastleigh Area	Loft conversion	Social Care	2023/24	15
Eastleigh Area	Ground floor extension	Social Care	2023/24	50
Gosport Area	Ground floor extension	Social Care	2023/24	40
Gosport Area	Ground floor extension	Social Care	2023/24	55
Gosport Area	Loft conversion	Social Care	2023/24	15
Havant Area	Ground floor adaptations	Social Care	2023/24	36
Rushmoor Area	Ground floor adaptations	Social Care	2023/24	10
Test Valley Area	Ground floor extension	Social Care	2023/24	37
Winchester Area	Bedroom conversion	Social Care	2023/24	15
Winchester Area	Ground floor extension	Social Care	2023/24	65
	Total			338

New Modular Classrooms 2024/25

School	NCA October 2023	Actual NOR October 2023	Forecast NOR January 2027	Cost £'000	Requirement
Cams Hill School, Fareham	-	-	-	500	HCC Owned – Installation of owned double unit to provide new Resourced Provision accommodation.
Nightingale Primary, Eastleigh	-	-	-	100	HCC Owned – Removal of owned double unit and reinstatement of grounds.
Otterbourne CE Primary School, Winchester	-	-	-	100	HCC Owned – Removal of owned double unit and reinstatement of grounds.
Perins School, Alresford	-	-	-	500	Purchase of new double unit to provide new Resourced Provision accommodation.
Tadley Primary, Basingstoke	-	-	-	100	HCC Owned – Removal and Demolition of owned unit in poor condition and no longer required.
Talavera Infant, Aldershot	270	271	339	400	Purchase of new double unit to provide additional accommodation.
Total				1,700	

This page is intentionally left blank

Access Improvements in Schools – proposed works for 2024/25

Resources	£000's
Allocation 2024/25	500
Balance c/fwd 2023/24	0
Total	500

School	Project	Cost £'000
Brookfield Secondary, Fareham	Hygiene room improvements	20
Greatham Primary, Liss	External door thresholds and internal doors	30
Hook Junior, Hook	External door thresholds and hygiene room improvements	20
Warren Park Primary, Havant	Reception Year Changing area improvements	40
Various small works	Replacement toilets, taps, handrails and small packages of works	35
Total		145

Note: Schemes controlled on an expenditure basis

This page is intentionally left blank

Actions by Director of Children's Services

School	Project	Funding Source	Year	Cost £'000
Amery Hill Secondary, Alton	Accessible library	Developer Contribution	2023/24	17
Applemore College, Dibden Purlieu	Science laboratory refurbishment	SEN	2023/24	200
Bushy Leaze Nursery, Alton	Additional toilets and changing bed	Minor Works	2023/24	40
Guillemont Junior, Farnborough	New sensory room	Healthy Pupils Capital Fund	2023/24	25
Harewood Primary Behaviour Service, Basingstoke	Internal improvements	Minor Works	2023/24	30
Limington House School, Basingstoke	External improvements	SEN	2023/24	70
Liss Infant, Liss	Resourced provision improvements	SEN	2023/24	40
Meonstoke CE infant, Droxford	External improvements	CIL	2023/24	18
Micheldever CE Primary	New external fence following land acquisition	Capital Receipt	2023/24	18
Mill Hill Primary, Waterlooville	New perimeter fencing	Health & Safety	2023/24	
Oak Lodge School, Dibden Purlieu	Toilet refurbishment	SEN	2023/24	106
Ropley CE Primary, Alresford	Toilet refurbishment	Minor Works	2023/24	11
Stoke Park Junior, Eastleigh	Medical room improvements	AIS	2023/24	17
Various Schools	Transport projects	Healthy Pupils Capital Fund	2023/24	60
Whitchurch CE Primary, Basingstoke	Site improvements	Developer contribution	2023/24	50
Wickham CE Primary, Fareham	Internal alterations	Minor Works	2023/24	12
Total				714

This page is intentionally left blank

Hampshire School Places Plan 2024 - 2028

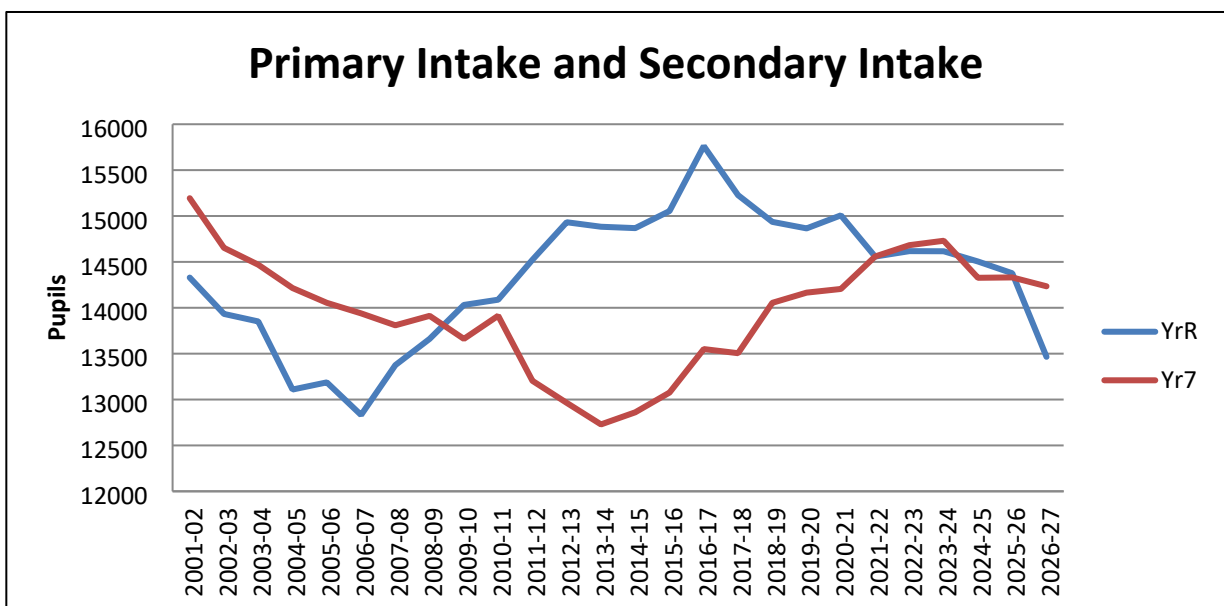
Executive Summary

1. Hampshire is proud of the quality of education provided by its diverse and high-performing system of schools, colleges and early years' settings. The county hosts popular and highly successful infant, junior, primary, 11-16 and 11-18 schools as well as 4-16 schools and has the largest post-16 college sector in the country. The County Council is committed to ensuring that families in Hampshire have access to a good local school which offers a rich and varied learning experience, has the highest expectations for their children's success and where parents can be confident that their children will be safe. All children have the right to an enjoyable, inclusive and expansive education and it is the role of the local authority to intervene on behalf of children, especially the most vulnerable, when this is not the case.
2. Hampshire County Council has a statutory duty to ensure a sufficiency of school places for Hampshire children, this includes:
 - Ensuring sufficient childcare options are available to meet the Early Years funded entitlement as far as reasonably practicable.⁷
 - Ensuring sufficient maintained school provision is available to meet the needs of all Hampshire children aged up to 16.
 - Ensuring sufficient post-16 provision is available for all Hampshire children.
 - Giving priority at all ages to meeting the needs of children with special educational needs and disabilities (SEND) up to the age of 19 (in some cases 25).
 - Supporting all maintained nurseries, schools, and post-16 providers to function as high-quality, viable and financially efficient services and, to ensure fair access to educational opportunity and promote diversity and parental choice.
3. Hampshire delivers a high standard of education through its diverse and high-performing system of schools, colleges, and early years settings. The early years provision is delivered through a wide market range of private, voluntary, independent, and maintained school settings.
4. The size and diversity of Hampshire creates a range of challenges in meeting the demand for additional school places. The main principle of current and future provision is that the County Council will look to provide local schools for local children. The Hampshire School Places Plan provides the basis for school capacity planning across the County.
5. The planning and provision of additional school places is an increasingly complex task with regard to growing populations, inward migration, and new housing developments. Individual schools, subject to status, now have greater autonomy regarding admission numbers and decisions surrounding school expansions, adding further complexity to the role the County Council must undertake.
6. The following factors are considered when forecasting school places:
 - Numbers of children living in area.
 - Numbers of children attending local schools.
 - % participation rates for numbers joining each phase of schooling.

- Known housing developments and estimated pupil yield.
 - In-year migration to and from local schools, ‘pushback’ – children being ‘pushed back’ to their local schools as preferred schools fill from their own catchment demand.
7. It is the County Council’s role to plan, commission and organise school places, in conjunction with the Department for Education’s Regional Director at the Department for Education (DfE), in a way that promotes the raising of standards, manages supply and creates a diverse educational infrastructure.
 8. In a period of significant financial challenge, the County Council is committed to providing accommodation for school places, whether permanent or temporary, that is of high quality, fit for purpose, accessible, provides value for money and ensures flexibility to respond to changes in the curriculum. Future design solutions will also carefully consider the impact of climate change.

Hampshire’s School Population

9. Hampshire continues to experience pressures for places across certain areas of the county as previous high birth years work their way through the system, and new housing (over 43,000 new dwellings planned between 2022 and 2029) is built across the county. The new housing has been identified from existing local plan allocations and proposals emerging from District and Borough Council Local Plans currently or in consultation. The demand for new housing puts significant pressure on all services and public infrastructure – particularly schools.
10. A reduction in the birth rate nationally in recent years together with the slowing down of house building has led to falling school rolls in some parts of the county. This is reflected more significantly in some localised areas of Hampshire and some individual schools who will need to manage surplus places over the coming years. In September 2023 there were 15,806 year R places available, and only 14,348 offers made. There is approximately 10% surplus county wide, though certain pockets of the county have a significantly higher % surplus.



11. During the period 2013 to 2023 the County Council will have delivered 14,677 new school places with projects contained within the 2024/25 to 2026/27 programme totalling a further 5,312 places giving a total of 19,989 new school places by September 2027.

Housing and Major Development Areas

12. There are 13 local planning authorities in Hampshire, (including the New Forest and South Downs National Park Authorities.) Each determines their own housing strategy and targets as part of their Local Plan (LP). The Strategic Development Team meet regularly with each of the Local Planning Authorities to advise on the impact potential housing developments could have on the local education offer and influence the best way to mitigate the impact on education provision.
13. Each LP contains a Core Strategy which sets out the planning authority's policies and general location for new housing, each of these plans are at various stages of development. The number and rate of build of new dwellings on sites, and indeed the location of the sites themselves, are often subject to change which can create a challenge to the task of school place planning.

Developer Contributions

14. In line with central government guidance on developers' contributions the Strategic Development Team negotiates financial contributions from developers with the aim that they fully mitigate the impact of their development on public infrastructure. Developers' contributions are a vital source of resources to the Children's Services capital programme. £178m in developer contributions have been collected since 2013 with an additional £230m secured in signed Section 106 agreements towards new school places in Hampshire over the next 10-20 years. Such funds only cover costs incurred and their availability depends on the volume and rate of house building.
15. An extensive educational building programme over recent years has enabled a robust and comprehensive cost analysis for building new and extending existing schools to be produced. These costs are in line with a national benchmarking exercise which has also been undertaken with the Department for Education (DfE) that identifies the true cost of building new school places across England. The benchmarking report which is led by Hampshire County Council and updated annually, shows that the full delivery cost of new primary phase school places exceeds the DfE Basic Need funding allocation. More data on completed schemes is required for secondary schools, but this is likely to show even more of a challenge as the financial gap widens.
16. The County Council expects financial contributions from developers to meet the cost of children's services facilities required as a direct result of any housing.
17. The Developers' Contributions Guidance and the Benchmarking reports can be found here:
<https://www.hants.gov.uk/educationandlearning/strategic-development>

Special Education Needs and Disability (SEND)

18. Hampshire's SEND provision is continually reviewed to assess the county wide need for SEND places against current specialist places available and to plan new provision where it is needed. Hampshire special schools have a good reputation for the quality of educational provision they offer to children, some of which have the most severe long term and complex educational needs. The educational offer to children with SEND also includes resourced provision within mainstream schools.
19. This School Places Plan only considers mainstream school places – the Hampshire SEND Sufficiency Strategy is due to be published in 2024 and addresses the long-term sufficiency of specialist SEND places.

Making Changes to Schools in Hampshire

20. Hampshire has a diverse range of schools, meaning that a varied and mixed approach to school organisation is needed. This mixed economy has been developed over many years and works well; change is only considered by the County Council when required. In planning the provision of school places, the County Council will also consider cross border movement of pupils between local authorities.
21. In planning for new mainstream provision in the primary and secondary sector the County Council will plan based on the following principles:
 - Published Admission Numbers (PAN), where possible, will be multiples of 30 or 15.
 - When developing new schools, the County Council will seek to provide all-through primary provision and not separate infant and junior provision. It is the view of the County Council that this model provides a beneficial educational continuity between Key Stages 1 and 2 by removing the need for transition at age seven.
 - For new schools, normally required to serve significant housing developments, the Council would seek to open the new provision with a minimum of 20 catchment area pupils which equates to approximately 400 occupations. Ideally the school would grow from year R, year on year, to reflect the build out rate of the development.
 - Particularly in rural areas, the County Council will give consideration to ensuring sustainable local models are maintained.
 - The County Council promotes a co-educational system in the primary and secondary sector and all future arrangements will follow this principle.
 - Where possible the County Council will seek to have PANs across the primary sector of not less than 30 or greater than 150 and no less than 150 in the secondary sector subject to individual circumstances.
 - Large admission intakes outside the normal admission points at reception and the start of Key Stage 2 will seek to be avoided.
 - When opportunity arises the County Council will discuss with governing bodies new forms of school governance. This could include 'hard' federation of two or more schools, amalgamation of infant and junior schools into a single primary school or, the formation of all-through schools (4 to 16).
 - Assumed within the current funding formula is a presumption to keep smaller schools open. The County Council will seek to keep smaller schools open only

where the quality of provision is high, pupil numbers support longer-term viability and the school offers value for money.

22. The County Council keeps under review all education provision for which it has a statutory responsibility. Numerous factors might lead the County Council to make proposals for changes in school provision. As well as the supply and demand of school places; other factors include:
- Action to address schools that are judged to be failing or at risk of failing.
 - Changes in the population and/or the continuing demand for places in an area.
 - Admission arrangements in its community and controlled schools that accord with the strategy for supplying school places and oversight of the wider admissions system.
 - The opportunity to bring local arrangements in-line with general Hampshire arrangements.
 - Findings by Ofsted on the quality of education being provided.
 - The prospects for the school of remaining or becoming viable in terms of admission factors.
 - Results and data in relation to public examinations or national tests and the level of value the school can be shown to be adding to the educational achievement of its pupils.
 - The popularity of the school within its local community and wider user group.
 - Ability to make a full educational offer within the financial budget available.
 - Clear indicators the provision has a full understanding of the challenges it faces and the ability and leadership to tackle these challenges.
23. The County Council works closely with schools, governing bodies, and academy trusts to manage supply and demand issues in both the short and longer term. In addition, the County Council undertakes statutory consultations on the principle of enlargement when additional school places are required in an existing school or when any other type of significant alteration to schools is required. The Strategic Development Team consults with, parents, governors, local Councillors, residents and other community representatives during this process.
24. Statutory guidance about making organisation changes to local-authority-maintained schools, including school closure are outlined on the Department for Education website and can be found at the following link:
<https://www.gov.uk/government/publications/school-organisation-maintained-schools>

Forecasting School Places – Methodology

25. The County Council collects data on the historical and current uptake of places in all schools that are maintained by the Local Authority. This data along with other linked information, primarily birth and housing data, is used to forecast school places across the County.
26. The methodology used is based upon a cohort survival model. The basic premise is that pupils will roll forward from one-year group to the next at the end of each academic year. If there are known housing developments within a school's catchment area, the expected pupil yield is added to the projections. This information is provided by the Economy, Transport & Environment Department and substantiated

by district councils. Expected changes due to pupil mobility and migration are also taken into account. For each year group, the number of pupils on roll in January is compared with the same cohort a year later. A weighted moving average of the observed changes over the last three years (3:2:1) is calculated and applied in the same way as the participation rate.

27. Intake into Reception Year – the number of four-year olds living in a school catchment area is determined as described above. This is compared with the number of pupils that are enrolled by the school and a participation rate is calculated. Again, a three-year weighted moving average is applied to calculate a participation rate for use in forecasting future YR enrolment at schools.
28. Intake to Year 3 and year 7 – pupils leaving Year 2 from a particular infant school are allocated as moving on to the linked junior school. A participation rate is calculated, and the three-year weighted average is used to forecast future intakes. Similarly, Year 6 numbers from groups of primary/junior schools are allocated for the linked secondary school. Again, the participation rate and forecast participation rate are calculated. The forecast year and intakes can then be determined.
29. Assumptions - The model assumes that the school population tends to be stable rather than influenced by a trend in the long term; by using this methodology we can mitigate against an exceptional trend. Weighting the average accounts for the assumption that recent events are far more likely to be replicated but using a moving average smooths out high fluctuations in year groups in a particular year. Data on housing developments are collected and the likely effects of housing developments on pupil numbers is applied to the school(s) in whose catchment area the planned development is proposed to take place. The number of pupils that a particular development is likely to yield is determined from information supplied by local planning authorities as to the number and phasing of housing units combined with the type and tenure of those dwellings.
30. Cross Border Movement – Hampshire is bordered by eight local authorities with responsibility for providing school places. The number of children who do not reside in Hampshire but who attend state-funded mainstream schools within the county in spring 2020 was around 7,100. While authorities have a responsibility to provide school places for their own populations, this does not extend to providing for those living in other authorities' areas. Again, in times when school populations are lower, movement across administrative boundaries is likely to grow, but correspondingly to decline when numbers rise. This means that many patterns built up in recent years are likely to change. The County Council maintains regular links with adjoining authorities to exchange data and review the implications of forecasts for the future supply of school places
31. Pushback (Secondary Yr7 Intake Only) - Additional calculations are included to take account of anticipated pupil movements between catchment areas, across planning areas and to and from schools outside of Hampshire. The forecasting model takes into account movements into and out of individual school's catchment areas. This information is then applied to the projected numbers and, taking account of school capacities, identifies those children who will no longer be able to attend a school outside of their own catchment area and then "pushes them back" to their catchment school. These children are then added back into the forecasts of their catchment

school. This is done on a distance basis in-line with Hampshire County Council Admissions Policy, so those travelling from furthest away will be "pushed back" first. The forecasts for secondary in this document include pushback.

Understanding the forecasts for school places in each area

32. For the purposes of school place planning the 11 districts and boroughs (excluding National Parks) are broken down into more localised education planning areas. The following pages identify current and forecast future aggregated pupil numbers and schools' capacities within each planning area and, indicate actions being taken and considered as necessary to ensure a sufficiency of school provision within these areas.
33. When looking at forecasts in each of the following sections it is important to understand that the figures presented are 'not' statements of fact. It should also be noted that whilst the Local Authority will seek to meet parental preference, our forecasts focus on the number of school places available within a school place planning area. It can be the case that some schools in an area are regularly oversubscribed in relation to parental preference. This could suggest a shortage of school places in the area. However, parental preferences only show where parents would like their children to attend school, not if there is a shortage of school places in an area.

Glossary of Terms:

34. Forecast - The reception year intake is estimated using Small Area Population Forecasts (SAPF) of 4-year-olds produced by HCC Research & Intelligence Group. Other year groups are based on the number of pupils on roll from the January School Census. The expected pupil yield from new housing is also produced by HCC Research & Intelligence Group.
35. Published Admission Number (PAN) - 'PAN' is the Published Admission Number. This is the number of school places that the admission authority must offer in each relevant age group in a school for which it is the admissions authority. Admission numbers are part of the school's admission arrangements.
36. Own Admissions Authority - For foundation and voluntary aided schools, the admissions authority is the governing body. For academies, the admissions authority is the Academy Trust.
37. Number on Roll - The number of pupils registered at a school is called the Number on Roll (NOR). Numbers will vary as pupils leave schools and other pupils join the school. Therefore, the number of pupils is counted at fixed times each year through a census near the start of each term.
38. Catchment Area - A school catchment area is the geographic area from which children may be afforded priority for admission to a particular school. A catchment area is part of the school's admissions arrangements and must therefore be consulted upon, determined and published in the same way as other admission arrangements.
39. Planning Area - Schools are grouped into Planning Areas - this is based upon historic pupil movements between the school catchments within a local area. These are reviewed annually.

BASINGSTOKE & DEANE

Basingstoke and Deane's Local Plan covers the period 2011-2029 and was adopted on 26 May 2016. Overall, a total of 15,300 new homes are expected during this plan period at an annual rate of 850 completions, with a significant proportion of new dwellings being developed on green field sites. The Borough Council agreed on 16 May 2019 to launch the preparation of an updated Local Plan to cover the period up to 2040. Under the proposal, the council's current target of 850 homes a year, which is based on a national formula set by central government, would be cut to under 700 new homes a year for five years from 2025 using a fresh 'stepped trajectory' approach. Consultation on the updated Local Plan is planned to start in January 2024 with publication in due course.

Basingstoke Primary Schools							
Primary Planning Area	Number of Infant/ Primary Schools	Year R: Total PANs Oct 2023	Year R: Number on Roll Oct 2023	Year R: % surplus Oct 2023	Year R: Proposed PANs Oct 2028	Year R: Forecast No. on Roll Oct 2028	Year R: Forecast % surplus Oct 2028
Basingstoke - Area A	5	240	238	0.8%	270	211	21.8%
Basingstoke - Area B	9	390	392	-0.5%	390	325	16.7%
Basingstoke - Area C	4 + 1 new school	180	178	1.1%	210	129	28.3%
Basingstoke - Area D	8	315	302	4.1%	315	285	9.5%
Basingstoke - Area E	8 + 1 new school	360	263	32.6%	390	299	23.4%
Basingstoke Rural North	2	77	99	-28.6%	77	96	-24.1%
Basingstoke Rural South	4	101	89	11.9%	101	126	-24.6%
Tadley	6	189	192	-1.6%	189	187	1.1%
Kingsclere /Burghclere	8	167	120	28.1%	162	113	30.1%
Whitchurch	5	172	165	4.1%	187	175	6.4%
Basingstoke Secondary Schools							
Secondary Planning Area	Number of Secondary Schools	Year 7: Total PANs Oct 2023	Year 7: Number on roll Oct 2023	Year 7: % surplus Oct 2023	Year 7: Proposed PANs Oct 2028	Year 7: Forecast No. on Roll Oct 2028	Year 7: Forecast % surplus Oct 2028
Basingstoke Town	7	1339	1456	-9%	1339	1425	-6%
Tadley	1	216	214	1%	216	185	14%
Whitchurch	1	190	201	-6%	190	184	3%
Kingsclere	1	145	121	17%	145	73	50%

Explanatory notes:

- Basingstoke Town has been split into 5 school planning areas to reflect the communities and pupil movement within the town.
- Some of the larger strategic housing sites impact on more than one school place planning area.
- Basingstoke Areas A, B, C, and E – the level of surplus primary school places will be kept under review.
- Basingstoke Area C – the expansion in PAN relates to the proposed new Manydown Primary School, initially planned to open at 1fe.
- Basingstoke Area E – the additional places relate to the proposed new Hounsome Fields Primary School initially planned to open at 1fe.
- Basingstoke Rural north – the rise in pupil numbers for 2023 relates to additional intake at Bramley Primary School due to a bulge class.
- Basingstoke Rural south and north show a significant shortfall of places. This is due to large housing sites being currently located in catchment areas for the schools in these planning areas. As these sites come forward, consultations will take place about changes to school catchment areas to reflect the need for any additional school places through new or expanded schools.
- Kingsclere/Burghclere - the Year R proposed PAN total for October 2028 include a PAN reduction at Kingsclere CE Primary School from 35 to 30 from 2024.
- For 2023 secondary admissions some schools in Basingstoke Town admitted additional pupils above their PAN to meet local demand. Pressure for places will be reviewed.
- Kingsclere Secondary – pupil numbers continue to be monitored at The Clere School.

Planned significant housing developments in area:

Area A:

- Razors Farm (425 dwellings granted and on site)
- Redlands (150 dwellings granted and on site)
- Swing Swang Lane (100 dwellings granted and on site)
- Upper Cufaude Farm (350 dwellings granted)
- East of Basingstoke (450 dwellings in the local plan)

Area B:

- North of Marnel Park (450 dwellings completed in 2021)
- Chapel Hill (618 dwellings completed in 2021)

Area C:

- Land north of Park Prewett (585 dwellings granted and on site)
- Spinney / Trumpet Junction (122 dwellings granted and on site)

Area D:

- Kennel Farm (310 dwellings granted and on site)

Area E:

- Hounsome Fields (750 dwellings granted and on site)
- Basingstoke Golf Course (1,000 dwellings granted and on site)

Basingstoke Rural North:

- Minchens Lane (192 granted and on site)

Basingstoke Rural South:

- Beech Tree Close (85 dwellings granted and on site)
- Land at Park Farm (48 dwellings granted and on site)
- Manydown (3520 dwellings resolution to grant)

Whitchurch:

- Caesers Way (33 dwellings granted and on site)
- Hurstbourne Station (44 dwellings granted and on site)
- Sapley Lane (55 dwelling granted and on site)
- Evingar Road (70 dwellings granted)

Planned New Schools and/or School Expansions:

- 2025 Area E – New primary school linked to Hounsme Fields development (2fe initially opening at 1FE)
- 2027: Area C – New primary school linked to Manydown development (2fe initially opening at 1FE)
- 2028 or later: Whitchurch – Whitchurch Primary School – (0.5fe expansion to 2½fe). Timing to be reviewed linked to availability of places locally.
- 2028 or later: Area A – Additional primary provision – Expansion of existing or new school (1fe). Timing to be reviewed linked to availability of places locally.
- Post 2030: Manydown - New secondary school initially proposed at 5fe

EAST HAMPSHIRE

East Hampshire's Local Plan is currently being updated. The emerging Local Plan will set the vision and framework for future development of the district (those parts that lie outside of the South Downs National Park only) for at least the next 15 years. This will include addressing local housing need, the economy, environmental considerations, community infrastructure as well as strategic infrastructure needs. The Revised Draft Local Plan will set out the preferred strategy for meeting the development needs of the district, identifying proposed site allocations and preferred policies. This is scheduled for January 2024. It is expected that the final Local Plan will be adopted in Autumn 2025.

There is a major development at Whitehill/Bordon for 4,000 new homes. The first part of the development is currently building out and will require the expansion of existing primary and secondary provision and one new primary school.

The need for additional primary places, possibly a new school, are being monitored for the development of the Land East of Horndean (Hazelton Farm).

East Hampshire Primary Schools							
Primary Planning Area	Number of Infant/ Primary Schools	Year R: Total PANs Oct 2023	Year R: Number on Roll Oct 2023	Year R: % surplus Oct 2023	Year R: Proposed PANs Oct 2028	Year R: Forecast No. on Roll Oct 2028	Year R: Forecast % surplus Oct 2028
Bordon	7	270	229	15.2%	300	219	27.0%
Liss / Liphook	5	180	145	19.4%	180	149	17.4%
Alton	14	389	309	20.6%	389	347	10.8%
Petersfield	9	236	207	12.3%	236	185	21.4%
Horndean/ Clanfield	6	240	206	14.2%	240	203	15.5%
East Hampshire Secondary Schools							
Secondary Planning Area	Number of Secondary Schools	Year 7: Total PANs Oct 2023	Year 7: Number on roll Oct 2023	Year 7: % surplus Oct 2023	Year 7: Proposed PANs Oct 2028	Year 7: Forecast No. on Roll Oct 2028	Year 7: Forecast % surplus Oct 2028
Alton North	2	400	392	2%	400	327	18%
Alton South	2	516	547	-6%	576	568	1%
Petersfield	1	260	277	-7%	260	250	4%
Horndean/ Clanfield	1	275	273	1%	275	245	11%

Explanatory notes:

- The areas of Four Marks and Ropley fall into the Alresford Planning area for education and are in the Winchester part of this Plan.
- Bordon PAN rise is due to the expansion of Bordon Infant and Junior by 1fe, and this is proposed to be built for September 2024.
- The levels of surplus secondary school places in Alton North is being monitored. Eggars School has reduced their PAN from 200 to 175.

- The change in the Alton South secondary PAN is due to the expansion of Oakmoor by 2fe in 2025.
- The surplus places shown in the table above are likely to result in some PAN reductions for some schools.

Planned significant housing developments in area:

Bordon/Liss/Liphook:

- Quebec Barracks, Bordon (90 dwellings granted and on site)
- Louisburg Barracks, Bordon (500 dwellings granted and on site)
- Prince Phillip Barracks (2400 dwellings granted and on site)
- Additional 850 dwellings as part of the Whitehill Bordon regeneration scheme
- Longmoor Road, Liphook (11 dwellings granted and on site)
- Lowsley Farm (155 dwellings granted and on site)
- Former Mill Chase Community School (147 dwellings granted and on site)

Alton:

- Treloar Hospital (530 dwellings granted and on site)
- Cadnam Farm (275 dwellings granted and on site)
- East of Will Hall Farm (200 dwellings granted and on site)
- Alton Sports & Social Club (85 dwellings completed)

Horndean/Clanfield:

- Down Farm (207 dwellings granted and on site)
- Hazelton Farm (800 dwellings granted and on site for extra care facilities)
- Former Brickworks, College Close (34 dwellings completed)
- Keyline Builders Merchants, Rowlands Castle (43 dwellings completed)

Planned New Schools and/or School Expansions:

- 2024: Bordon Infant & Junior Schools (1fe expansion to 3fe)
- 2025: Oakmoor Secondary School (2fe secondary expansion to 8fe)
- 2028 or later: Four Marks CE Primary School (0.5fe expansion to 2fe)
- 2029: Hazelton Farm - New primary school (1fe)
- 2029 or later: New primary school to serve Whitehill Bordon (3fe)

EASTLEIGH

The Eastleigh Borough Local Plan (2016-2036) was formally adopted in April 2022 with no change to housing numbers. It sets out the policies and plans to guide future development to 2036. A total of 14,580 dwellings are required to meet needs in Eastleigh Borough. The Local Plan also allocates urban redevelopments, small green field sites and small windfall sites. Eastleigh Borough Council is currently reviewing the Local Plan which will set out the policies and plans to guide future development in the Borough and update the policies as required in the adopted Local Plan.

Eastleigh Primary Schools							
Primary Planning Area	Number of Infant/ Primary Schools	Year R: Total PANs Oct 2023	Year R: Number on Roll Oct 2023	Year R: % surplus Oct 2023	Year R: Proposed PANs Oct 2028	Year R: Forecast No. on Roll Oct 2028	Year R: Forecast % surplus Oct 2028
Eastleigh Town	7	399	362	9.3%	399	291	27.0%
Chandler's Ford	11	420	340	19.0%	405	302	29%
Fair Oak	6	241	244	-1.2%	241	251	-4.0%
Hedge End / West End	9 + 1 new school	525	479	8.8%	585	506	13.5%
Hamble	5	225	218	3.1%	225	187	16.7%
Eastleigh Secondary Schools							
Secondary Planning Area	Number of Secondary Schools	Year 7: Total PANs Oct 2023	Year 7: Number on roll Oct 2023	Year 7: % surplus Oct 2023	Year 7: Proposed PANs Oct 2028	Year 7: Forecast No. on Roll Oct 2028	Year 7: Forecast % surplus Oct 2028
Eastleigh Town	1	270	296	-10%	300	259	4%
Chandlers Ford	2	500	461	8%	500	449	10%
Southern Parishes	3	840	816	2.9%	840	805	4%
Hamble	1	240	240	0%	240	233	3%

Explanatory notes:

- The surplus primary places forecast in Eastleigh Town is currently under review.
- The surplus places in Chandlers Ford will be subject to further review. 15 places have been removed from St Francis Primary School.
- The Land west of Horton Heath Off Bubb Lane, Burnetts Lane, Allington Lane and Fir Tree Lane is known as One Horton Heath. The development contains a site for a new 2/3fe primary school which is due to open in Sept 2027. A future catchment area consultation will be required. The children forecast from the development are currently shown in the Fair Oak and Hedge End planning areas.

Planned significant housing developments in area:

Eastleigh Town:

- North Stoneham Park (1183 dwellings granted and on site)
- Toynbee Road (105 dwellings granted)
- Land West of Allbrook Way (52 dwellings resolution to permit)
- East Allbrook Way (approx. 95 dwellings allocated in LP)

Fair Oak / Bishopstoke/Horton Heath:

- St Swithun Lane Wells (107 dwellings completed)
- Hammerley Farm Phase 1 (67 dwellings completed)
- Pembers Hill Farm (242 dwellings granted and on site)
- Land west of Horton Heath Off Bubb Lane, Burnetts Lane, Allington Lane and Fir Tree Lane – known locally as One Horton Heath (2500 dwellings pending approval) , first phase 381 dwellings granted and on site
- Hammerley Farm Phase 2 (38 dwellings completed)
- Land North of Mortimers Lane (111 dwellings completed)
- Fair Oak Lodge (50 dwellings completed)
- Land East of Knowle Lane (34 dwellings granted and on site)
- CWM Land Mortimers/Knowle (27 dwellings granted)
- Tree Tops, Allington Lane (35 dwellings granted)
- West Durley Road, Fair Oak (approx. 73 dwellings allocated in Local Plan)

Hedge End / West End:

- Boorley Green (1400 dwellings granted and on site)
- Botley Road – (100 dwellings granted and on site - resolution to permit an additional 30 dwellings – now permitted and on site)
- Boorley Gardens (680 dwellings granted and on site)
- Crows Nest Lane (44 dwellings granted and on site)
- Maddoxford Lane (72 dwellings granted)
- Waylands Place / Peewit Hill (106 dwellings granted)
- Woodhouse Lane (605 dwellings granted)
- Winchester Street (375 dwellings granted)
- East Kings Copse Avenue (approx. 70 dwellings allocated in Local Plan)

Hamble / Bursledon/Netley:

- Land west of Hamble Lane / Jurd Way (150 dwellings completed)
- Berry Farm (166 dwellings completed)
- Land south of Bursledon Road (200 dwellings completed)
- Cranbury Gardens (45 dwellings completed)
- Abbey Fruit Farm (93 dwellings granted and on site)
- Grange Road, land north of (89 dwellings granted and on site)
- Serenity, Heath House Lane (122 dwellings granted and on site)
- Providence Hill (92 dwellings granted)

Chandlers Ford:

- Common Road (30 dwellings allocated in LP)
- Central Precinct (approx. 85 dwellings allocated in LP)

Planned New Schools and/or School Expansions:

- 2027: New primary school linked to One Horton Heath development (2/3fe)
- 2027: Boorley Park Primary School (1fe expansion to 3fe)
- 2028 or later: Botley Primary School (0.5fe expansion to 2fe)
- 2028 or later: Deer Park Secondary School (2fe expansion to 9fe)

FAREHAM

Fareham Borough Council Local Plan to 2037 was adopted on 5th April 2023. This highlights the need for 9,556 new dwellings within the plan period.

The Welborne development for up to 6000 new homes received resolution to grant planning permission. A housing development of this size will require 3 new primary schools and a new secondary school. Work started on site mid-2023.

Fareham Primary Schools							
Primary Planning Area	Number of Infant/ Primary Schools	Year R: Total PANs Oct 2023	Year R: Number on Roll Oct 2023	Year R: % surplus Oct 2023	Year R: Proposed PANs Oct 2028	Year R: Forecast No. on Roll Oct 2028	Year R: Forecast % surplus Oct 2028
Crofton	4 + 1 new school	120	111	7.5%	150	134	10.7%
Fareham Central / East	11 + 1 new school	420	356	15.2%	450	357	20.6%
Fareham West / North	9	420	399	5.0%	420	402	4.3%
Portchester	5	210	173	17.6%	210	209	0.5%
Fareham Secondary Schools							
Secondary Planning Area	Number of Secondary Schools	Year 7: Total PANs Oct 2023	Year 7: Number on roll Oct 2023	Year 7: % surplus Oct 2023	Year 7: Proposed PANs Oct 2028	Year 7: Forecast No. on Roll Oct 2028	Year 7: Forecast % surplus Oct 2028
Fareham Central / East	4	804	806	0%	804	739	8%
Fareham West / North / Whiteley	2 + 1 new school	540	572	-6%	720	530	26%

Explanatory notes:

- Fareham Central/East - the expansion in PAN relates to proposed new Welborne Primary School, 2fe initially opening at 1fe. The level of surplus places will be reviewed.
- Fareham West/North - the reduction in PAN relates to the drop of Locks Heath Infant School PAN from 120 to 90 from 2023. A catchment area change relating to North Whiteley, implemented from 2023, will reduce the demand for places in this planning area.
- The Portchester schools attract applications from out of county, Portsmouth.
- Fareham Secondary West/North/Whiteley – forecast numbers will be monitored alongside new housing. The 2028 PAN increase reflects the new 6fe secondary school in Whiteley, which is due to opening in September 2027. Whiteley primary schools are included in the Winchester district forecasts and, once open, the new secondary school will also be included in Winchester. It remains in the Fareham secondary figures until then, as Henry Cort is the current catchment school.

- Brookfield and Henry Cort Secondary Schools in Fareham West/North/Whiteley admitted above their PAN's to accommodate local pupil demand.

Planned significant housing developments in area:

Fareham West:

- Fareham: Welborne (6000 dwellings granted and on site)
- East of Brook Lane (TW) (85 dwellings granted and on site)
- East of Brook Lane (BH) (140 dwellings granted and on site)
- Brook Lane/Lockwood Road (157 dwellings granted)
- Heath Road (70 dwellings granted)

Fareham Central/East:

- Funtley Road South (125 dwellings granted)

Portchester:

- Seafield Road (48 dwellings granted and on site)
- Downend Road (350 dwellings granted)

Crofton:

- South of Longfield Avenue (1,200 dwellings application pending)
- Land at Newgate Lane (99 dwellings granted)
- Newgate Lane East (375 dwellings – appeal dismissed)

Planned New Schools and/or School Expansions:

- 2027: New primary school linked to Welborne development (2fe) initially opening as 1fe
- 2028 or later: New primary school linked to Longfield Avenue development (1.5fe) opening at 1fe
- 2030 or later: Proposed new secondary school to serve the Welborne development (7fe)

GOSPORT

Gosport Borough Council's Local Plan covers the period 2011 to 2029 and was adopted in October 2015 and makes provision for an additional 3,060 dwellings in the plan period. The Borough Council consulted on an updated Local Plan covering the period to 2038 with comments submitted by 3 December 2021. It is expected that formal consultation will take place in mid-2024.

Gosport Primary Schools							
Primary Planning Area	Number of Infant/ Primary Schools	Year R: Total PANs Oct 2023	Year R: Number on Roll Oct 2023	Year R: % surplus Oct 2023	Year R: Proposed PANs Oct 2028	Year R: Forecast No. on Roll Oct 2028	Year R: Forecast % surplus Oct 2028
Gosport South East	8	290	245	15.5%	290	293	-1.1%
Gosport South West	4	150	146	2.7%	150	134	10.6%
Gosport Central	11	360	320	11.1%	360	273	24.0%
Gosport North	3	90	60	33.3%	90	59	34.4%
Gosport Secondary Schools							
Secondary Planning Area	Number of Secondary Schools	Year 7: Total PANs Oct 2023	Year 7: Number on roll Oct 2023	Year 7: % surplus Oct 2023	Year 7: Proposed PANs Oct 2028	Year 7: Forecast No. on Roll Oct 2028	Year 7: Forecast % surplus Oct 2028
Gosport	3	890	772	13%	890	720	19%

Explanatory notes:

- Gosport Central – the number of places has reduced to 360 due to a reduction in PAN at Peel Common Infant School and Nursery Unit. A consultation is taking place on the amalgamation of Peel Common Infant School and Nursery Unit and Peel Common Junior School to form a 1fe primary school with effect from 1st January 2025 subject to approval.
- Gosport North - Due to the level of surplus places forecast, discussions will take with schools on how this can be managed going forward.
- Gosport South-East – pupil numbers will be monitored.
- Gosport Secondary – the level of surplus places will be monitored.

Planned significant housing developments in area:

- Royal Hospital Haslar (316 dwellings granted and on site)
- Daedalus – planning application made for up to 346 dwellings

Planned New Schools and/or School Expansions:

- None

HART

The Hart Local Plan (Strategy and Sites) 2032 was adopted on 30 April 2020. On average 574 new homes have been built in Hart each year since 2014, with a further 2,345 new homes expected to complete by 2032. The larger sites are listed below, of which Hartland Village is the largest and will be a new community for 1,500 homes with a village centre and new 2fe primary school. The Local Plan will be reviewed by April 2025 to see if it needs updating.

Hart Primary Schools							
Primary Planning Area	Number of Infant/ Primary Schools	Year R: Total PANs Oct 2023	Year R: Number on Roll Oct 2023	Year R: % surplus Oct 2023	Year R: Proposed PANs Oct 2028	Year R: Forecast No. on Roll Oct 2028	Year R: Forecast % surplus Oct 2028
Fleet / Crookham	12 + 1 new school	560	532	5.0%	620	491	21%
Yateley / Frogmore	8	270	253	6.3%	270	212	22%
Hook / Odiham	8	280	262	6.4%	280	255	9%
Hart Secondary Schools							
Secondary Planning Area	Number of Secondary Schools	Year 7: Total PANs Oct 2023	Year 7: Number on roll Oct 2023	Year 7: % surplus Oct 2023	Year 7: Proposed PANs Oct 2028	Year 7: Forecast No. on Roll Oct 2028	Year 7: Forecast % surplus Oct 2028
Fleet	2	573	563	2%	573	532	7%
Odiham	1	270	261	3%	270	246	9%
Yateley	2	385	380	1%	385	319	17%

Explanatory notes:

- The surplus in primary places in Fleet will be subject to further review.
- The surplus places at primary forecast in Yateley/Frogmore are currently under review.
- Contained within the Fleet/Crookham primary school area is a new 2fe primary school planned to open in 2026 and serve the Hartland Village development (up to 1500 dwellings) which is now underway.

Planned significant housing developments in area:

Fleet/ Church Crookham:

- Albany Park, Watery Lane (300 homes permitted with 4 homes completed at April 2023)
- Netherhouse Copse (528 homes permitted with 156 homes completed at April 2023)
- Hartland Park (up to 1500 homes permitted with 176 homes completed at April 2023).

Blackwater:

- Hawley Park Farm (158 homes permitted with 88 homes completed at April 2023).

Hook:

- North East of Hook, London Road (550 dwellings permitted with 541 homes completed at April 2023).

Odiham:

- Crownfields (30 homes permitted and on site)
- Land at Dunleys Hill (site for approximately 30 homes allocated in the Odiham and North Warnborough Neighbourhood Plan, not yet granted planning permission)
- Land at Hook Road (site for approximately 15 homes allocated in the Odiham and North Warnborough Neighbourhood Plan not yet granted planning permission)
- Land at Albion Yard (site for approximately 12 homes allocated in the Odiham and North Warnborough Neighbourhood Plan not yet granted planning permission).

Planned New Schools and/or School Expansions:

- 2026: New primary school linked to Hartland Park development (2fe)

HAVANT

Havant Borough Council's Local Plan is currently in draft. It is anticipated that around 10,200 homes will be built by 2036. Of this number, 1,327 are planned within new urban sites and up to 2,100 are currently being planned to be delivered at one strategic site.

Havant Primary Schools							
Primary Planning Area	Number of Infant/ Primary Schools	Year R: Total PANs Oct 2023	Year R: Number on Roll Oct 2023	Year R: % surplus Oct 2023	Year R: Proposed PANs Oct 2028	Year R: Forecast No. on Roll Oct 2028	Year R: Forecast % surplus Oct 2028
Waterlooville	8	330	310	6.1%	330	264	20.1%
Cowplain	10 +1 new school	390	364	10.1%	420	341	18.8%
Havant	13	525	435	17.1%	525	417	20.5%
Hayling Island	4	150	96	36.0%	150	132	12.1%
Emsworth	2	90	86	4.4%	90	80	11.1%
Havant Secondary Schools							
Secondary Planning Area	Number of Secondary Schools	Year 7: Total PANs Oct 2023	Year 7: Number on roll Oct 2023	Year 7: % surplus Oct 2023	Year 7: Proposed PANs Oct 2028	Year 7: Forecast No. on Roll Oct 2028	Year 7: Forecast % surplus Oct 2028
Waterlooville / Cowplain	4	781	822	-5%	781	742	5%
Havant	3	510	483	5%	510	457	10%
Hayling Island	1	150	107	29%	150	141	6%

Explanatory notes:

- Cowplain – the increase in PAN for the area is the new 1.5fe primary school on the Berewood estate.
- Berewood Primary School falls into the Havant Planning area for education but sits in Winchester City Council boundary.
- Emsworth Schools recruit from Havant Town so can accommodate the need for Emsworth places within the existing accommodation.
- When the proposed new housing on Hayling Island is built the surplus places shown at the secondary school will reduce.

Planned significant housing developments in area:

Waterlooville:

- East of College Road (500 dwellings granted and on site)

Cowplain:

- West of Waterlooville / Berewood (3,200 dwellings granted and on site)

Havant:

- Kingsclere Avenue (25 dwellings granted and on site)
- Blendworth Crescent (48 dwellings granted and on site)
- Land south of Bartons Road (175 dwellings granted and on site)
- Forty Acres (320 dwellings granted and on site)
- Campdown (628 dwellings pending)
- South Downs College car park (102 dwellings pending)
- Fort Purbrook (currently in the local plan)
- Golf Course (currently in the local plan)
- Strategic Development Area between Denvilles and Emsworth (at least 2,100 dwellings)

Hayling:

- Station Road (76 dwellings granted)
- Sinah Road (195 dwellings granted)
- Rook Farm (300 dwellings pending)

Emsworth:

- Horndean Road (125 dwelling completed)
- Havant Road (161 dwellings completed)
- Long Copse Lane (210 dwellings pending)

Planned New Schools and/or School Expansions:

- 2025: New primary school linked to Berewood/West of Waterlooville development (1.5fe).
- 2029 or later: Morelands Primary School (0.5fe expansion to 2fe).
- 2029 or later: Mengham Infant & Junior Schools (1fe expansion).

NEW FOREST

New Forest District Council's Local Plan 2016-2036 part 1: Planning Strategy for New Forest District (outside of the New Forest National Park) was formally adopted at a public meeting of the full council in July 2020. The outcome of this suggests it will be possible to make provision for around 10,400 homes to be built in the area over the next 20 years. This level of planned housing will likely require new primary school provision.

The New Forest National Park (NFNP) Plan was adopted in August 2019. NFNP have highlighted sites for 800 dwellings proposed between 2016 and 2036.

New Forest Primary Schools							
Primary Planning Area	Number of Infant/ Primary Schools	Year R: Total PANs Oct 2023	Year R: Number on Roll Oct 2023	Year R: % surplus Oct 2023	Year R: Proposed PANs Oct 2028	Year R: Forecast No. on Roll Oct 2028	Year R: Forecast % surplus Oct 2028
Ringwood	7	241	205	14.9%	240	178	25.9%
Lymington	11	266	205	22.9%	266	227	14.7%
Totton	13	425	346	18.6%	425	361	15.2%
Dibden / Waterside	12	455	365	19.8%	455	325	28.5%
Fordingbridge	6	131	100	23.7%	131	99	24.2%
New Milton	6	212	180	15.1%	212	193	9.2%
New Forest Secondary Schools							
Secondary Planning Area	Number of Secondary Schools	Year 7: Total PANs Oct 2023	Year 7: Number on roll Oct 2023	Year 7: % surplus Oct 2023	Year 7: Proposed PANs Oct 2028	Year 7: Forecast No. on Roll Oct 2028	Year 7: Forecast % surplus Oct 2028
Forest	4	863	661	23%	863	597	31%
Totton / Waterside	5	1044	863	17%	1044	788	25%

Explanatory notes:

- Ringwood - note the Year R proposed PAN totals for October 2028 for Ringwood Primary planning area shown above include a PAN reduction by 1 pupil place, reflecting a reduction of Burley Primary School's PAN by 1 from 2024/25.
- Discussions to continue with local primary headteachers about surplus places in Dibden/Waterside and Totton.
- Marchwood CE Infant School reduced their PAN from 90 to 60 for 2023/24.
- Expansions may be required in the Fordingbridge, Ringwood and New Milton areas. Despite some surplus places in those planning areas, expansions at some schools may be required owing to local housing development and distance to reasonable alternative schools.
- 4 of the 5 secondary schools within the Totton and Waterside planning area are academies who therefore set their own admission numbers. Applemore College is a Foundation school, and therefore also sets its own admission number.

Planned significant housing developments in area:

Ringwood:

- Crow Arch Lane (175 dwellings granted and on site)
- Snails Lane, Poulner (143 dwellings)
- Hightown Road - (400 dwellings pending)
- Moortown Road - (450-500 dwellings in local plan)

Lymington:

- Pinetops Nurseries (45 dwellings completed)

Totton:

- Loperwood Farm (21 dwellings granted)
- Loperwood Lane (100 dwellings, under construction)
- Land north of Salisbury Road, Totton (300 dwellings pending)
- Land North of Cooks Lane Totton (200 dwellings in local plan)

Dibden and South Waterside:

- Forest Lodge Farm, Hythe (45 dwellings granted)
- Fawley Power Station (up to 1,300 dwellings, outline planning approved)
- 860 homes proposed within Marchwood area in the Local Plan

Fordingbridge:

- Whitsbury Road (145 dwellings complete)
- North of Station Road (240 dwellings pending)
- West of Whitsbury Road (403 dwellings pending)
- St John's Farm (78 dwellings pending)
- Burgate Acres (63 dwellings granted)
- Tinkers Cross (64 dwellings granted)

New Milton:

- Hordle Lane (144 dwellings pending)
- Everton Road (69 dwellings pending)
- Brockhills (166 dwellings)
- Gore Road (152 dwellings)

Planned New Schools and/or School Expansions:

- 2029 or later: Expansion of Poulner Infant and Junior Schools (1fe)
- 2029 or later: New primary school linked to Waterside/Fawley development (2fe)
- 2029 or later – Expansion to schools in the New Milton planning area (up to 1fe)
- 2029 or later - Expansion of Fordingbridge Infant and Fordingbridge Junior Schools (up to 1fe).

RUSHMOOR

Rushmoor Borough Council's Local Plan was adopted in February 2019. This includes the re-development of military land known as Aldershot Urban Extension (Wellesley) to provide up to 3,850 dwellings. 1282 dwellings have been completed at April 2023.

Rushmoor Primary Schools							
Primary Planning Area	Number of Infant/ Primary Schools	Year R: Total PANs Oct 2023	Year R: Number on Roll Oct 2023	Year R: % surplus Oct 2023	Year R: Proposed PANs Oct 2028	Year R: Forecast No. on Roll Oct 2028	Year R: Forecast % surplus Oct 2028
Aldershot	10 +1 new school	520	519	0.2%	550	502	8.7%
Farnborough North	15	515	481	6.6%	515	397	22.8%
Farnborough South	6	195	201	-3.1%	195	175	10.1%
Rushmoor Secondary Schools							
Secondary Planning Area	Number of Secondary Schools	Year 7: Total PANs Oct 2023	Year 7: Number on roll Oct 2023	Year 7: % surplus Oct 2023	Year 7: Proposed PANs Oct 2028	Year 7: Forecast No. on Roll Oct 2028	Year 7: Forecast % surplus Oct 2028
Aldershot	2	370	411	-11%	430	423	1.7%
Farnborough / Cove	2	390	307	21%	390	280	28%

Explanatory notes:

- Aldershot - this is a complex area for school place planning due to cross border pupil movement and turbulence from Ministry of Defence personnel movements. The area is under pressure both at primary and secondary, with additional primary and secondary school places planned.
- Over the summer of 2023/24 a significant number of year R and year 1 children moved into Aldershot, requiring a school place. As of November 2023, there is additional demand for year R of 38 children, which was not anticipated in the forecast. That additional pressure is also not yet reflected in the future forecast.
- The 2028 Aldershot primary PAN increase reflects the new Wellesley primary school, which is due to open in September 2025, built as 2fe.
- The 2028 Aldershot secondary PAN increase reflects the September 2025 2fe expansion of Alderwood all-through School. Expansion is required due to the Wellesley development.

Planned significant housing developments in area:

Aldershot:

- Aldershot Urban Extension (AUE) (3850 dwellings granted and on site)

- Land Bounded by North Lane, Deadbrook Lane and Aldershot – (253 dwellings (flats) under construction)
- The Galleries – (500 dwellings, pending)

Farnborough:

- Sun Park, Sandy Lane (150 dwellings completed)
- Sun Park Phase 2 (313 dwellings granted and under construction)
- Meudon House – (205 dwellings under construction)
- Southwood Business Park – (108 dwellings under construction)
- Union Yard – (100 dwellings under construction)
- Farnborough Civic Quarter – (700 dwellings, pending)
- Blandford House and Malta Barracks – (180 dwellings, pending)

Planned New Schools and/or School Expansions:

- 2025: New primary school linked to AUE development (2fe, to open as 1fe)
- 2025: Alderwood senior school 2fe expansion
- 2029 or later: Cambridge Primary School (1fe expansion)

TEST VALLEY

The Test Valley Borough Council 2016 Local Plan identifies 10,584 dwellings to be built between 2011 and 2029 with a significant proportion of sites having already received planning permission. There is currently a draft Local Plan for 2040 and discussions regarding education provision have taken place.

Test Valley Primary Schools							
Primary Planning Area	Number of Infant/ Primary Schools	Year R: Total PANs Oct 2023	Year R: Number on Roll Oct 2023	Year R: % surplus Oct 2023	Year R: Proposed PANs Oct 2028	Year R: Forecast No. on Roll Oct 2028	Year R: Forecast % surplus Oct 2028
Andover Town	15	675	623	7.7%	675	575	14.9%
Andover Rural	8	165	138	16.4%	165	158	4.4%
Romsey Town & North Baddesley	7	330	292	11.5%	330	314	4.7%
Romsey Rural	6	154	124	19.5%	154	131	15.2%
Stockbridge	7	125	101	19.2%	125	89	28.9%
Test Valley Secondary Schools							
Secondary Planning Area	Number of Secondary Schools	Year 7: Total PANs Oct 2023	Year 7: Number on roll Oct 2023	Year 7: % surplus Oct 2023	Year 7: Proposed PANs Oct 2028	Year 7: Forecast No. on Roll Oct 2028	Year 7: Forecast % surplus Oct 2028
Andover	3	586	624	-6%	586	591	-1%
Test Valley	1	156	67	57%	156	52	66%
Romsey / Stockbridge	2	516	547	-6%	516	495	4%

Explanatory notes:

- Andover – the shortfall in secondary places against PAN for 2023 relates to each of the schools agreeing to take over PAN. The change to PAN for Andover is the expansion of Winton Secondary School by 1fe for 2025, however, the academy has already increased their PAN to 210 due to temporary accommodation.
- Test Valley School – following receipt of an Academy Order discussions are underway with a potential sponsor. Discussions are taking place with the school about the on-going management of low numbers.
- Ampfield CE Primary School – at the time of publication of this report, the County Council is consulting on the proposed closure of Ampfield CE Primary School. Should approval be given for closure, the reduction in PAN will be reflected in the 2024/25 School Places Plan.

Planned significant housing developments in area:

Andover Town:

- East Anton (2500 dwellings granted and on site)
- South of Walworth Road (63 dwellings granted)
- Walworth Road, Picket Piece (53 dwellings granted and on site)
- Former Secondary School Site (350 dwellings granted and on site)
- 10 Walworth Road, Picket Piece (82 dwellings completed)
- Picket Twenty Extension (520 dwellings granted and on site)
- Landfall, Walworth Road (27 dwellings completed)
- North of Walworth Road (30 dwellings granted)
- Harewood Farm (180 dwellings granted)

Romsey Town/ North Baddesley:

- Oxlease Farm (64 dwellings granted and on site)
- Ganger Farm (275 dwellings granted and on site)
- Luzborough Public House (40 dwellings completed)
- Abbotsford, Braishfield (46 dwellings granted and on site)
- Land West of Cupernham Lane (73 dwellings completed)
- Roundabouts Copse (33 dwellings granted and on site)
- Hoe Lane (300 dwellings granted and on site)
- Whitenap (1,100 dwellings pending)

Planned New Schools and/or School Expansions:

- 2024: Winton Secondary School expansion by 1fe to 7fe
- 2029 or later: New primary school linked to Whitenap development (2fe)

WINCHESTER

Winchester City's Local Plan was adopted in March 2013. The plan identifies the requirement for 12,500 dwellings to be built between 2011 and 2031. Winchester City Council consulted on their Local Plan Part 2 in 2014 with this being adopted in April 2017. Winchester City's Local Plan for 2020 – 2040 is emerging, with the aim of submitting at the end of 2024.

Winchester Primary Schools							
Primary Planning Area	Number of Infant/ Primary Schools	Year R: Total PANs Oct 2023	Year R: Number on Roll Oct 2023	Year R: % surplus Oct 2023	Year R: Proposed PANs Oct 2028	Year R: Forecast No. on Roll Oct 2028	Year R: Forecast % surplus Oct 2028
Winchester Town	12	545	389	28.6%	530	408	23%%
Winchester Rural North	5	155	138	11.0%	155	136	12.5%
Winchester Rural South	5	142	122	14.1%	142	107	24.5%
Bishops Waltham	9	264	258	2.3%	264	243	7.9%
Alresford	6	150	127	15.3%	150	144	4.1%
Whiteley	2	120	147	-22.5%	180	180	0%
Winchester Secondary Schools							
Secondary Planning Area	Number of Secondary Schools	Year 7: Total PANs Oct 2023	Year 7: Number on roll Oct 2023	Year 7: % surplus Oct 2023	Year 7: Proposed PANs Oct 2028	Year 7: Forecast No. on Roll Oct 2028	Year 7: Forecast % surplus Oct 2028
Winchester	3	719	790	-10%	719	648	10%
Bishops Waltham	1	270	264	2%	270	242	10%
Alresford	1	230	235	-2%	230	213	8%

Explanatory notes:

- Winchester Town area - The new Barton Farm Primary Academy opened in September 2020 with a PAN of 30 and is now operating with a PAN of 60.
- Discussions to continue with local primary headteachers about surplus places in Winchester Town and Winchester Rural South.
- Winchester Town - Stanmore Primary School have requested to reduce their PAN from 45 to 30 from 2025/26.
- Winchester Rural South - Owslebury Primary increasing PAN from 12 to 15 from 2023/24.
- Whiteley – Cornerstone Primary School's PAN officially remains at 30. However, they have an operational limit of 60 for years R, 1 and 2 due to demand. The forecast

numbers will continue to be monitored to ensure an appropriate number of school places in the area. An increase of the school PAN to 90 could be required by 2028.

Planned significant housing developments in area:

Winchester Town:

- Police HQ (208 dwellings completed)
- Barton Farm (2000 dwellings granted and on site)
- Cattlemarket Site – (150 dwellings, pending)

Winchester Rural South/North:

- Top Field, Kings Worthy (32 dwellings completed)
- Sandyfields Nurseries (165 dwellings completed)
- Sir John Moore Barracks (750-1000 dwellings proposed)

Bishops Waltham:

- Hillpound, Swanmore (155 dwellings granted and under construction).
- Sandy Lane, Waltham Chase (63 dwellings granted and under construction)
- Forest Road, Waltham Chase (81 dwellings granted and under construction)
- Ludwells Farm, Waltham Chase (13 dwellings granted)
- Morgan's Yard, Waltham Chase – (100 dwellings, pending)
- Albany Farm (120 dwellings granted and under construction)
- Martin Street (61 dwellings completed)
- Tangier Lane West (66 dwellings granted)
- Tangier Lane East (66 dwellings granted and under construction)
- Coppice Hill (31 dwellings completed)
- Coppice Hill Phase 2 (45 dwellings completed)
- Land East of Winchester Road, Wickham (120 dwellings, under construction)

Alresford:

- Lymington Bottom (38 + 75 dwellings completed)
- Boyneswood Lane, Medstead (51 dwellings completed)
- Friars Oak Farm, Medstead (80 dwellings completed)
- The Dean, Alresford (45 dwellings granted and under construction)
- Sun Lane, Alresford (320 dwellings granted)

Whiteley:

- North Whiteley: (3500 dwellings granted and on site)

Planned New Schools and/or School Expansions:

- 2027: New secondary school linked to North Whiteley development (6fe)
- 2029 or later: Henry Beaufort Secondary School (1fe expansion)
- 2029 or later: Sun Hill Infant & Junior Schools (1fe expansion to 3fe)
- 2029 or later: New primary school linked to North Whiteley development (2fe)

This page is intentionally left blank

School Suitability Programme 2023/24 and 2024/25

School	Project	Year	Cost £'000
Baycroft School, Fareham	School improvements	2023/24	330
Osborne School, Winchester	Intervention space re-modelling	2023/24	57
Alderwood School (Senior Campus), Aldershot	Science Laboratory (4)	2024/25	665
Brighton Hill Secondary School, Basingstoke	Science Laboratory	2024/25	175
Frogmore Community College, Yateley	Science Laboratory	2024/25	175
Harrow Way Secondary School, Andover	Science Laboratory (2)	2024/25	340
Forest Park School, Totton	School Improvements	2024/25	150
Prospect School, Havant	School Improvements	2024/25	650
Rachel Maddocks School, Havant	School Improvements	2024/25	230
Total			2,715

This page is intentionally left blank

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Children and Young People Select Committee
Date:	19 January 2024
Title:	School Transport: Summer 2023 Lessons Learned and Policy Consultations
Report From:	Director of Children's Services

Contact name: Jon Bramley, Head of School Transport

Email: Jon.bramley@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to inform the Select Committee of:
2. The Lessons Learned exercise conducted by the School Transport Service and the resulting Service Improvement Plan;
3. The results of the recent public consultation on proposed changes to the School Transport Policy and the Post 16 Transport Policy.

Recommendation(s)

2. It is recommended that the Children and Young People Select Committee note the lessons learned by the School Transport Service and the contents of the Service Improvement Plan.
3. It is recommended that the Children and Young People Select Committee note the feedback received during the public consultation on proposed changes to the School Transport Policy and the Post 16 Transport Policy, and the actions and mitigations proposed to respond to this feedback.

Executive Summary

4. This report sets out some background about the challenges faced by the School Transport Service, both in the long term and over the period leading up to the new academic year. It then goes on to describe the lessons learned from that period and the resulting Service Improvement Plan.
5. The report gives a summary of the feedback received from the recent public consultation on proposed changes to the School Transport policy and the

Post 16 Transport Policy.

6. This report is a brief summary; the detail of each element is given in the attached Appendix A - "Select Committee - Lessons learned, improvement and consultation" presentation, Appendix B - "Proposed changes to the School Transport Policy" report for Executive Member Decision Day and Appendix C - "Determination of Post 16 Transport Policy 2024" report for Executive Member Decision Day

Contextual information

7. The period leading up to the new academic year was challenging for the School Transport Service. Several one-off factors increased the pressure on the Service at a time that is already the busiest of the year. It was agreed at the autumn Select Committee that the lessons learned would be brought to the January Committee meeting for Members to consider.
8. School transport operates to a defined set of statutory duties. Outside of this, transport provision is discretionary and is therefore subject to parental contribution towards the cost of transport. The DfE published revised guidance for local authority school transport in June 2023.
9. These factors led to the need to review the current School Transport policy, which identified some areas that should be amended to give parents increased choices and other areas that needed to change to align with the new DfE guidance. Proposed changes to the policy must be subject to a public consultation.
10. There is a statutory requirement for the Post 16 Transport policy to be reviewed and republished each May, necessitating a public consultation. It was decided to conduct this at the same time as the consultation on the main School Transport policy.

Finance

11. The School Transport Service faces escalating costs, especially due to pressures caused by an increasing number of SEN children requiring transport. The service has a £53.4m forecast spend for 23/24 (£9.5m pressure on £43.9m budget), £2.78m more than forecast at start of year. The forecast spend for 24/25 is £61.4m (£2.9m pressure on £58.5m budget).
12. The lessons learned, service improvement activity and policy consultation described in the appendices are not expected to have a significant effect on the budget or spend.

Performance

13. Appendix A sets out the detail of the challenges faced by the School Transport Service. Over the summer period several factors, both internal and

external, led to a significant and overwhelming increase in incoming calls. This led directly to parents being unable to get through to the Service and so to an increase in issues raised with Elected Members.

14. The Service conducted a series of lessons learned workshops in October 2023. These identified numerous individual service improvement activities, grouped into five key themes – data, process, tooling, resources and communications, and four workstreams.
15. Each workstream and activity has been assessed for priority and allocated to a lead member of staff. Work is progressing but will take more than one academic year to complete. Some of the identified activities are dependent on input or resources from other teams or organisations which may or may not be forthcoming, so contingency plans are being developed.

Consultation and Equalities

16. Over the period 30th October to 6th December 2023, public consultations took place on proposed changes to the School Transport policy and the Post 16 Transport policy.
17. The proposed changes, and the broad numbers in favour and against each for the School Transport policy are:
 - Implementation of Personal Transport Budgets – 62% for, 22% against.
 - Independent Travel Training – 50% for, 27% against.
 - Review of Passenger Assistant allocation – 66% for, 14% against.
 - Increase charges for discretionary transport by the Consumer Price Index (CPI) - 39% for, 43% against.
 - Clearer wording aligned to DfE guidance – this was not scored as positive versus negative. Comments were generally supportive as long as the changes did not materially change transport eligibility. There were several comments regarding overall lack of SEN school provision and comments that concerned previous changes to the School Transport policy.
18. The proposed changes, and the broad numbers in favour and against each for the Post 16 Transport policy are:
 - Increase charges for Post 16 transport by the Consumer Price Index (CPI) - 17% for, 73% against.
 - Clearer wording aligned to DfE guidance – this was not scored as positive versus negative.
 - Comments concerned affordability, lack of SEN schools and queries around why there was a charge when education is compulsory to 18 years.
19. The service improvement activity concerns processes and ways of working and has no equality impacts. The School Transport policy changes (Appendix B) and Post 16 Transport policy changes (Appendix C) include their own Equalities Impact Assessments and feedback on impacts highlighted by consultation responders.

Climate Change Impact Assessment

20. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience impacts of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
21. Climate Change Adaptation and Mitigation. The service improvement activity concerns service processes and ways of working and has no environmental impacts. The School Transport policy changes (Appendix B) and Post 16 Transport policy changes (Appendix C) include their own Climate Change Impact Assessments.

Conclusions

22. The School Transport Service went through a challenging period over summer and into the new academic year. This resulted in parents being unable to contact the service which caused frustration.
23. Many local authorities across the country experienced difficulties securing transport for eligible children for the start of the academic year as a result of the supply and demand issues.
24. The School Transport Service has learned lessons from this experience and seeks to continually learn and improve. The new structure and management team are now established, resulting in a firm base on which to build further improvement activity. The Service has a comprehensive and structured improvement plan and has commenced working on the highest priority activities.
25. Various proposed changes to policy to introduce more choice for parents and to align with changes to DfE guidance went to public consultation between late October and early December.
26. The feedback from consultation responders is positive about the proposals that will increase parental choice, neutral about the changes to align with DfE guidance and negative about the proposed increase in discretionary charges to match CPI.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	No
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

EQUALITIES IMPACT ASSESSMENT:

Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

Equalities Impact Assessment:

Please see individual Equality Impact Assessments in Appendices B and C.



School Transport

Lessons learned and improvement plan
Public consultation on proposed changes to policy

January 2024

Overview

- Service background and context
- Summer 2023 challenges
- Summary of improvements delivered January to July 2023
- **Lessons learned summary**
- **Service Improvement Programme 2024**
 - Cross-cutting workstreams and projects
 - Admin, triage and eligibility workstream
 - Contracts and commissioning workstream
 - Passenger assistant workstream
- Activity that is not currently resourced
- High-level plan
- **School Transport Policy - Public Consultation**
- **Post 16 Transport Policy - Public Consultation**

Service Background and Context

Page 129

Service statistics

- 13,550 eligible children:
 - 9,600 mainstream
 - 3,000 SEN
 - 750 post-16
 - 200 EIS and Social Care
- 250 transport operators with 1,700 contracts
- 545 passenger assistants

Service constraints

- ➔ Requirement to retender contracts. Over the summer of 2023, 1,045 contracts had to be retendered out of 1,700. This was particularly high because contracts had been extended beyond standard lifespan due to Covid.
- ➔ Deadline for all ST applications was 31st July 2023, leaving 5 weeks to get retender and arrange transport for 13,500 children (including communications to those for whom the arrangements were unchanged).
- ➔ SEN transport cannot be arranged until a child's school place has been allocated, some of which require complex arrangements.
- ➔ The Service always experiences a significant peak in customer contact at the start of the academic year (e.g. requests for changes to arrangements and general enquiries).

Market challenges

- Shortages of large and specialist vehicles, appropriately licensed drivers and passenger assistants
- Increased operator costs

Resulting in

- Significant number of retenders that did not attract any bids
- Large number of contract hand backs

Escalating costs

- £53.4m forecast spend for 23/24 (£9.5m pressure on £43.9m budget). £2.78m more than forecast at start of year.
- £61.4m forecast spend for 24/25 (£2.9m pressure on £58.5m budget)

Summer 2023 Challenges

Key issues that led to children not being on transport for start of September:

- SEN children with complex requirements that were challenging to meet (e.g., specialist vehicle required and lack of bids, requirement for PA) and were unknown until summer including 70 children attending newly established schools.
- Post-16 processing issue resulting in 250 – 300 students not on transport for the start of term.
- 24 large vehicles that did not attract bids or contracts were handed back affecting approximately 1,200 families where transport was put in place at the very last minute, but parents were not notified before start of term.

Page 130

The impact of these challenges at an already peak demand period was that the Service was overwhelmed with an extremely high volume of customer contact at the end of August and throughout September (6,500 calls and 2,000 emails in the busiest week), resulting in a large backlog of emails, issues, escalations and complaints that took until October half term to return to typical service levels.

This had a significant impact on staff wellbeing and contributed to a peak in turnover.

Other Issues from Summer 2023

Application/eligibility issues	Customers who missed the deadline despite repeated reminders
	Contact from parents assessed as ineligible but wanting to appeal or apply for discretionary travel
Bus pass issues	Printing of some bus passes was delayed
	Late bus passes due to late commissioning
	Postage/address issues
	Mitigation - drivers were advised not to check bus passes for the first few weeks of term
Passenger assistant issues	Routes waiting for PA to be recruited in specific locations
	High levels of PA sickness and unpaid leave in September resulting in cancelled routes
Provider issues	Hand back of 20 routes
	Alleged GDPR issue (due to new provider to market)
School issues	Henry Beaufort, Henry Cort and Kings' School (and others) - no tenders for some routes leading to late commissioning

2023 Improvements

	People and Culture	Communications and Branding	Admin and Triage	Eligibility	Contracts and Commissioning	Passenger Assistants	Finance
Improvement activities January to July 2023 Page 132	<ul style="list-style-type: none"> New service structure and recruitment 1:1s and VPs Team development and training (e.g., customer service and complaints) Phone first approach 	<ul style="list-style-type: none"> Website improvements Communications on application deadlines 	<ul style="list-style-type: none"> Standard Operating Procedures in place Process improvements for escalations and complaints Service demand profiling 	<ul style="list-style-type: none"> Bulk eligibility Digitalisation of appeals Policy refinement Enabling earlier eligibility assessment 	<ul style="list-style-type: none"> Launch of new DPS and E Auction Use of Qroutes New commissioning and tendering strategy Supplier management 	<ul style="list-style-type: none"> PA recruitment improvements Addition of PA Coordinators Review of existing systems 	<ul style="list-style-type: none"> Process review and optimisation PMA first implemented PTBs defined Finance model and forecast budgets produced
What worked well?	<ul style="list-style-type: none"> New team structure worked well Better comms in management team 	<ul style="list-style-type: none"> Peak of applications received earlier Transport arrangement letters sent via Gov Notify reduced Admin burden 	<ul style="list-style-type: none"> Effective triage and resolution of contact to reduce burden on other internal teams. Supported commissioning with additional admin activities over the summer. 	<ul style="list-style-type: none"> Bulk eligibility processing reduced overall processing time Reduced admin burden for appeals Summer workload was improved 	<ul style="list-style-type: none"> Increase in commissioning capacity and reduction in bottleneck Competitive bidding for smaller vehicles Contracts pricing matrix tool 	<ul style="list-style-type: none"> Strong team and structure now in place to support future improvements Recruitment fayres PA engagement activities worked well 	<ul style="list-style-type: none"> SEN calculator Increase in accuracy of reporting and contract variations Reporting and process efficiencies reduced workload
Even better if....	<ul style="list-style-type: none"> There were fewer/more seamless hand offs between teams 	<ul style="list-style-type: none"> There was an agreed approach for reactive service communications 	<ul style="list-style-type: none"> Duplication in queries across multiple inboxes could be reduced Triage and routing of queries was automated 	<ul style="list-style-type: none"> Application methods further improved to eliminate errors 	<ul style="list-style-type: none"> There was more time for commissioning Other teams could close more queries Data was cleansed and correct 	<ul style="list-style-type: none"> More operators provided PAs Arranging PA cover was easier Data issues were resolved 	<ul style="list-style-type: none"> Interface was automated. Better data to enable better reporting to manage spend

Lessons Learned Summary

- Lessons learned workshops were held across the Service throughout October.
- Issues identified can be categorised into five key themes – data, process, tooling, resources and communications.
- The root cause for many of the process, tooling and data issues relate to how the Service currently uses the Capita One Transport Module.
- Severity of issues has been used to identify improvement programme workstreams to prioritise between November 2023 and June 2024.

Page 133

Failure demand

Severity of issues was assessed in terms of the creation of failure demand which causes service inefficiency and prevents the service from focusing their attention on strategic change.

Service Improvement Programme

Planned activity for 2023 to 2024

Cross-Cutting Workstreams

Customer Contact Management Project

- Implementation of a solution that will remove duplication by grouping contact into tickets and provide a consolidated digital contact method.
- Enable automatic triage and routing of contact by type therefore eliminating the need to manually categorise and forward emails.

Data optimisation and reporting

- Identification and resolution of the most severe data and reporting issues.
- Review and refinement of existing Capita reports.

Service communications

- Identification and planning for scenarios that require reactive communications (triggers, approvals, templates) and website refresh.

Service resourcing

- Addressing the most significant resource issues (e.g. support in peak periods, skills bottlenecks).

Service consultation

- Identification, prioritisation and allocation of Service changes following school transport and post-16 consultations.

Service metrics

- Definition of Service metrics for BAU and peak times to facilitate earlier identification of issues and enable earlier intervention.

Admin, Triage and Eligibility Workstream

Earlier applications deadlines

- Mainstream primary and secondary 31st May 2024.
- SEN and Post-16 30th June 2024.
- Communication to ensure parents are aware of the deadlines, as any applications not submitted by deadline may not have transport in place for the early part of term

Application communications timetable

- Development of a standard applications communications plan including identification of required data and oversight of communications.

Application process project

- Root cause analysis of missing applications.
- Implementation of an improved and consistent method for applications.
- Improvement of eligibility assessment through review and improvement of application questions.
- Addition of rejection reason information for applicants.

Bulk eligibility process automation

- Options analysis for bulk eligibility tooling (Capita or QPaths) and either implementation of Capita or removal of manual steps for current process.

Contracts and Commissioning Workstream

Earlier commissioning

- Retender and contract award for mainstream vehicles before the applications deadlines so that transport can be arranged immediately after applications deadlines.
- Working with Social Care and SEN teams to enable earlier assessment and commissioning.
- Retendering of post-16 contracts for duration of placement rather than annually.

Summer process review

- Review and optimisation of end-to-end summer school transport process including root cause analysis of issues experienced throughout August and September 2023, particularly in relation to service hand-offs.

Operator PA provider project

- Working with operators to encourage provision of operator PAs and associated processes to enable and encourage use of operator PAs.

School liaison

- Fostering closer working relationships with schools.
- Proactive communications with schools regarding routes and operators.
- Implementation of a consistent communications approach to parents.

Bus pass process optimisation

- Review and optimisation of bus pass allocation and distribution process including root cause analysis of issues experienced throughout August and September 2023.

Passenger Assistant Workstream

PA recruitment process

- Targeting recruitment at high demand locations (recruitment fairs, job centres, schools, open day, targeted adverts).
- Refinement of recruitment process to reduce onboarding timescales.

PA absence cover process

- Review and optimisation of the process for arranging PA cover to maximise efficiency and effectiveness including improved communications to parents, operators and schools.

Allocation of PA process

- Development and implementation of an improved request mechanism.
- Improved PA status comms across the service to enable closure of queries at first point of contact.

Transfer of PA records to Capita

- Removal of existing Access database and associated duplicated data.
- Creation of new standard operating procedures for use of Capita for PA data.

PA communications

- Implementation of PA champions to promote more efficient and effective communication and to increase support and therefore PA engagement and retention.
- Improvement management of demand for PA support.

High-level plan

January 2024

- Customer contact management solution ready for testing
- Data optimisation and reporting workstream planned
- Applications process project scoped and planned
- Operator PA provider process confirmed and agreed
- PA data transferred to Capita
- Application communication timetable planned

April 2024

- Customer contact management solution implemented
- Summer process optimisation complete
- Applications process project complete
- Operator provider PA project implemented
- Mainstream large vehicles commissioned for September 2024
- Bulk eligibility process automated
- Capita data quality report developed
- Service metrics in place
- Service resourced for peak periods
- Website refreshed

July 2024

- High priority data and process improvements made
- Reactive comms plan in place
- School liaison activities embedded
- Targeted PA recruitment completed
- Solution for secure comms

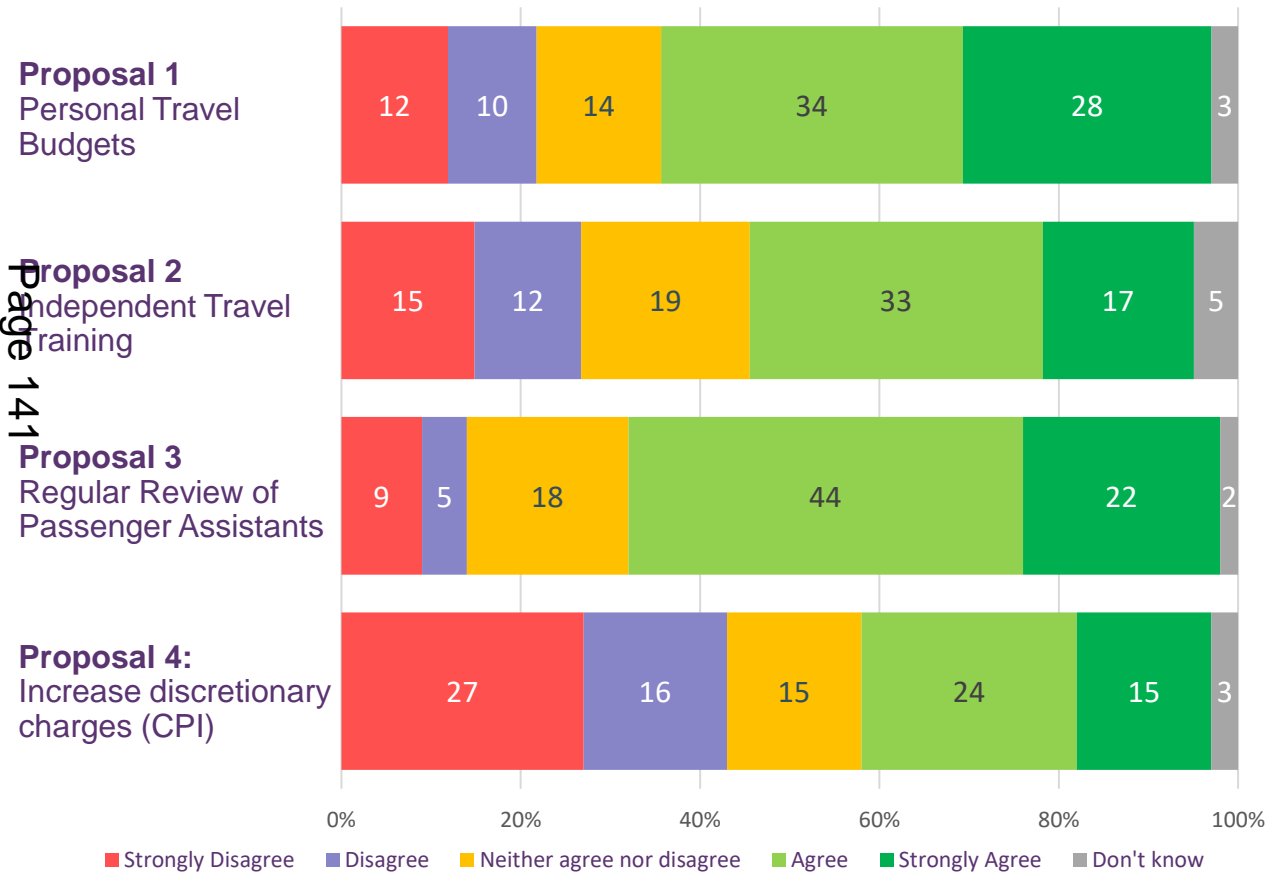
School Transport Policy Consultations

- Public Consultation 30th October to 6th December
 - Significant communications and marketing activity to engage as many respondents as possible
 - Social media, through schools and other partners, emails to parents, website, email signatures
 - 262 responses received to the main consultation
 - 78 responses to the Post 16 consultation
- School Transport Policy
 - Introduction of Personal Transport Budgets
 - Development of Independent Travel Training
 - Regular review of Passenger Assistant provision
 - Parental contribution for discretionary transport provision to rise each year by CPI
 - Wording changes to update, clarify and align with DfE Guidance
- Post 16 Transport Policy
 - Parental Contribution to rise each year by CPI
 - Wording changes to align with main Policy and DfE guidance

School Transport Consultation Results Summary

The School Transport consultation closed on 6 December 2023, and **262 responses** were received in total. A summary of results is below.

Extent that respondents agree or disagree with Proposals One to Four (%)



Respondent Themes (positive, negative and neutral)

- 1** More flexibility, better for some families & financial support. Payment won't cover cost, it's HCC's responsibility to arrange this, and payments may be misused. Stressful for families and may impact user access to education. Needs to be optional.
- 2** Independence for students, better for some families. Safety concern, not suitable for all students, and student needs are always changing. Stressful for students and users. Parents need to have a say.
- 3** Student requirements change, better for some families. Safety, not suitable for all students, attempt to remove or cut provision by HCC. Will depend on fair assessment & family involvement. Should not be at the cost of safety, must be based on child's needs.
- 4** Affordability and cost of living, transport should be free, increase is too high. Should be means-tested.
- 5** Proposal 5 refers to clearer wording aligned to DfE guidance. Comments were generally supportive of making the policy clearer provided eligibility did not change. Some respondents commented on DfE 'parental preference' guidance and drew attention to the impacts of a lack of local SEN provision.

Introduction of Personal Transport Budgets

- For Personal Transport Budgets (PTB) to be available to families where a child or young person's needs or circumstances mean that suitable transport is difficult to find, or not available at all, in the local operator market.
- 62% of consultation respondents agreed or strongly agreed with the proposal to make Personal Transport Budgets available to families
 - Positive responses mentioned the flexibility that PTBs would offer families, and that they would also provide families with more financial support
 - Negative responses highlighted the County Council's responsibility to arrange transport, and wondered whether payments would cover the cost. The introduction of PTBs could be stressful, costly and cause difficulties for working parents
- Mitigations are that PTBs will always be with parental agreement and cannot be imposed by the LA

Development of Independent Travel Training

- The development and delivery of an Independent Travel Training service for children and young people with SEND who may be capable of travelling independently to their place of education.
- 50% of consultation respondents agreed or strongly agreed with the proposal to develop and deliver an Independent Travel Training service
 - Supportive respondents commented on the independence that this proposal could offer some students.
 - Other respondents highlighted safety concerns, that independent travel training wouldn't be suitable for all students, and that parents would need to have a say
- Mitigations are that Independent Travel Training would be subject to parental agreement, that the design would be co-developed with parents' representatives and training would not remove the statutory duty to provide transport to eligible children. This will be re-assessed on completing the training.

Regular review of Passenger Assistant provision

- The regular review of the provision of Passenger Assistants.
- 66% of consultation respondents agreed or strongly agreed with the proposal to regularly review the provision of passenger assistant
 - Respondents commented that they were in favour of the regular review of passenger assistant provision, as children's needs change over time
 - Other respondents felt that the proposal could be an attempt to reduce provision by the County Council, and that there were safety concerns associated with removing a passenger assistant from their own child's provision
- Mitigations include that reviews of Passenger Assistants would consider any changes in a child's needs or circumstances, whilst also ensuring that travel arrangements are safe and suitable.
- Where a Passenger Assistant is assigned based on the combined needs of children in a vehicle, this will be considered when reviewing arrangements for individual children.

Parental contribution for discretionary transport provision to rise each year by CPI

- Where parents are required to make a financial contribution towards discretionary school transport arrangements, to increase this contribution in line with inflation (Consumer Price Index (CPI)) from September 2024, with inflation-linked increases also being applied in future years.
- 39% of consultation respondents agreed or strongly agreed with the proposal to increase the level of parental contributions to discretionary school transport arrangements in line with inflation (CPI)
- 42% disagreed or disagreed strongly.
 - Respondents were concerned about affordability and cost of living, and that the increases were too high.
 - Some respondents felt that access to education (including transport) should be free, and others felt that contributions should be means tested
- The contributions are already means tested and the contributions waived for families on low incomes

Wording changes to update, clarify and align with DfE Guidance

- Updating the County Council's School Transport Policy to reflect the current Department for Education statutory guidance and to be easier to understand.
- Respondents were asked to provide "free-form" feedback on this proposal. Feedback was generally positive.
- Respondents were positive about making the wording of the Policy clearer and simpler but on the proviso that there were no changes to the meaning of the policy within this proposal
- Many comments received were in relation to the existing elements of the Policy that were not changing

Post 16 Transport Policy

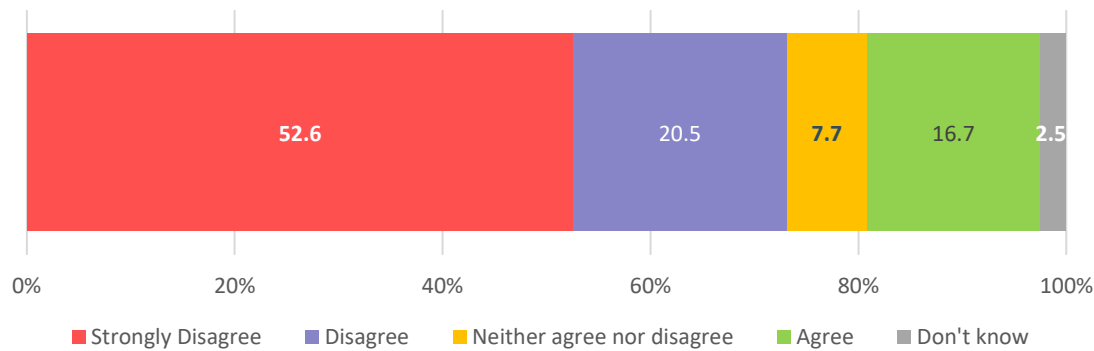
- 73% of respondents disagreed or strongly disagreed with the proposal to increase contributions in line with CPI
 - It is worth noting that in 2022/23, for approximately 76.7% of Post 16 eligible students, the parental contribution was waived due to low income. The figures are not yet complete for 2023/24 but the interim results are very close to the same level (currently 75.9%)
 - Themes from respondent feedback included: "more SEN schools would mean less transport"; queries around why there was a charge when education is compulsory to 18 years; and comparisons to bus travel costs at the current capped prices

Post-16 Transport Consultation Results Summary

The Post-16 Transport consultation closed on 6 December 2023, and **78 responses** were received in total. Respondents were consulted on 1) an annual increase to parental contributions in line with CPI, and 2) a number of updates to the policy, including sections on Independent Travel Training, Complaints and Appeals, adding or removing links, and other minor wording changes. A summary of results is below.

Page 148

Extent that respondents agree or disagree with CPI-linked annual contribution increase (%)



Alternative methods of calculation suggested by respondents:

No Parental Contribution (15.4%), Means Testing (11.5%), Based on actual travel costs (7.7%), and Based on average wage increases (5.1%)

Key Themes in Open Text Responses:

Response	Count
Affordability	57
Prevent education	22
No impact detailed/None	18
Lack of local suitable settings	17
More/clearer communications	14
Comments about Policy	14
Other comments (not categorised)	11
16-18 education compulsory	10

Other themes recorded were contribution inequality, travel training, SEN inclusion, operational transport issues, increased cars, student not independent, and driving better value.

The highest ranked **Impact Groups** were Disability, Poverty, Age and Rurality.

Other Impact Themes included: Not enough SEN schools impacting transport costs; Impact on 'working poor'; Rural locations more challenging.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Children's Services
Date:	19 January 2024
Title:	Proposed changes to the School Transport Policy
Report From:	Director of Children's Services

Contact name: Jon Bramley (Head of School Transport)

Tel: 0370 779 3077

Email: Jon.Bramley@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to update the Executive Lead Member for Children's Services on the outcome of the public consultation on changes to the School Transport Policy (the Policy) for children and young people, including those with special educational needs, and to seek approval for changes to be made to the County Council's School Transport Policy.

Recommendations

2. **Recommendation 1** - To update the Policy (APPENDIX C) to reflect the following proposal: For Personal Transport Budgets (PTB) to be available to families where a child or young person's needs or circumstances mean that suitable transport is difficult to find, or not available at all, in the local operator market (as per paragraph 29 of this report).
3. **Recommendation 2** - To update the Policy (APPENDIX C) to reflect the following: To allow for development and delivery of an Independent Travel Training service for children and young people with SEND who may be capable of travelling independently to their place of education (paragraph 37).
4. **Recommendation 3** - To update the Policy (APPENDIX C) to reflect the following: To require the regular review of the provision of Passenger Assistants (paragraph 46).
5. **Recommendation 4** - To update the Policy (APPENDIX C) to reflect the following: To increase the level of contribution to discretionary school transport arrangements (where parents are required to make a financial

contribution) in line with inflation (Consumer Price Index) from September 2024 and inflation-linked increases applied in future years (paragraph 57).

6. **Recommendation 5** - To update the County Council's School Transport Policy to reflect the current Department of Education statutory guidance on travel to school for children of compulsory school age (paragraph 62).
7. All changes would be reflected within the revised School Transport Policy as of February 2024.

Executive Summary

8. The purpose of this report is to update the Executive Lead Member for Children's Services on the outcome of the public consultation on changes to the School Transport Policy for children and young people, including those with special educational needs, and to seek approval for changes to be made to the County Council's School Transport Policy.
9. The County Council provides transport assistance for eligible children of compulsory school age to attend school. This statutory service is largely provided to Hampshire children attending their catchment or nearest suitable school but living over two or three miles (depending on age) from school, as well as specialist school transport for children with Special Education Needs, a disability or mobility problems. Transport assistance is provided where children meet the national eligibility criteria.
10. The current expenditure on School Transport is over £50 million per annum for the 2022/23 financial year. Expenditure has risen by 47% from £34 million per annum in the previous financial year (see paragraph 28).
11. The purpose of the proposed changes to the Policy is to enable the County Council to provide flexible transport arrangements that can respond to children's changing needs, demand and external market pressures as well as updating the Policy to reflect the updated Department for Education [Travel to school for children of compulsory school age](#) statutory guidance.
12. The majority of the recommended changes to the Policy provide enhanced choice and flexibility for parents regarding their child or young person's school transport arrangements. For example, in addition to existing transport assistance options, parents/carers may be offered a PTB as an alternative.
13. The County Council is not proposing to change eligibility criteria for School Transport or to remove the service from existing service users. Regardless of any decisions made, the County Council would continue to meet its statutory requirements in respect of school transport.

14. There are no expected financial savings as a result of any of the proposals.
15. A public consultation took place between 30 October – 6 December 2023 and received 262 responses.
16. **62% of consultation respondents agreed or strongly agreed** with the proposal to make Personal Transport Budgets available to families (Recommendation 1).
17. **50% of consultation respondents agreed or strongly agreed** with the proposal to develop and deliver an Independent Travel Training service (Recommendation 2).
18. **66% of consultation respondents agreed or strongly agreed** with the proposal to regularly review the provision of passenger assistants (Recommendation 3).
19. **39% of consultation respondents agreed or strongly agreed** with the proposal to increase the level of parental contributions to discretionary school transport arrangements in line with inflation (Recommendation 4).
20. Respondents were asked about Proposal Five (to update the Policy to reflect Department for Education statutory guidelines, and to make it easier to understand) and respondents were able to add their own comments. Respondents were generally positive about improving the clarity of the Policy on the proviso that their existing eligibility was not affected. Other topics raised included their experience of how 'Parental Preference' is applied in practice, the importance of School Transport for children with SEN, and concerns relating to the lack of local SEN provision.
21. **90%** of individuals responded that there were **children or young people under the age of 19 living in their household** (including themselves).
22. **65%** (142) of individuals with children or young people in their household responded that they **received School or Post-16 Transport** provided by Hampshire County Council.
23. **59%** (130) of individuals with children or young people under 19 in their household responded that the children or young people had **Special Educational Needs and/or Disabilities**.
24. The County Council has considered the responses received and has reviewed impacts highlighted during the consultation, as well as actions identified to mitigate impacts, where possible. This includes developing Independent Travel Training with parent representatives (and ensuring it is

optional), continuing to make provision for families with a low income who use discretionary services, and introducing additional wording to the Policy to provide further clarity regarding accompaniment (paragraph 109 of this report, and 4.20, 4.21 and 4.22 of the Policy in Appendix C).

25. Any approved changes to the Policy as set out in this report would be effective as of February 2024. Timescales for implementation of each of the recommendations are outlined within the “Recommended School Transport Changes” section (paragraph 29) of this report.
26. Changes to transport arrangements would continue to take account of the individual needs of children and young people and would be in accordance with statutory guidance and the County Council’s School Transport Policy.

Contextual information

27. The County Council provides transport assistance for eligible children to attend school. This statutory service is largely provided to Hampshire children attending their catchment or nearest suitable school but living over two or three miles (depending on age) from school, as well as specialist school transport for children with Special Education Needs, a disability or mobility problems. Transport assistance is provided where children meet national eligibility criteria.

28. Expenditure on school transport has increased by approximately £16 million from £34 million in 2021/22 to over £50 million in 2022/23. There are several factors that have contributed to these increasing costs:

External market factors affecting the transport market have meant that costs have risen significantly for operators, and the costs are being passed on to the County Council.

Nationally, the number of Education Health and Care Plans (EHCPs) for children with SEND has been increasing at a rate of over 10% per annum since 2014. A rise in EHCPs typically leads to a rise in demand for transport. This is resulting in higher demand for transport overall, and at times, a requirement for more complex travel arrangements.

There is a higher demand for specialist school places, which are spread over a wider geographical area and require more specialist travel arrangements to ensure the needs of children are met.

Recommended School Transport Changes

29. **Recommendation 1: For Personal Transport Budgets (PTB) to be available to families where a child or young person’s needs or circumstances mean that suitable transport is difficult to find, or not available at all, in the local operator market.**

30. For the large majority of eligible children, traditional ways of providing transport assistance are successful at making their journey to school safe and without undue stress, strain or difficulty. However, in some situations more flexibility is needed.
31. Sometimes there are situations where a child's needs or circumstances mean that suitable transport is difficult to find, or not available at all, in the local operator market. For example, a child may require an adapted vehicle that is not available locally, or require skilled support tailored to their individual needs. In those cases, the County Council would like the ability to offer parents a PTB to enable them to make suitable travel arrangements for transport and/or passenger assistant support.
32. The current Policy includes a range of options to assist eligible children to travel to school. Parents can currently choose to accept a Parental Mileage Allowance to cover costs with approximately 350 eligible children currently travelling this way. Introducing a PTB would offer flexible options for families to make suitable travel arrangements tailored to a child's individual needs.
33. A PTB may be explored at the request of a parent, schools or where the County Council thinks it could be suitable. The parent would not be obliged to accept a PTB, and the arrangement would only be put in place where it is agreed between the County Council and the parent as the best means of supporting them.
34. The PTB would be paid directly to the parent/to enable them to make suitable travel arrangements for transport and/or passenger assistant support. The PTB would replace the child's existing travel arrangement.
35. For the majority of service users, there would be no change in their transport provision. For a small number of children with needs best met by an alternative arrangement, the School Transport Service would investigate whether a Personal Transport Budget would allow for their needs to be met more effectively and offer this to parents/carers where appropriate.
36. It is recommended that Personal Transport Budgets would be offered in circumstances where that is the most appropriate option. This would start to be offered from February 2024.
37. **Recommendation 2: The development and delivery of an Independent Travel Training service for children and young people with SEND who may be capable of travelling independently to their place of education.**

38. It is recommended that the County Council have the option to provide Independent Travel Training for a small number of suitable children who may benefit from it to help them to prepare for approaching adulthood.
39. At present, eligible children with SEND are transported to educational settings by transport arranged by the County Council. The Service does not currently offer support or training to prepare children for more independent travel.
40. For many children, learning to travel independently is an important part of preparing for adulthood and will help them lead fulfilling adult lives. The County Council understands that some children may never reach a level of independence that allows them to travel without assistance. Others may do so if suitable training is put in place.
41. The option of independent travel training may be offered to eligible children with parents' consent. Readiness to complete Independent Travel Training would be determined by a discussion between the County Council, the school and parents. Following completion of Independent Travel Training, the travel arrangements for some children will be reviewed taking into consideration their greater independence. Input from parents, children and schools will be sought and, depending on the outcome of the review, transport arrangements may or may not be changed. Existing travel arrangements will not be reviewed until the child has successfully completed the training programme.
42. The completion of independent travel training might not always result in the child being able to travel more independently and so once the training is complete, their needs would be assessed to consider what travel arrangement will be suitable for them.
43. The DfE statutory guidance for travel to school for children of compulsory school age recognises that for many children, learning to travel independently is an important part of preparing for adulthood and will help them lead fulfilling adult lives. Independent Travel Training is a service provided for within the Policies of many other local authorities such as Lincolnshire, Devon, Essex and Kent. The County Council would like to bring services offered in line with DfE guidance and other local authorities.
44. If the Executive Lead Member approves this recommendation, the County Council would further explore approaches to Independent Travel Training provision and plan how best to provide it. This would include consulting with parent representative bodies, exploring and learning how other local authorities have done so, how successful the service has been and whether it is a service the County Council would want to implement.

45. From Summer 2024, the County Council would then start considering appropriate children and young people for this service and would engage with schools and parents about the involvement of the child in the service.
46. **Recommendation 3: The regular review of the provision of Passenger Assistants.**
47. A Passenger Assistant (PA) is assigned to support eligible children on school transport provided by County Council's School Transport Service to and from school. Their role is to enable children to travel safely and arrive at school ready and able to learn. For example, children with Learning Difficulties can become anxious during their journey to school. When they get to school, they can be too anxious to learn for quite a time. A Passenger Assistant could be assigned to provide support, so these children arrive at school in a calm state of mind and ready to benefit fully from their school time.
48. The County Council employs approximately 550 PAs to support children on school transport across the County who are assigned based on the needs of the child. On occasion a PA is assigned based on the combined needs of children in a vehicle as opposed just to the needs of one child.
49. At present, once a PA is assigned to support a child, this arrangement is not reviewed on a regular basis to take into account any changes in the child's needs or circumstances.
50. The County Council understands that some children will always need the support of a PA on their journey to and from school. Where this is the case, there will be no intention to trigger a regular review of a PA.
51. Children's needs in relation to support on school transport may change over time. Some may become more independent; for others, their needs may increase.
52. In order to ensure the right level of support is provided for children, there will be times where a review of the provision of a PA should be conducted to ensure the travel arrangement is safe and suitable for the child's current situation.
53. It is recommended that the School Transport Policy is amended to allow for the regular review of the requirement for a PA. The review would take into account information received and in consultation with all relevant parties and would take place at such a time as decided by the County Council, based on the individual child's needs.

54. Parents, schools or passenger assistants themselves would be able to trigger a review if they have information that demonstrates that a child currently without a PA needs support, or a child currently with a PA allocated can travel without this support.
55. By allowing for the regular review of the PAs, the County Council would be able to optimise the PA workforce, and support children as their needs change.
56. It is recommended that the County Council would start to review the provision of PAs from the Summer term 2024.
57. **Recommendation 4: Where parents are required to make a financial contribution towards discretionary school transport arrangements, to increase this contribution in line with inflation (Consumer Price Index (CPI)) from September 2024, with inflation-linked increases also being applied in future years.**
58. Currently, the School Transport Policy outlines the level of contribution that will be applied to spare capacity seats (previously referred to as privilege seats) where a spare place on a contract vehicle may be offered to a child who is not entitled to transport assistance, and other discretionary arrangements which require a parental contribution. The current Policy does not allow for contributions to be uplifted each year.
59. The County Council currently funds a high proportion of the cost of discretionary transport arrangements, with parental contributions funding the remaining proportion. Transport costs have risen significantly above inflation over the last year and the County Council has absorbed this cost pressure. Whilst the County Council will continue to fund the majority of this cost, absorbing the increased cost of the transport arrangements would impact and reduce the limited resources available for other essential services for vulnerable children. The proposed increase in discretionary contributions would bring them in line with this overall rise in transport costs.
60. An inflationary increase would be applied to the contribution for spare capacity seats and discretionary arrangements. This would be applied in September 2024 in line with the CPI rate for March 2024, and then annually each September, based on the CPI rate in March of that calendar year.
61. These charges would apply to approximately 200 children who receive discretionary transport arrangements and would not affect children that are entitled to free of charge transport assistance.

62. **Recommendation 5: Updating the County Council’s School Transport Policy to reflect the current Department for Education statutory guidance and to be easier to understand.**
63. Any changes to the School Transport Policy are required by law to be subject to a public consultation.
64. The Department for Education have updated the statutory guidance for Travel to school for children of compulsory school age and the current Hampshire County Council School Transport Policy requires updating to bring it into line with this latest guidance. In addition, some of the wording and language has been revised to ensure that it is clear and easy to understand.
65. In line with the most recent DfE guidance, the following sections are proposed to be updated in the Policy:
- Parental preference for children with Education, Health and Care Plans
 - Children with medical needs
 - Accompaniment of children
66. In addition, it is proposed that a number of additional updates are made throughout the Policy document to provide clarity in wording and language, ensure the Policy is relevant to the current School Transport Service, and to reflect the most recent DfE guidance.
67. A draft of the amended School Transport Policy has been attached in APPENDIX C of this report. Changes are indicated by a red font.
68. The Policy would be updated and come into effect from 1 February 2024.

Consultation

69. A public consultation seeking feedback on the proposed changes to the School Transport Policy took place between 30 October 2023 – 6 December 2023.
70. Awareness of the consultation was raised in a number of ways including: press releases prior and during the time the consultation was live, sending an email to the parents/carers of all current users of the Service, posts on the County Council’s social media platforms (including reminders), newsletter articles, communicating with schools, and emailing community groups.

71. The consultation was also supported by five virtual “drop-in” sessions, where respondents could ask any questions or clarify any queries about the consultation directly with members of the School Transport Service.
72. The consultation has received 262 responses in total.
73. All comments received as part of the consultation have been read, analysed and provided to the School Transport Service.
74. **90%** of individuals responded that there were **children or young people under the age of 19 living in their household** (including themselves).
75. **65%** (142) of individuals with children or young people in their household responded that they **received School or Post-16 Transport** provided by Hampshire County Council.
76. **59%** (130) of individuals with children or young people under 19 in their household responded that the children or young people had **Special Educational Needs and/or Disabilities**.
77. **36%** (51) of individuals with children or young people in their household who receive School Transport from the County Council stated that PA support was provided to children or young people in the household, **7%** (10) received a mileage allowance, and **6%** (9) pay a contribution towards School Transport provided to children or young people in the household.
78. A summary of the consultation questions and responses is provided below. Full results can be found in APPENDIX D.
79. **Proposal 1: “To what extent do you agree, or disagree, with Proposal One: For Personal Transport Budgets (PTB) to be available to families where a child or young person’s needs or circumstances mean that suitable transport is difficult to find, or not available at all, in the local operator market?”**

Response	Percentage	Count
Strongly agree	28%	71
Agree	34%	86
Neither agree nor disagree	14%	35
Disagree	10%	24
Strongly disagree	12%	29
Don't know	3%	8

80. When asked about the reasons for their answers, respondents commented on the flexibility that PTBs would offer families, and that they would also provide families with more financial support.

81. Other respondents thought that payments wouldn't cover the cost for families, stated that operators may not be suitable or available to parents, or were concerned that the payments might be misused by some parents. Some respondents felt that the introduction of PTBs for some families could be stressful, costly and cause difficulties for working parents.

82. **Mitigations:**

PTBs would be introduced as an option for parents. The parent would not be obliged to accept a PTB, and the arrangement would only be put in place where it is agreed between the County Council and the parent as the best means of providing transport arrangements.

The County Council would explore a PTB at the request of a parent, school or where the County Council thinks it could be suitable.

PTBs would be calculated based on three elements:

- Travel costs – for example current HMRC mileage rates or quotes from commercial taxi companies

- Support costs (where applicable) – for example the current cost of a Passenger Assistant

- Discretionary costs – other costs that need to be covered to ensure that the proposed PTB arrangement is viable in the long-term

The County Council has established ways of working that would be applied to mitigate the misuse of PTBs. These include an existing process to prevent misuse of parental mileage allowances, and the well-established use of PTBs within County Council Social Care and SEN services.

83. **Proposal 2: To what extent do you agree, or disagree, with Proposal Two: Development and delivery of an Independent Travel Training service for children and young people with SEND who may be capable of travelling independently to their place of education?"**

Response	Percentage	Count
Strongly agree	17%	43
Agree	33%	83
Neither agree nor disagree	19%	47
Disagree	12%	31
Strongly disagree	15%	38
Don't know	5%	11

84. When asked about the reasons for their answers, respondents commented on the independence that this proposal could offer some children or young people, and how this would be better for some families.

85. Other respondents highlighted safety concerns, that independent travel training wouldn't be suitable for all children or young people (particularly as their needs could change regularly), and that independent travel training would not be straightforward. They also noted that independent travel could be stressful both for children or young people and families, that the training should be optional/parent's choice, and that there should be the option to revert back to previous arrangements if more independent travel is introduced and then found to be unsuitable. Some respondents also felt that they would need more clarification or information on how the service would be delivered before deciding whether they agreed with the proposal.

86. **Mitigations:**

The Independent Travel Training offer would be jointly developed by the County Council and parent representatives. This will include development of the assessment criteria that a 'pass' or 'completion' of the training is judged against.

It is understood that some children or young people may never reach a level of independence to allow them to travel safely without assistance and in this case, Independent Travel Training would not be recommended for these individuals.

Readiness to complete independent travel training would be determined by a discussion between the County Council, school and parents.

Parental consent would be required before optional independent travel training is offered to a child or young person. There is no requirement for any child or young person to undertake the training.

Any travel arrangements would remain until after the child or young person has successfully completed the training programme.

The County Council recognises that a child or young person’s ability to travel independently may not be constant and may change regularly. This will be considered when offering or assessing the outcome of any training. DfE guidance states that “some children may need to participate in travel training again if their circumstances change, for example if they move school”, and this will also be taken into account.

The completion of independent travel training may not always result in a child or young person being able to travel more independently or changes to transport arrangements. Each child’s or young person’s needs will be assessed on completion of the training and transport will still be offered if this is appropriate to their needs.

87. Proposal 3: “To what extent do you agree, or disagree, with Proposal Three: to regularly review the provision of Passenger Assistants?”

Response	Percentage	Count
Strongly agree	22%	56
Agree	44%	111
Neither agree nor disagree	18%	46
Disagree	5%	13
Strongly disagree	9%	22
Don’t know	2%	5

88. When asked about the reasons for their answers, respondents commented that they were in favour of the regular review of passenger assistant (PA) provision, as children’s needs change over time.

89. Other respondents felt that there were safety concerns associated with removing a passenger assistant from a child’s provision, that the proposal could be an attempt to reduce provision by the County Council, and that there could be an impact on the driver if a PA was removed from a route. Respondents also stated that reviews must be based on the needs of the child, the family must be involved in the decision, and that there should be caution when a PA is shared between multiple children.

90. Feedback was received as part of an Unstructured Response which stated that this Proposal also included the annual review of a child's eligibility for travel assistance. The aforementioned annual review forms part of Proposal 5 (updates to the School Transport Policy) and is therefore addressed in Paragraph 109.

91. **Mitigations:**

The County Council understands that some children will always need the support of a Passenger Assistant on their journey to and from school. Regular reviews will not be triggered where this is the case.

Reviews of Passenger Assistants would take into account any changes in a child's needs or circumstances, whilst also ensuring that travel arrangements are safe and suitable.

Where a Passenger Assistant is assigned based on the combined needs of children in a vehicle, this will be considered when reviewing arrangements for individual children.

The intention of this proposal is to ensure Passenger Assistants are allocated where they are needed, and reviews may result in the addition of a Passenger Assistant in some circumstances.

92. **Proposal 4: "To what extent do you agree, or disagree, with Proposal 4: To increase the level of contribution to discretionary school transport arrangements (where parents are required to make a financial contribution) in line with inflation (Consumer Price Index) from September 2024 and inflation-linked increases applied in future years?"**

Response	Percentage	Count
Strongly agree	15%	35
Agree	24%	55
Neither agree nor disagree	16%	37
Disagree	15%	34
Strongly disagree	27%	62
Don't know	4%	8

93. When asked about the reasons for their answers, respondents were concerned about affordability and cost of living, and that the increases were too high. Some respondents felt that access to education (including transport) should be free, and others felt that contributions should be means tested.

94. When asked to suggest alternative measures for calculating increases, respondents proposed basing increases on the rising cost of transport (such as fuel), means testing contributions based on family income/circumstances, or aligning increases with benefits or wage increases.

95. **Mitigations:**

The contribution rate will continue to be waived for families on low incomes, including those in receipt of certain benefits as outlined in the Policy.

Families with exceptional circumstances would continue to be able to apply for a discretionary waiver or reduction in parental contributions.

CPI is the method of calculating increases recommended by the UK Government. To depart from this method would require a strong case. CPI is currently 3.9% (at the date of submitting this report for publication). The other methods suggested by respondents would give equal or larger increases; transport costs are predicted to rise by over 20% since the last financial year and means-tested benefits rose by 10.1% in April 2023. Therefore, using CPI limits the rise more effectively than the other methods suggested.

96. **Proposal 5: Respondents were informed that the County Council was proposing to update the School Transport Policy “to reflect current government policy and to be easier to understand”.**

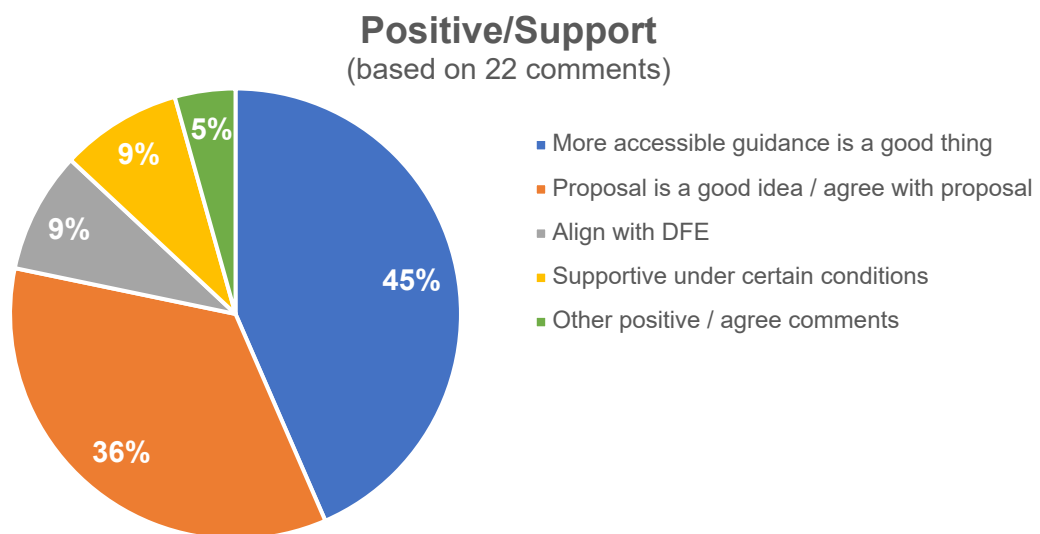
97. Respondents were asked to provide any feedback that they had on the changes to the Policy. Respondents were generally positive about making the

wording of the Policy clearer and simpler but on the proviso that there were no changes to the Policy itself within this proposal. There were, however, negative comments or concerns, most of which related to the clarity of the Policy, and the impact the existing Policy has on children with SEN and their families.

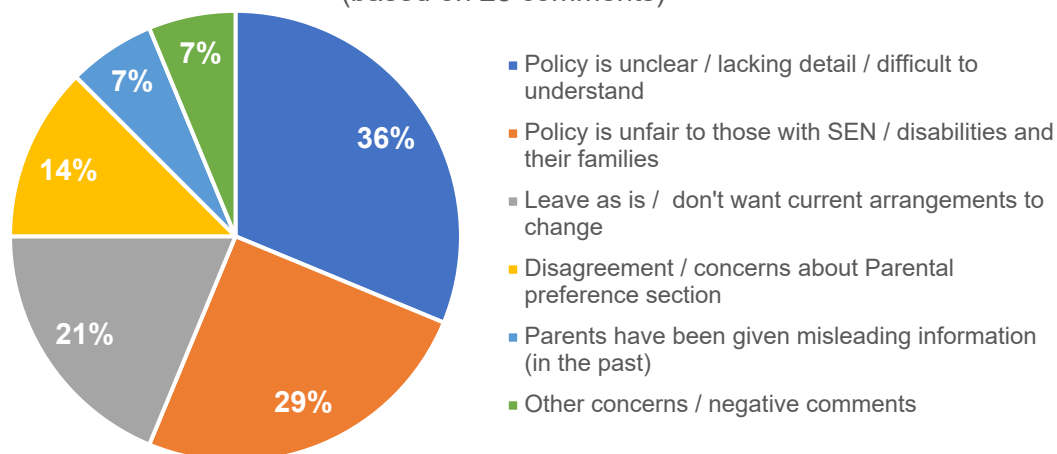
98. 70 comments were provided in response to Proposal 5 and have been tagged as 'positive', 'negative', or 'other'. Comments often include multiple topics, and therefore may fall under more than one category (for example, a mix of positive and negative comments):

Positive comments, or support for the proposed changes	22
Negative comments, or concerns about the proposed changes	28
Other comments, considerations or suggestions	31

99. The below charts show the common themes identified from the responses to Proposal 5:



Negative/Opposition (based on 28 comments)



100. The majority of the 28 negative comments or concerns received related to the existing Policy and eligibility criteria, including how difficult the Policy is to understand, acceptable walking distances and the fact that early years and Post-16 transport is not free of charge. Other respondents commented that they did not want their specific arrangements to change.

101. The majority of the 22 positive comments referred to respondents' agreement with the proposal, the fact that clearer guidance would be beneficial, and that it was right to align the Policy with DfE statutory guidance.

102. Four respondents made comments related to the newly added Parental Preference section of the Policy (paragraph 4.15, APPENDIX C), including balancing a child's needs with resources available. The Policy already referred to parental preference when listing Qualifying Schools (paragraph 4.24, APPENDIX C), however there was no explanation of this option. The updated DfE Guidance provides further clarification on how parental preference in choosing a school further away might operate in practice and the proposed change in the Policy closely follows the DfE Guidance.

103. Other comments included suggestions that all changes should be clear/transparent/easy to understand, that SEN provision is lacking locally, and positive comments about the current School Transport service.

104. As part of one of the three Unstructured Responses, a number of specific comments were made in relation to Proposal 5. These have been considered by the School Transport Service and further explanation and mitigation is outlined below:

105. Living in Multiple Catchments (see paragraph 4.8 of the Policy, APPENDIX C): A comment was raised regarding how this would "allow for where the

nearer school filled up from within catchment and was unable to provide a place”, or if a “family picked the further school before this change came in”. The Policy already provides for this situation more generally in paragraphs 4.25 and 4.26, where it explains that when a nearer school is unable to offer a place, free of charge transport will be offered to the next nearest school providing the distance criteria are met.

106. Transport at Start and End of the School Day (see paragraph 3.2 of the Policy, APPENDIX C): A comment was raised regarding school travel eligibility referring to the start and end of the school day *only* (with *only* being the change to this wording). The respondent highlighted that whilst this is appropriate “in general”, wraparound EHCP provision for SEN children should be accommodated. This topic also emerged as part of the wider consultation response. Provision at the start or end of a school day that is part of a child or young person’s education package as outlined within their EHCP will be considered on a case-by-case basis.

107. The respondents raised some concerns that the eligibility criteria had been changed as part of the changes to the Policy. The County Council is not intending to change the criteria for eligibility as part of these recommendations. These concerns are addressed individually below:

108. (Home to) School Transport: A comment was raised regarding the naming of the Policy, which is recommended to change to “School Transport” rather than “Home to School Transport”. This change has been made to reflect the [DfE guidance](#) which states: “It may not always be necessary to provide children with ‘door to door’ transport in order to meet their needs. Many will be able to walk to a suitable pick-up point to be collected, provided they would be able to do so in reasonable safety, accompanied by their parent if necessary. Some children’s needs will mean they need to be collected from their home. Local authorities should not have a policy that they never provide door to door transport and should make decisions on a case-by-case basis.” The DfE guidance itself is now entitled “*Travel to school* for children of compulsory school age”, replacing the previous “*Home to School* Travel and Transport Guidance”, as referenced in the “About” section of the guidance document. The County Council will continue to consider transport applications and suitability of transport on a case-by-case basis.

109. Accompaniment/Reasonably Walking to School (see paragraphs 4.19 – 4.22 of the Policy, APPENDIX C): A comment was raised regarding determining whether a child cannot reasonably be expected to walk to school, where the County Council had removed the sentence: “This will take into account age of the child and whether one would ordinarily expect a child of that age to be accompanied on that journey”. The respondent had concerns around what this would mean for secondary school pupils, and commented that it may impact upon eligibility criteria. The County Council does not believe that this would result in a change in eligibility, but that this change would make the

section open to interpretation, and therefore does not fit the intention to change the Policy to be clearer and easier to understand. As such, the previous wording in the Policy has been retained within paragraph 4.19. It is acknowledged in the [DfE guidance](#) that “it can be difficult for local authorities to make decisions in relation to children of secondary school age whose special educational needs, disability or mobility problem mean they could not reasonably be expected to walk to school unaccompanied. Other children of this age may normally be expected to walk to school unaccompanied which might, for example, enable parents to increase their working hours” and “local authorities should be sensitive to the particular challenges parents of such children may face” (pg.20, paragraph 52). In response to the feedback, an addition has been made to the Policy (paragraph 4.22, APPENDIX C) which reflects the DfE guidance. This reads: “When deciding whether it is reasonable to expect the parent of a child with special educational needs, disability or mobility problem to accompany their child to school, the County Council will be sensitive to the particular challenges parents of such children may face.”

110. Review of Eligibility and Sustainability (paragraph 7.1, APPENDIX C):
Proposal 5 also introduced wording within Section 7 of the Policy which outlines the approach already taken in practice. It refers to the points in time where a child’s circumstances will usually be reviewed, including whether any changes in circumstances affects their eligibility. The DfE guidance states that “local authorities must ensure that the travel arrangements they make take account of the needs of the child concerned”, and these reviews are undertaken to ensure that travel arrangements continue to take account of the child’s needs. Whilst this may result in changes to an individual’s eligibility, the criteria that eligibility is measured against is not changing. However, in response to feedback, and in line with the County Council’s intention to make the Policy clearer and easier to understand, this new section of the Policy has been renamed to “Review of Passenger Assistant suitability” and refers solely to Passenger Assistant arrangements.

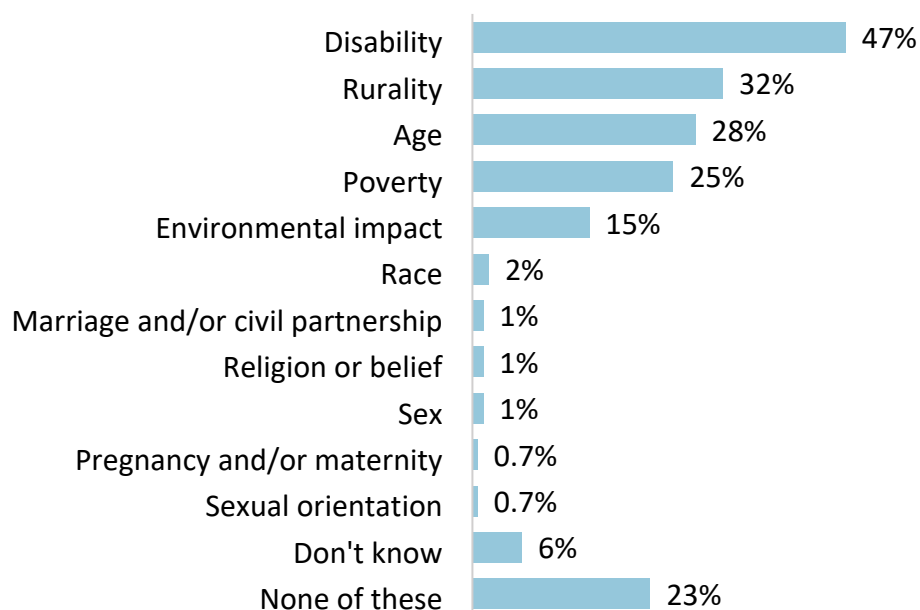
Equalities

111. Participants were asked to ‘describe what, if any, impacts the Policy for School Transport provision in Hampshire may have on you, people you know, or your organisation, group or business.’ Many of the impacts raised referred to the existing Policy in addition to the proposed changes. Key themes included:

- Impact on education
- Impact on safety
- Impact on children with SEN/additional needs
- Financial impact on families
- Impact on parents with children at different/multiple schools

- Difficulties for working parents
- Environmental impact/more cars on the road
- Comments on the importance/benefits of the school transport service
- Criticism of the current school transport experience/Policy
- Suggestions for improvements
- Comments on the respondent's reliance on school transport

112. Participants who described the impacts of the Policy were then asked if the impacts they had mentioned “relate to any of the following characteristics or issues”. Based upon the 142 respondents who answered this question, the following groups were selected:



113. An **Equalities Impact Assessment (APPENDIX A)** has been produced which also highlights that there is a potential impact for the aforementioned characteristics of age, disability, poverty and rurality in the event that the recommended changes to the Policy are approved. Impacts and mitigations are described within the assessment, and include:

114. **Age:** As the school transport service is provided for eligible children and young people of school age (eligibility as set out in the Policy), it is recognised that they and their families/carers would be affected by the recommendations with regards to age as a protected characteristic. The age-related nature of the service is required by law.

115. **Disability:** The introduction of PTBs will affect a higher proportion of children with SEN than mainstream children, providing them with more flexible

transport arrangements. Independent Travel Training will primarily be offered to children with SEN, enabling greater independence for some children. Both PTBs and Independent Travel Training offer additional options for parents. Passenger Assistants are more likely to be provided for children with SEN. In addition, SEN children receiving discretionary travel may need to travel further than mainstream children, so could be in the higher distance brackets for parental contributions. However, the proportion of children with SEN receiving discretionary transport arrangements is low, and the contribution rate will continue to be waived for those on a low income or certain benefits, or in exceptional circumstances. The additional section added to the Policy around Parental Preference draws attention to an existing option available to parents of children with SEN which they may be in a position to consider.

116.**Poverty:** Without mitigation, the increase in contribution rate would particularly impact families on a lower income. This has been considered by the County Council and the contribution rate would continue to be waived for low-income families, for example those in receipt of certain benefits. Families with exceptional circumstances would also be able to apply for a discretionary waiver or reduction in parental contributions.

117.**Rurality:** Families living in rural areas often face a longer journey to their nearest suitable school, and public transport may be a more restricted offer. However, this longer distance means that they are more likely to qualify for statutory transport assistance. As journeys from rural areas will tend to be longer, the cost of providing discretionary transport for children from rural areas are greater on average. Therefore, due to the longer distances, rural families with discretionary arrangements will be more likely to be in a higher distance band, with a higher contribution. These charges will be waived for families on low incomes or in exceptional circumstances.

Finance

118. There are no financial savings realised from this change.

Legal Implications

119. It is the responsibility of the local authority under the Education Act 1996 to provide school transport, free of charge, for children of compulsory school age in certain circumstances as prescribed by the legislation.

120. Statutory guidance states that local authorities should consult on proposed changes to Policy. Consultations should run for at least 28 days during term time. The consultation was conducted between 30 October 2023 – 6 December 2023 to meet these requirements.

121. Transport arrangements for students aged between 16 -25 are set out in a separate annual Post 16 Policy statement that is published by 31 May each year. The consultation on the Post-16 Policy statement for 2024 ran during the same timescales as the School Transport consultation and will be reported upon separately.

Climate Change Impact Assessment

122. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience impacts of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the County Council does.

123. The Climate Change Adaptation tool is used to identify where climate variables pose a vulnerability to a new project or decision. The tool was not applicable for this report because the decision relates to Policy wording changes that will not materially change the nature of the School Transport service.

124. For the majority of the changes to the Policy, it is not clear whether there will be any impact on emissions, and any potential impacts are expected to be marginal. As part of this report, the School Transport Service is seeking approval to begin development of Independent Travel Training. The future delivery of Independent Travel Training would be designed to prepare children and young people with SEND for more independent travel as they prepare for adulthood. This may result in a higher proportion of children and young people with SEND using public transport or shared transport in the future, potentially reducing the number of individual vehicles used for School Transport and Post-16 journeys.

125. The proposed changes will allow the County Council to be better able to provide flexible transport arrangements for children (including those with SEN) that respond to their changing needs, demand and external market pressures. This directly supports Strategic Priority 2: People in Hampshire live safe, healthy and independent lives, as well as supporting Strategic Priority 4: People in Hampshire enjoy being part of a strong, inclusive communities.

□

Conclusions

126. The County Council has considered the views expressed through the public consultation.

127. The decision has to be a carefully balanced consideration of all the factors, including the responses to the consultation, the viability of the service and the importance of the County Council operating within its budget. The County Council continues to provide all statutory School Transport services and will not, as a result of the proposed changes, remove transport from existing eligible children unless their circumstances change.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	No
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Issue details - Permission to Consult on Proposed Changes to School Transport Policy About the Council Hampshire County Council (hants.gov.uk)	19 October 2023
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>
Travel to school for children of compulsory school age (publishing.service.gov.uk)	June 2023

Section 100 D - Local Government Act 1972 - background documents	
<p>The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)</p>	
<u>Document</u>	<u>Location</u>
None	

APPENDIX A: EQUALITIES IMPACT ASSESSMENT

Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- 1 Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- 2 Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- 3 Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- 4 The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- 5 Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- 6 Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

Equalities Impact Assessment

Title: School Transport Policy Consultation Outcome 2023

EIA for Savings Programme: No

Service affected: The School Transport Service

Description of the service/policy/project/project phase:

Hampshire County Council (the Council) has a statutory duty to provide free of charge School Transport for eligible children (eligibility as set out in the Council's School Transport Policy).

The School Transport Service currently arranges daily transport to school for approximately 13,500 children and young people. Of these, 9,600 attended mainstream schools and 3,750 attended schools and colleges that provide for their Special Educational Needs and Disabilities (SEND) or other needs.

A rise in complexity of transport needs, along with pressures affecting the external market, have meant that it is becoming more challenging for operators to provide transport that adequately meets the passengers' needs. The County Council needs to consider approaches that would allow them to be better able to respond to these pressures and provide adequate, safe, and efficient transport to children.

New/changed service/policy/project:

Approval is being sought to introduce changes to the School Transport Policy. The proposed changes would enable the County Council to be better able to provide flexible transport arrangements for children that respond to their changing needs, demand and external market pressures. The proposed changes would also bring the School Transport Policy in line with the updated Department for Education statutory guidance on Travel to School for Children of Compulsory School Age (June 2023). Feedback has been gathered on the following proposed changes:

Proposal One: For Personal Transport Budgets (PTB) to be available to families where a child's needs or circumstances mean that suitable transport is difficult to find, or not available at all, in the local operator market.

Proposal Two: The development and delivery of an Independent Travel Training service for children with SEND as they prepare for adulthood.

Proposal Three: The regular review of the provision of Passenger Assistants.

Proposal Four: Where parents are required to make a financial contribution to discretionary school transport arrangements, to increase this contribution

in line with inflation (Consumer Price Index (CPI)) from September 2024, with inflation-linked increases also being applied in future years.

Proposal Five: The rewording and updating of the Policy to ensure it reflects the latest Department for Education statutory guidance (Travel to School for children of compulsory school age, issued June 2023), is relevant to the Service and is easy to understand.

The impact of the changes on young people with different protected characteristics have been captured as part of this consultation.

Equality considerations

A consultation was undertaken on proposed changes to the School Transport Policy, and was live from 30 October - 6 December, where respondents were asked to what extent they agreed or disagreed with the five proposed changes, and the impacts they foresaw should the changes be implemented.

A detailed communications plan was developed and delivered to ensure wide awareness of the consultation. An email was sent to all parents/carers of children and young people who use the School Transport Service, and five virtual drop-in sessions with members of the School Transport Service were set up and promoted.

262 participants responded to the consultation and the results are summarised as follows:

- 62% of consultation respondents agreed or strongly agreed with Proposal 1 (Personal Transport Budgets)
- 50% agreed or strongly agreed with Proposal 2 (Independent Travel Training)
- 66% agreed or strongly agreed with Proposal 3 (Regular review of Passenger Assistants)
- 39% agreed or strongly agreed with Proposal 4 (Increase parental contributions for discretionary arrangements in line with CPI)
- Open text comments in response to Proposal 5 (Improved clarity and alignment to Department for Education guidance) were generally positive about improving the clarity of the Policy on the proviso that their existing arrangements were not reduced. Other topics raised included comments around the 'Parental Preference' section of the Policy (which provides a clearer explanation of what happens when a parent selects a school that is not named as the nearest appropriate school on an EHCP), the importance of School Transport for children with SEN, and concerns relating to the lack of SEN provision locally.

90% of individuals had children or young people under the age of 19 living in their household (including themselves). Of these, 65% responded that the children or young people received School or Post-16 transport provided by the Council, and 59% stated that they included children or young people with Special Educational Needs and/or Disabilities.

Respondents were asked to comment with perceived impacts of the proposals, including on different groups and protected characteristics. These are detailed in the final consultation report appended to the 19 January Decision Day report and included against each group within this equality impact assessment. Respondents identified the following groups as being impacted:

Disability (47%)

Rurality (32%)

Age (28%)

Poverty (25%)

Environmental impact (15%)

A small number of respondents selected other groups, with 1% or 2% selecting marriage/civil partnership, pregnancy/maternity, race, religion/belief, sex, and sexual orientation.

This EIA principally focusses on considering the potential impact of the proposed changes on the Public rather than Staff as there are no proposed changes to staff terms and conditions. Therefore, the impact has been assessed as neutral for Staff throughout.

Equality considerations – Impact Assessment

Age

Impact on public: Neutral

Impact on staff: Neutral

Rationale

As the school transport service is provided for eligible children and young people of school age (eligibility as set out in the Council's School Transport Policy), it is recognised that they and their families/carers would be affected by the proposed change in regard to age as a protected characteristic. Of the consultation respondents who answered a question regarding impacts on protected groups, 28% (40) stated that comments were related to 'Age'.

Proposal one – Positive – Personal Transport Budgets (PTB). This service would be something that gives more flexibility to children and families although it is anticipated that it will only be an option for some families.

Proposal two – Positive – Independent Travel Training (ITT) would be a service offered to students as they prepare for approaching adulthood and would only be suitable for a small number of students. For the students that it is suitable for and who choose to take part in the training, ITT would be a strengths-based service that, for some, would result in greater independence. The Council would work closely with families and school to implement ITT.

Proposal three – Negative low – The review of the allocation of Passenger Assistants (PA) would see that some students who no longer require a PA would have their PA phased out and students whose needs have changed and require one, would be identified for allocation of a PA in a more timely way.

Proposal four – Negative low – The increase in contribution rates for children receiving discretionary transport arrangements will affect children and young people of school age and their families. The number of families affected is approximately 100 of the approximate 13,500 students receiving school transport arranged by the council.

Proposal five – Positive – Changes to the school transport policy is anticipated to be positive as the changes would ensure it is up to date, relevant to the service and easy to understand. Where new sections have been added, these seek to explain existing procedures more fully.

Disability

Impact on public: Neutral

Impact on staff: Neutral

Rationale

47% (67) of consultation respondents who identified impacts on protected groups stated that their comments were related to 'Disability'.

Proposal one – Positive – PTBs will affect Children and Young people with disabilities and their families. The change will mean that children, young people and their families with disabilities who are suitable for a PTB will have more flexible options for their transport arrangements.

Proposal two – Positive – ITT would affect Children and Young people with disabilities and their families. Most people offered ITT would have SEND. For the students that it is suitable for and who choose to take part in the training, ITT would be a strengths-based service that, for some, would result in greater independence. The Council would work closely with families and school to implement ITT. Consultation responses were generally positive, on the proviso that ITT would be optional and not enforced.

Proposal three – Negative low – The review of PAs would affect children and young people and their families with disabilities as PAs are mostly used to support students with SEND. The proposal would see that some students who no longer require a PA would have their PA phased out and students whose needs have changed and require one, would be identified for allocation of a PA in a timelier way.

Proposal four – Neutral - The increase in contribution rates for students in receipt of discretionary travel arrangements would have no identified impact based on disability and therefore the impact has been assessed as neutral. Respondents to the recent consultation noted that SEN children receiving discretionary travel may need to travel further than mainstream children, so could be in the higher distance brackets for parental contributions. However, the proportion of children with SEN receiving discretionary transport arrangements is low, and the contribution rate will continue to be waived for those on a low income or certain benefits, or in exceptional circumstances.

Proposal Five - Neutral - Based on the proposed changes to the Policy, there is no identified impact based on disability and therefore the impact has been assessed as neutral. It should be noted, however, that respondents to the recent consultation were clear that any changes to the travel arrangements their children with SEND receive could have a negative impact on their child's access to education.

Whilst the Policy does not affect existing SEND provision, respondents to the consultation highlighted that improved provision would reduce travel time and lower costs. Some respondents challenged the Council's approach to naming suitable schools on EHCPs, and the associated 'Parental Preference' process (where parents can select a school that is not the nearest appropriate school but would need to pay towards travel costs). This process provides parents with additional options, and the update within the Policy was included to highlight that this is available.

Gender Reassignment

Impact on public: Neutral

Impact on staff: Neutral

Rationale

There is no identified impact based on gender reassignment and therefore the impact has been assessed as neutral.

Pregnancy and Maternity

Impact on public: Neutral

Impact on staff: Neutral

Rationale

There is no identified impact based on pregnancy and maternity and therefore the impact has been assessed as neutral.

Race

Impact on public: Neutral

Impact on staff: Neutral

Rationale

There is no identified impact based on race and therefore the impact has been assessed as neutral.

Religion or Belief

Impact on public: Neutral

Impact on staff: Neutral

Rationale

There is no identified impact based on religion or belief and therefore the impact has been assessed as neutral.

Sex

Impact on public: Neutral

Impact on staff: Neutral

Rationale

There is no identified impact based on sex and therefore the impact has been assessed as neutral.

Sexual Orientation

Impact on public: Neutral

Impact on staff: Neutral

Rationale

There is no identified impact based on sexual orientation and therefore the impact has been assessed as neutral.

Marriage and Civil Partnerships

Impact on public: Neutral

Impact on staff: Neutral

Rationale

There is no identified impact based on marriage and civil partnership and therefore the impact has been assessed as neutral.

Poverty

Impact on public: Negative Low

Impact on staff: Neutral

Rationale

Of the consultation respondents who answered a question regarding impacts on protected groups, 25% (20) stated that impacts were related to 'Poverty'.

Proposal One has no identified impact based on poverty and therefore the impact has been assessed as neutral. Within the consultation, some respondents were concerned that Personal Transport Budgets would be enforced on parents and that they would not be cost effective. PTBs would be optional, and any parents offered the option of a PTB would not need to consider them if they felt they did not cover costs.

Proposals two, three and five have no identified impact based on poverty and therefore the impact has been assessed as neutral.

Proposal four – Negative low – The increase in contribution rate would have a greater effect on families on a lower income. Responses from the consultation on this proposal referred to the cost-of-living crisis and that increases would be too expensive.

Mitigation actions:

This has been considered by the Council and the contribution rate would continue to be waived for families in receipt of certain benefits. Families with exceptional circumstances would also be able to apply for a discretionary waiver or reduction in parental contributions. As this increase would impact discretionary arrangements only, statutory travel would continue to be provided to eligible children without a parental contribution.

Rurality

Impact on public: Negative – Medium

Impact on staff: Neutral

Rationale

Of the consultation respondents who answered a question regarding impacts on protected groups, 20% (16) stated that impacts were related to 'Rurality'.

Proposals one, three and five have no identified impact based on rurality and therefore the impact has been assessed as neutral.

Proposal four – Negative Medium – Families living in rural areas often face a longer journey to their nearest suitable school, and public transport may be a more restricted offer. However, this longer distance means that they are more likely to qualify for statutory transport assistance. As journeys from rural areas will tend to be longer, the cost of providing discretionary transport for children from rural areas are greater on average. Therefore, due to the longer distances, rural families with discretionary arrangements will be more likely to be in a higher distance band, with a higher contribution, which was also raised by respondents to the consultation. These charges will be waived for families on low incomes or in exceptional circumstances. Respondents also commented that if their children were ineligible for transport, the parents didn't want their child to walk over a certain distance, and they could not afford the increase in contributions, this would impact family life as there is less likely to be alternative public transport provision locally and parents would potentially need to take their children to school.

Proposal two has no identified impact based on rurality and therefore the impact has been assessed as neutral. However, it was noted that consultation respondents feel there will be less opportunity for children with SEN in rural locations to benefit from Independent Travel Training due to reduced local transport options and longer travel distances.

Mitigation actions:

Where transport is necessary to facilitate attendance, the Council will provide transport assistance. Each child will be considered on a case-by-case basis, including the proposed journey and any limitations on infrastructure, to ensure provision reflects actual need. The School Transport Policy will continue to allow for parental contribution charges to be waived when parents/carers are on a low income, in receipt of certain benefits or if the child is in receipt of free school meals. Families with exceptional circumstances can also apply for a discretionary waiver or reduction in parental contributions.

Geographical Impact: All Hampshire

Additional Information:

This EIA accompanies an Executive Lead Member for Children's Services decision report on the 19 January 2024.

This EIA principally focusses on considering the potential impact of the proposed changes on the Public rather than Staff as there are no proposed changes to staff terms and conditions. Therefore, the impact has been assessed as neutral for Staff throughout.

EIA reference number: 00505

APPENDIX B: CLIMATE CHANGE IMPACT ASSESSMENTS

Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience impacts of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

Climate Change Adaptation

The Climate Change Adaptation tool is used to identify where climate variables pose a vulnerability to a new project or decision. The tool was not applicable because the decision relates to Policy wording changes that will not materially change the nature of the School Transport service.

Carbon Mitigation

The Mitigation Decision-making Tool considers the impact of carbon emissions and whether any mitigations are required. For some of the changes to the Policy, it is not clear whether there will be any impact on emissions. For example, Personal Transport Budgets will initially be offered to parents of children who require an adapted vehicle or other special arrangements to accommodate their needs, enabling parents to fund their own arrangements. These needs and the resulting transport arrangements already exist, so it is unlikely that there will be an increase in the total number of adapted vehicles in use. Similarly, it is not clear whether increasing financial contributions for discretionary arrangements and spare capacity seats will result in a change in emissions. Increases in parental contributions in line with CPI may lead some parents to decide that they no longer wish for their child to take a spare capacity seat, and some of these parents may then use their own personal vehicle to transport their child. However, these seats are usually oversubscribed, so it would be likely that other parents would take up these places, meaning the number of personal vehicles in use would remain at a similar level.

As part of this report, the School Transport Service is seeking approval to begin development of Independent Travel Training. The future delivery of Independent Travel Training would be designed to prepare children and young people with SEND for more independent travel as they prepare for adulthood. This may result in a higher proportion of children and young people with SEND using public transport or shared transport in the future, potentially reducing the number of individual vehicles used for School Transport and Post-16 journeys.

The proposed changes will allow the County Council to be better-able to provide flexible transport arrangements for children that respond to their changing needs, demand and external market pressures. This directly supports Strategic Priority 2: People in Hampshire live safe, healthy and independent lives, as well as

supporting Strategic Priority 4: People in Hampshire enjoy being part of a strong, inclusive communities.

Changes continue to keep the School Transport Policy in line with the Service's requirement to enable eligible children to arrive at school safely and ready to learn, and children and young people with SEN may gain additional independence future through the development and future delivery of Independent Travel Training. Much of the School Transport Service is statutory, and clearer wording within the Policy will ensure that parents of eligible children – in addition to service users themselves – are able to understand and make use of the support available to them.

APPENDIX C: PROPOSED SCHOOL TRANSPORT POLICY
Amendments to wording are marked in **red**.

School Transport Policy

HAMPSHIRE COUNTY COUNCIL

SCHOOL TRANSPORT POLICY

EFFECTIVE FROM [XXXXXXX]

CONTENTS

Section	Description
1	BACKGROUND AND SCOPE OF THE POLICY
2	LEGAL RESPONSIBILITIES FOR TRANSPORTING CHILDREN TO/FROM SCHOOL
3	DEFINITION OF ‘ELIGIBLE CHILDREN’
4	FACTORS TO CONSIDER FOR ‘ELIGIBLE CHILDREN’
	- Compulsory school age
	- Statutory walking distances
	- Unsafe routes
	- Special educational needs (SEN), a disability or mobility problems
	- Parental Preference for children with Education, Health and Care Plans
	- Accompaniment
	- Extended rights eligibility (children entitled to free school meals or whose parents receive the maximum level of Working Families Tax Credit)
	- Definition of Home Address
	- Qualifying schools
	- School choice
	- Permanent exclusion
	- Suitability of arrangements
	- Personal Transport Budgets
	- Children with medical needs
	- Promoting Independent Travel
5	DISCRETIONARY TRANSPORT ARRANGEMENTS AND EXCEPTIONS – CHARGEABLE
	- Spare Capacity Seats
	- Voluntary driver schemes
	- Part-time attendance
	- Primary Age Siblings
	- Journey times of more than 75 minutes
	- Religion or belief
6	CIRCUMSTANCES WHERE TRANSPORT WILL <u>NOT</u> BE PROVIDED
7	OTHER ISSUES
	- Review of Eligibility and Suitability
	- Withdrawal of assistance
	- Delays
	- Errors
	- Complaints
	- Contacts
	APPENDIX 1 Schedule of Charges for Discretionary Arrangements
	APPENDIX 2 School Transport - Review/Appeals Process

1. BACKGROUND AND SCOPE OF THE POLICY

- 1.1. The Policy sets out the legal responsibilities that Hampshire County Council (**the County Council**) has in order to provide assistance with transport to school or another education setting for children living in the **County Council** local authority administrative area. It also supports **the County Council's** sustainable school travel strategy ¹.
- 1.2. This Policy reflects the requirements of the Education Act 1996 (**the Act**) and the Education and Inspections Act 2006. It also complies with the Department for Education's statutory guidance, **Travel to School for children of compulsory school age**, issued in **June 2023**².
- 1.3. The changes to the previous Policy are included as **Section 2, Section 3, Paragraphs 4.8, 4.9, 4.11, 4.12, 4.15, 4.16, 4.17, 4.19 - 4.23, 4.27, 4.29, 4.31 – 4.39, 5.4, 6.2, 7.1 – 7.3, 7.9, 7.11, Appendix 1 and Appendix 2** of this version.
- 1.4. Charges for transport arrangements are set out in Appendix 1.
- 1.5. The process for appeals is set out in Appendix 2.
- 1.6. Arrangements for post-16 age (sixth form) student transport are set out in a separate annual transport policy statement that is published by 31 May each year.
- 1.7. **Note: References to parent in this document include birth parents, adoptive parents, foster parents, carers or legal guardians with parental responsibility.**

2. LEGAL RESPONSIBILITIES FOR TRANSPORTING CHILDREN TO/FROM SCHOOL

- 2.1. Parents have a legal duty and a responsibility to make the necessary arrangements to ensure that their child of compulsory school age attends school regularly. **For most parents, this means making arrangements for their child to travel to and from school.**
- 2.2. **It is the responsibility of those with parental responsibility to make suitable arrangements to ensure that their child is accompanied on walking routes to school, if it is considered by the parents that the child's age, ability and levels of understanding make this necessary. The Authority will therefore not provide transport solely because parents have not made such arrangements, unless there is good reason. In the event that parents are working or otherwise unavailable at the time their child travels to and from school it remains the parents' responsibility to make arrangements to ensure that their child attends school.**

¹ [Hampshire sustainable modes of transport for children and young people - January 2013](#)

² [Department for Education \(publishing.service.gov.uk\)](#)

- 2.3. **The** County Council has a statutory duty to make arrangements to provide free of charge school transport for **'eligible children' (defined in paragraph 3.1) only.**

3. DEFINITION OF 'ELIGIBLE CHILDREN'.

- 3.1. Eligible children are defined³ as children of compulsory school age (defined in paragraph 4.3):

- who attend their nearest or catchment school which is beyond the statutory walking distance. **Where a child lives within more than one catchment area, eligibility for School Transport will be based on the shortest walking route to any of the catchment schools.**
- who, because of their special educational needs, disability or mobility problems cannot reasonably be expected to walk to their school, **even if accompanied by an adult.**
- whose route to the nearest suitable school is unsafe **as determined in accordance with Road Safety GB guidelines.**
- children entitled to free school meals or whose parents receive the maximum level of Working Families Tax Credit (subject to a distance requirement).

- 3.2. All eligible children are entitled to free of charge transport to/from school at the beginning and end of the normal school day **only.**

4. 'ELIGIBLE CHILDREN' - EXPLANATION OF RELEVANT FACTORS.

- 4.1. As a general rule, **the County Council** will only make provision for free of charge transport for the children referenced set out above.
- 4.2. The following paragraphs explain the eligibility for free of charge transport for **eligible children only** in more detail.

Compulsory school age

- 4.3. Children are of compulsory school age from the beginning of the term following their fifth birthday (*or from their fifth birthday if it falls on 31 August, 31 December or 31 March*) until the last Friday in June of the academic year in which they reach 16 years of age.

³ Schedule 35b of the Education Act 1996

Statutory walking distances⁴

- 4.4. For **children** of compulsory school age, transport is provided if their nearest suitable or catchment school, measured from the child's home to the nearest available entrance to the school grounds', is:
- Beyond two miles (if below the age of eight); or
 - Beyond three miles (if aged between eight and 16).
- 4.5. A child living between two and three miles from their school ceases to be an eligible child on their 8th birthday.
- 4.6. **The above** are the statutory walking distances prescribed by legislation. However, different walking distances apply in respect of children who are entitled to free school meals or whose parents receive the maximum level of working tax credit (see paragraph 4.9).
- 4.7. When determining whether a non-catchment school qualifies as a nearer school distances greater than the statutory walking distances will be measured on 'road routes', passable for a suitable motorised vehicle.
- 4.8. **Where a child lives at an address that is within the catchment area of more than one school, the qualifying school for the purpose of School Transport is the catchment school that is closest to their home as measured by walking route. Where both schools in question are over the statutory walking distance, the route to the schools will be measured by the nearest available road route, passable for a suitable motorised vehicle, when determining which catchment school qualifies as a nearer school.**

Extended rights eligibility

- 4.9. **A child is eligible for free travel to school if they are eligible for free school meals or a parent with whom they live receives maximum Working Tax Credit, and the child is:**

Aged eight or over but under 11, attend their nearest suitable school and it is more than 2 miles from their home by the nearest walking route; or

Aged 11 to 16 years, and attend one of their three nearest suitable schools provided it is more than 2 miles (nearest walking route) but not more than 6 miles (by road) from their home; or

Aged 11 to 16 years, attend a school that is more than 2 but not more than 15 miles from their home that their parents have chosen on the grounds of their religion or belief if, having regard to that religion or belief, there is no suitable school nearer to their home.

⁴ Statutory walking distance defined in Section 444(5) of the Education Act 1996

Unsafe routes

- 4.10. Transport arrangements will be made for children of compulsory school age who cannot reasonably be expected to walk to the nearest suitable school because the nature of the route is deemed unsafe to walk.
- 4.11. **Assessment of Walked Routes to Schools Guidelines**, published by Road Safety GB, support the assessment of routes. Officers apply the guidelines to determine the nature – safe or otherwise - of any walking routes.
- 4.12. **Where no safe walking route exists, for example where the road outside the child's home is unsafe, distances to schools, for the purpose of identifying the nearest suitable school, will be measured on 'road routes', passable for a suitable motorised vehicle.**

Special educational needs (SEN), a disability or mobility problems

- 4.13. A child of compulsory school age with special educational needs, a disability or mobility problems who cannot reasonably be expected to walk to school, even if they were accompanied by an adult, will receive free school transport, regardless of distance.
- 4.14. Eligibility is assessed on an individual basis, which includes the following:
- The child must be attending the nearest designated catchment area school, a nearer school, or the nearest school with a place or is attending the nearest appropriate school as determined by the Special Educational Needs (SEN) service.
 - By reason of their SEN, disability or mobility problem (including temporary medical conditions) the child cannot reasonably be expected to walk to school.
 - Eligibility will be assessed on a **case-by-case** basis, and any evidence submitted e.g., from a medical practitioner will be taken into consideration.

Parental Preference for children with EHC Plans

- 4.15. **Where a parent would prefer their child to attend a school that is further away from their home than the nearest school that would be able to meet their needs, the County Council will consider whether arranging travel to the preferred school would be incompatible with the efficient use of resources.**
- 4.16. **The County Council will determine the cost of providing the child with free travel to each of the two schools. If travel to the parent's preferred school would cost more than travel to the nearer school, the County Council will decide whether the additional cost of providing travel to the parent's preferred school is incompatible with the efficient use of resources.**

4.17. If the County Council determines that providing travel to the parent's preferred school would be incompatible with the efficient use of resources, the County Council will either:

A. name a different school that would be appropriate for the child's needs, or

B. name the parent's preferred school on the condition that the parent arranges the travel or provides some or all of the cost of the travel. This would normally be the difference between the cost of travel to the parents' preferred school and the cost of travel to the nearest suitable school.

At this point, the parent may withdraw their request for the preferred school, and the County Council will therefore name the school that would have been named in option A.

Primary Age Siblings

4.18. In the case of children with SEN, a disability or mobility problems (see paragraph 4.13), transport will be provided where there is a need for primary age sibling(s) to be taken to other school(s), provided that the school(s) is/are the catchment area school(s), a nearer school or next nearest school. In addition, consideration would be given to the timing of the school day or the direction of the other school(s) that would prevent the parent from accompanying the child(ren).

Accompaniment

4.19. In determining whether a child cannot reasonably be expected to walk for the purposes of 'special educational needs, a disability or mobility problems eligibility' or 'unsafe route eligibility', the County Council will consider on an individual basis whether the child could reasonably be expected to walk if accompanied by an adult and, if so, whether the child's parent can reasonably be expected to accompany the child. This will take into account age of the child and whether one would ordinarily expect a child of that age to be accompanied on that journey.

4.20. The general expectation is that a child will be accompanied by a parent where necessary, unless there is good reason why it is not reasonable to expect the parent to do so. A child will not normally be entitled to free school transport solely because their parents' work commitments or caring responsibilities mean they are unable to accompany the child to school. As set out in the Department for Education statutory guidance sections 47 – 52⁵ (Travel to school for children of compulsory school age), reasons such as the parent's working pattern or the fact they have children attending more

⁵ [Travel to school for children of compulsory school age - June 2023](#)

than one school, will not normally be considered sufficient reasons for a parent being unable to accompany their child. These reasons apply to many parents, and, in most circumstances, it is reasonable to expect the parent to make suitable arrangements to fulfil their various responsibilities (for example, their responsibilities as an employee and as a parent).

- 4.21. The circumstances the County Council will consider when determining if a child can be reasonably accompanied include (but are not limited to) where the parent has a disability or mobility problem that would make it difficult for them to accompany their child, or other exceptional reasons provided by the parent as to why they cannot accompany their child or make other suitable arrangements. If a parent submits evidence that they are unable to accompany their child to school this will be assessed on an individual basis and any evidence submitted e.g., from a medical practitioner will be taken into consideration.
- 4.22. When deciding whether it is reasonable to expect the parent of a child with special educational needs, disability or mobility problem to accompany their child to school, the County Council will be sensitive to the particular challenges parents of such children may face.

Definition of Home Address

- 4.23. The home address will be that at which the child resides and spends the majority of his/her time. Occasionally a child will have more than one address, for example, because they live with parents who have different addresses. In this situation, the **home** address used for determining transport will be the one at which the child spends most of their time including weekends and school holidays as well as during the week. **Where the child spends equal time at two addresses, parents must nominate one address as the home address for transport even if both addresses are eligible for transport assistance. Parents must let the County Council know if the child's home address changes and will be asked to provide evidence of this if it affects entitlement to transport assistance.** When the child lives at the other address, they will not qualify for any transport arrangements other than the one provided from the home address.

Qualifying schools

- 4.24. The schools covered by this Policy statement are: -

community, foundation and voluntary **aided and voluntary controlled** schools;

academies (including those which are free schools, university technical colleges, studio schools and special schools);

alternative provision academies;

community or foundation special schools;

non-maintained special schools;

pupil referral units (education centres)⁶;

maintained nursery schools (where attended by a child of compulsory school age); and

city technology colleges (CTC), city colleges for the technology of the Arts (CCTA).

for children with SEN, an independent school if it is the only school named in the child's Education, Health and Care Plan (EHCP), or if it is the nearest of two or more schools named in the EHCP and is not named on the basis of parental preference.

School choice

4.25. Where parents apply for the designated catchment or a nearer school and the school is unable to offer a place, free of charge transport will be offered to the next nearest school with a place available providing the distance criteria are met.

4.26. The **child** will remain entitled to transport to the next nearest school with a place until they leave the school, or they **change** address.

Exclusion

4.27. Transport is provided for pupils who have been permanently excluded from school who attend a new school or Education Centre, subject to the statutory walking distance criteria being applied.

Suitability of arrangements

4.28. Transport arrangements **should** allow the child to reach school without undue stress, strain or difficulty. Shorter journey times are desirable in achieving this. **Where practicable**, maximum journey times should be 45 minutes **each way** for **children of primary school age** and 75 minutes **each way** for children **of secondary school age**. A **Passenger Assistant** will be provided on SEN transport when required, based on the needs of the **children** travelling.

4.29. The most economic form of transport available will be provided, having due regard to the availability of the transport as determined by the **County Council's** Passenger Transport Group (PTG) and the maturity, health or

⁶ Where they are receiving education by virtue of arrangements made under section 19(1) of the Education Act 1996

special needs of the **child**, as determined by the Head of **School** Transport in **the** Children's Services Department.

- 4.30. One vehicle may be used to transport children attending different schools. Mixing of children attending special schools and mainstream schools may occur when appropriate.
- 4.31. Transport will either be provided from designated pick-up and drop-off points or from a child's home address. A decision as to the collection point for transport will be made using the criteria in 4.27 and 4.28. Designated Pick up or drop off points will be no further than one mile walking distance from a child's home address.

Personal Transport Budgets

- 4.32. In certain circumstances, and subject to parental consent, the most suitable arrangement might be for the parent to provide the transport. This may because:

Suitable transport is difficult to find, or not available at all, in the local provider market;

The child requires an adapted vehicle that is not available locally;

The child requires skilled support tailored to their individual needs; or

The County Council's officers and the parent agrees that transport provided by the parent is the most suitable arrangement.

In those cases, the County Council may offer the parent a Personal Transport Budget (PTB) to enable the parent to make suitable travel arrangements for transport and/or passenger assistant support. The PTB would replace the child's existing travel arrangement.

- 4.33. A Personal Transport Budget will be calculated by considering:

The mileage to the child's nearest suitable school (at the current HMRC mileage rate)

The child's support needs and the level of skill required to support them on their journey to school

Individual circumstances affecting the child's journey to and from school

The efficient use of the County Council's resources

Children with Medical Needs

- 4.34. Where a child has medical needs that might affect their journey to and from school, the County Council will ask parents about the support they need as

part of the transport application process. The County Council will also seek information from the child's school, as it is likely that the school will have arrangements in place to manage their medical needs during the day.

- 4.35. Passenger Assistants will receive a range of training, including First Aid certification and awareness about common medical needs affecting children travelling to school. Where the County Council is made aware that a child has a specific medical need, we will ask the parent to provide the Individual Healthcare Plan which will be shared with the Passenger Assistant. The County Council will also ask the child's school to share information about the arrangements they put in place to manage their medical needs and to offer training to the Passenger Assistant. The County Council will also ask the school to identify whether the child's needs will affect the child on the journey to and from school.
- 4.36. Where unforeseen medical issues occur, or the child needs a medical intervention beyond what has been covered in training, the Passenger Assistant or driver will immediately call 999 and act in accordance with the 999 operator's instructions.
- 4.37. A child's routine medication will not be administered on the journey to and from school, and routine medical procedures will not be carried out. It may sometimes be necessary to administer a child's emergency medication. Emergency medication will only be administered in accordance with instructions from a health care professional, for example where a clear Individual Healthcare Plan written by a health care professional has been provided, or under medical supervision during a 999 call.

Promoting independent travel

- 4.38. Transport arrangements for SEN children will, wherever possible, support them to develop independence, taking into account the health or special needs of the child, and any steps towards independence outlined in the EHCP.
- 4.39. Independent Travel Training may be offered to eligible children with parent's consent. Readiness to complete Independent Travel Training would be outlined in the EHCP or agreed by the County Council following a discussion with the school and parents. Once an eligible child has successfully completed Independent Travel Training, their travel arrangements will be reviewed.
- 4.40. The County Council will not withdraw free school transport from an eligible child who does not successfully complete the travel training programme.

5. DISCRETIONARY TRANSPORT ARRANGEMENTS – CHARGEABLE

- 5.1. This section sets out the limited circumstances in which the County Council will use its discretionary powers (under Section 508C of the Act) for children

who are not entitled to free transport (as set out under Section 4 of this Policy above).

- 5.2. Where this discretion is used, there will usually be a charge for the transport provided, as shown in Appendix 1
- 5.3. All arrangements within this section will be time limited. At the end of the specified period, parents will need to re-apply.

Spare Capacity Seats

- 5.4. A spare place on a contract vehicle may be offered to a child who is not entitled to transport assistance. It will be withdrawn if **the space is required for an eligible child** or if **there are changes to the route** which reduces the number of concessionary seats. A flat rate charge will be made for such seats (set annually by **the County Council**), except where the child being transported is entitled to free school meals or the family is in receipt of the maximum level of working tax credit. Parents must make their own arrangements for the **child** to travel to the nearest existing pick-up point on the route. **Spare capacity seats will be offered only once all arrangements are in place for eligible children.**

Part-time attendance

- 5.5. This will not normally be supported with a transport arrangement. Transport may be provided to facilitate part-time attendance, where a child is convalescing following medical treatment or illness. The child's progress will be reviewed at least on a termly basis. This is a discretionary arrangement and may be subject to the charge in Appendix 1 except when part-time attendance is in place with the agreement of the local authority.

Journey times of more than 75 minutes

- 5.6. Unusually there may be situations where a journey time of more than 75 minutes is required. These may occur in transport:
 - to Faith secondary schools;
 - to special schools;
 - to pupil referral units (Education Centres);
 - for pupils attending their next nearest school with an available place because no place available at designated catchment area school or nearest school; and
 - for pupils attending out of county residential schools.

Religion or belief

- 5.7. Under the extended rights eligibility (paragraph 4.9), there is entitlement to free transport for certain children aged 11 to 16 attending the nearest school preferred on the grounds of religion or belief. Where extended rights eligibility does not apply, requests for transport will be considered applying this Policy and any grounds for an exceptional arrangement.

6. CIRCUMSTANCES WHERE TRANSPORT WILL NOT BE PROVIDED

6.1. Transport will not be provided in circumstances other than those set out above for eligible children and where discretionary arrangements are made.

6.2. Specific examples of where transport will not be provided are:

Temporary address. Transport will not be provided from a temporary address to a school that is not the designated catchment area or nearest school for that address.

Journeys to and from other destinations. Transport is not offered to or from points other than the school/ education centre and home or pick up/drop off points.

Victims of bullying. Dealing with bullying should be fully explored with the current school. If parents decide to move their child's school due to dissatisfaction with their current school, then there is no entitlement to free school transport.

To or from pick-up and drop-off points, except as outlined in paragraph 4.30.

Unacceptable behaviour of a pupil, as determined by the **school/the County Council/transport operator or passenger assistant** (where applicable) **with reference to the Mainstream and SEN Pupil Codes of Conduct**. In such cases, requests for an allowance for parents to provide transport (paragraph 4.31) or for public transport will be considered.

To take account of work/business commitments or domestic difficulties of parents.

To accommodate attendance at after school activities or for arrival at start times other than the usual start time for the school. **For example, individual exam timetables will not usually be accommodated.**

7. OTHER ISSUES

Review of Passenger Assistant suitability

7.1. **A timescale for a planned review of Passenger Assistant allocation will be set at the same time as an eligibility decision is made.**

7.2. **The planned review timescale will be based on the child's needs and will typically be at the end of the academic year, at a change of school phase, or at the end of the child's compulsory school career.**

- 7.3. **Passenger Assistant allocation will also be reviewed if the County Council becomes aware of a change of circumstance, including where a parent notifies the County Council that the child's circumstances or needs have changed.**

Withdrawal of Assistance

- 7.4. Where the school transport Policy is changed and the level of discretionary provision reduced, transport may be withdrawn from children who are currently receiving assistance. In these cases, a reasonable notice period will be given to enable parents to make informed decisions about their child's education. Any change of Policy will be subject to a period of consultation with those affected.

Delays

- 7.5. Where a delay occurs in providing transport which is over and above the normal operational timescale for doing so and the application for transport has been submitted in good time (with full information), reimbursement may be made to cover expenses incurred (upon production of evidence of expenditure) from the date from which transport would otherwise have been provided. Such reimbursement will be for use of the most cost-effective type of transport.
- 7.6. In the case of entitlement being granted upon appeal, reimbursement may be made of expenses incurred upon production of evidence of expenditure from the date upon which the appeal was lodged or, if this falls within a school holiday period, from the start of the following term or half-term. Such reimbursement will be for use of the most cost-effective type of transport.

Errors

- 7.7. Where assistance is found to have been granted in error, notice of one full term will normally be given that assistance will be withdrawn to allow families to make other arrangements.
- 7.8. Where entitlement has been denied in error, transport will be arranged as soon as possible and consideration will be given to reimbursing parents retrospectively, with a time limit of the start of the academic year in which the error was discovered.

Complaints/Appeals

- 7.9. **Hampshire** County Council takes all complaints seriously and has a complaints procedure to ensure they are investigated and, where possible, resolved. The procedure is available on **our website: [Children's Services Complaints](#)**.
- 7.10. People are encouraged to raise their concerns using the appropriate contacts. Where necessary, complaints will be considered at a more senior level to ensure every effort is made to resolve the issue.

7.11. Parents wishing to make an appeal regarding a transport entitlement decision or subsequent transport arrangements should **contact** the Head of **School Transport**, **via email at School.Transport.cse@hants.gov.uk or in writing to** Children's Services Department, Hampshire County Council, The Castle, Winchester, Hampshire, SO23 8UG. The appeals process is provided in Appendix 2.

Contacts

7.12. Please visit the School Transport page on **Hampshire** County Council's website (Hantsweb) for up-to-date contact information.
[Travel to school | Hampshire County Council \(hants.gov.uk\)](#)

Appendix 1

Schedule of Charges for **Discretionary** Arrangements

Spare Capacity Seats to be reviewed annually and charges adjusted in line with the Consumer Price Index (CPI):

Distance to travel	Annual charge
Up to 5 miles	£640
5.01 miles to 7.5 miles	£887
7.51 miles to 10 miles	£1,242
Over 10 miles	£1,419

The contribution is waived for families when the travelling child is in receipt of Free School Meals on the grounds of low income or the family is in receipt of the maximum level of Working Tax Credit.

Exceptions to Policy

To be reviewed annually and charges adjusted in line with CPI. The following contributions apply based on the distance to travel. The exception to Policy will be time limited and the charge for discretionary arrangements can be pro-rated based on the length (in weeks) of the actual arrangement.

Distance to travel	Example annual charge
Up to 5 miles	£640
5.01 miles to 7.5 miles	£887
7.51 miles to 10 miles	£1,242
Over 10 miles	£1,419

If the child's parents are in receipt of Income Support; income-based Jobseekers Allowance; income-related Employment and Support Allowance; support under Part VI of the Immigration and Asylum Act 1999; the guaranteed element of State Pension Credit; Child Tax Credit (provided you're not also entitled to Working Tax Credit and have an annual gross income of no more than £16,190); Working Tax Credit run-on-paid for 4 weeks after you stop qualifying for Working Tax Credit; or Universal Credit, the contribution will be waived.

Families in receipt of free school meals (due to low income) are not required to pay the contribution.

Families with a low income, but not in receipt of the above benefits, where the imposition of the **contribution** would reduce their income to around £16,190; or those with **discretionary** circumstances, may apply for a discretionary waiver or reduction in **contribution**.

Appendix 2

School Transport - Review/Appeals Process

Parents who wish to challenge a decision about:

- The **suitability of the** transport arrangements offered **to their child**;
- their child's eligibility;
- the distance measurement in relation to statutory walking distances; and
- the **inherent** safety of the route **in accordance with the Road Safety GB guidelines**

may do so **via email to School.Transport.cse@hants.gov.uk or in writing to, School Transport**, Elizabeth II Court, Children's Services Department, Hampshire County Council, The Castle, Winchester, Hampshire, SO23 8UG. **Parents should indicate their reasons for challenging the decision using the categories above.**

In the first instance a case will be reviewed by a Senior Officer **within the School Transport Service.**

In cases against refusal of a transport service there may be a further appeal to an Independent Appeal Panel made up of one or more Senior Officers outside of the School Transport **Service. Members of the Panel will** hold a comprehensive understanding of the school transport Policy and legislative framework **and** will make decisions on appeals against offers of transport.

Stage one: Review by a Senior Officer

A parent has 20 working days from receipt of the local authority's school transport decision to make a written request asking for a review of the decision.

The written request should detail why the parent believes the decision should be reviewed **using the categories above. They should** give details of any personal and/or family circumstances the parent believes should be considered when the decision is reviewed.

Within 20 working days of receipt of the parent's written request a senior officer **will** review the original decision and send the parent a detailed written notification of the outcome of their review, setting out:

- **whether they have upheld the local authority's original decision;**
- **why they reached that decision;**

- how the review was conducted (including the standard followed e.g. Road Safety GB);
- the factors considered in reaching their decision;
- any other agencies or directorates that were consulted as part of the review.

Where they have upheld the original decision, they should also explain how the parent may escalate their appeal to stage two of the process.

Stage two: Review by an independent appeal panel, where it applies.

A parent has 20 working days from receipt of the local authority's stage one written decision notification to make a written request to escalate the matter to stage two.

Within 40 working days of receipt of the parents request an independent appeal panel will consider written and verbal representations from both the parent and officers involved in the case and give a detailed written notification of the outcome (within 5 working days), setting out:

whether they have upheld the local authority's original decision;

why they reached that decision;

how the review was conducted (including the standard followed e.g. Road Safety GB);

the factors considered in reaching their decision;

information about any other directorates and/or agencies that were consulted as part of the review; and

information about the parent's right to put the matter to the Local Government and Social Care Ombudsman (see below).

The independent appeal panel will be made up of one or more members who will be independent of the original decision making process (but are not required to be independent of the local authority) and suitably experienced (at the discretion of the local authority), to ensure a balance is achieved between meeting the needs of the parents and the local authority, and that road safety requirements are complied with and no child is placed at unnecessary risk. Members will be assigned by a senior manager within the County Council's Children's Services directorate.

Local Government and Social Care Ombudsman There is a right of complaint to the Local Government and Social Care Ombudsman, but only if complainants consider that there was a failure to comply with the procedural rules or if there are any other irregularities in the way the appeal has been handled. If the complainant considers the decision of the independent panel to be flawed on public law grounds, the complainant may also apply for judicial review.

This page is intentionally left blank

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker	Executive Lead Member for Children's Services
Date:	19 January 2024
Title:	Determination of Post 16 Transport Policy 2024
Report From:	Director of Children's Services

Contact Name: Jon Bramley

Tel: 0370 779 3077

Email: Jon.Bramley@hants.gov.uk

Purpose of this report

1. The purpose of this report is to determine Hampshire County Council's Post 16 Transport Policy (the Policy) for 2024. As required by law the necessary consultation has been followed. The proposed changes are to increase parental contributions (charge) for transport in line with Consumer Price Index and updated text in the Policy to align with the main School Transport Policy. The Post 16 Policy for 2024 is presented for approval to the Executive Lead Member for Children's Services.

Recommendations

2. It is recommended that the Executive Lead Member for Children's Services approves the Post 16 Transport Policy 2024 provided in Appendix B.

Executive Summary

3. The proposed Post 16 Policy for 2024 was subject to a public consultation running from 30 October 2023 to 6 December 2023. The consultation was carried out on Hampshire County Council's (the County Council) website and the recommended changes to the Post 16 Policy for 2023 are detailed below in paragraphs 9 and 10.
4. There is no automatic entitlement to local authority funded school or college transport once a student is over the age of 16. The County Council has considered its resources and the travel to college opportunities for students. Students can attend a college or school of choice and, if needed, apply to their provider's student support for assistance.

5. The County Council recognises that families may need a transport service to ensure that 16+ students with special needs or disabilities can access an education placement that is suitable for their needs and so do offer, under discretionary powers, a transport service that requires an annual parental contribution.
6. The Post 16 Transport Policy for 2024 recommended for approval outlines the transport service available to eligible Post 16 learners and enables the County Council to continue to meet its statutory requirements.
7. The Post 16 Transport Policy for 2024 will continue to allow parental contribution charges to be waived when parents/ carers are on a low income, in receipt of certain benefits or if the student is in receipt of free school meals. Families with exceptional circumstances can also apply for a discretionary waiver or reduction in parental contributions.
8. In 2022/23, for approximately 76.7% of Post 16 eligible students, the parental contribution was waived due to low income, in receipt of benefits, free school meals or exceptional circumstances.
9. It is recommended to increase the parental contribution amount in line with the March 2024 Consumer Price Index (CPI) and for the Policy to be updated to state that parental contribution rates will be uplifted by the March CPI rate as standard every year.

As CPI does change, the following was used as an example in the consultation to indicate the potential impact on the contributions. The CPI rate of 6.7% at August 2023 was used as an example:

Distance to travel	2023/24 Annual charge	2023/24 Termly charge	Example 2024/25 Annual charge	Example 2024/25 Termly charge
Up to 5 miles*	£783.19	£261.06	£835.66	£278.55
5.01 to 7.5 miles*	£1,084.72	£361.57	£1,157.40	£385.80
7.51 to 10 miles*	£1,519.39	£506.46	£1,621.19	£540.39
Over 10 miles*	£1,736.07	£578.69	£1,825.39	£617.46

10. It was also proposed that changes are made to the Policy wording with respect to Independent Travel Training and the appeals and complaints processes to bring them in line with main School Transport Policy and to update website links in the section for additional transport support. Full details of these proposed changes are included within Appendix B.

Contextual Information

11. Local Authorities are required to publish a Post 16 transport Policy on or before 31 May each year in line with statutory guidance. This report includes the comments received in response to the annual consultation on the Post 16 Transport Policy in Appendices C and D. As the Policy is determined annually, parents or young people make a new application for transport each year and eligibility for transport assistance is decided each academic year. The newly determined Policy will be used for all new applications for transport assistance for the 2024/25 academic year.
12. The Policy details the offer for sixth form age students aged 16 - 19 and adult students with an Education Health and Care Plan or a disability to the age of 25. The recommended Policy explains that the County Council will provide local authority funded transport, when it is necessary, to facilitate attendance. It also explains, that where the young person is aged under 18, the expectation of the County Council is that parents or carers will be responsible for transporting their child, but individual circumstances of families will be considered when making eligibility decisions.
13. The Policy is determined within a statutory timetable on or before 31 May each year. It will be published following the Executive Lead Member for Children's Services Decision Day.

Finance

14. The current expenditure on School Transport is over £50 million per annum for the 2022/23 financial year, Expenditure has risen by 47% from £34 million per annum in the previous financial year. For the 2022/23 financial year, £3.7 million was spent on Post 16 transport assistance and is estimated to increase to £5.4 million for 2023/24. There are several factors that have contributed to these increasing costs:

External market factors affecting the transport market have meant that costs have risen significantly for operators, and the costs are being passed on to the County Council.

Nationally, the number of Education Health and Care Plans (EHCPs) for children with SEND has been increasing at a rate of over 10% per annum since 2014. A rise in EHCPs typically leads to a rise in demand for transport. This is resulting in higher demand for transport overall, and at times, a requirement for more complex travel arrangements.

There is a higher demand for specialist school places, which are spread over a wider geographical area and require more specialist travel arrangements to ensure the needs of children are met.

15. The County Council currently fund a high proportion of the cost of Post 16 transport arrangements from revenue budgets, with parental contributions funding the remaining proportion. Whilst the County Council will continue to fund the majority of this cost, absorbing the increased cost of the transport

arrangements would impact and reduce the limited resources available for other essential services for vulnerable children.

16. The County Council offer the facility to pay Post 16 parental contributions in instalments on a termly basis.
17. For 76.7% of eligible Post 16 students in 2022/2023, the parental contribution was waived due to parents being on low income, in receipt of benefits, free school meals or exceptional circumstances. Parental contributions will continue to be waived under such circumstances in 2024/25.
18. The County Council work to limit the spend on school transport wherever possible, whilst ensuring statutory requirements continue to be met. There are robust procurement processes in place where the School Transport Service regularly review contracts to optimise and obtain best value. The County Council also continue to work with central government to maximise funding for vulnerable young people, and to ensure the challenges in respect of the increasing spend on local authority funded school transport is recognised nationally.

Consultation and Equalities

19. The public consultation on the 2024 Post 16 Policy ran from 30 October 2023 to 6 December 2023. The public were invited to make comments via a publicly available response form. Communications promoting the consultation included press releases, details on the County Council's website, communications sent to schools, emails to existing service users and Post 16 settings and an email to County Councillors. The consultation was also promoted via the County Council's social media channels.
20. There were a total of 78 consultation responses. 71 were from individuals, 1 official representative and 1 democratically elected representative. 5 respondents did not identify themselves.
21. When asked about the proposal for parental contributions for Post 16 transport arrangements to increase in line with inflation:

Response	Percentage	Count
Strongly agree	0%	0
Agree	16.7%	13
Neither agree nor disagree	7.7%	6
Disagree	20.5%	16
Strongly disagree	52.6%	41
Do not know/not stated	2.5%	2

22. When asked for alternatives to the proposed increase in line with inflation, 15.4% stated there should be no parental contribution, 11.5% of respondents stated means-tested, 7.7% stated based on actual travel costs and 5.1% based on average wage increases.

23. When asked to explain reasons for views on the proposed contribution increase and Policy wording updates, respondents stated:

Response	Count
Affordability	57
Prevent education due to parent contribution	22
No impact detailed/None	18
Lack of local suitable settings	17
More/clearer communications	14
Comments about Policy	14
Other comments (not categorised)	11
16-18 education compulsory	10
Inequality around who contributes	9
Independent Travel Training concerns	9
SEN inclusion	8
Operational Transport issues	6
Increased cars on road	5
Student cannot travel independently	5
Comments around driving better value	5

NB: Respondents could raise more than one topic therefore the count does not match the total number of respondents.

24. Respondents commented on communications on Post 16 transport, raising the themes listed below. This provides an opportunity for 2024 communications to inform further on the following:

At year 11, the change from statutory to discretionary transport.

The Post 16 transport service is only potentially available to SEND students.

Post 16 transport is always subject to an annual application.

The application assessment is focused on what prevents the family household from transport the student.

Parental contributions can be waived for evidenced low income.

25. When respondents identified characteristics or issues impacted:

Response	Count
Disability	37
Poverty	30
Age	19
Rurality	18
Environmental impact	6
Do not know	3
Marriage/Civil Partnership	1
Race	1
Pregnancy/maternity	0

NB: Respondents could raise more than one characteristic or issue therefore the count does not match the total number of respondents.

26. Other impacts highlighted by respondents across the questions included:

Not enough SEN schools impacting transport costs.

Contribution increase impacts only those paying it – ‘working poor’.

Rural locations more challenging.

Will impact choices and options for students.

Not equitable – prevents lower income from same opportunities.

Young person cannot travel independently.

27. Analysis of the responses has been included within slides in Appendix C. The full anonymised responses are included with Appendix D.

28. The County Council's Post 16 Transport Policy is compliant with and is based upon DfE statutory guidance [on Post 16 transport and travel support to education and training](#).

There is no automatic entitlement to free school or college transport once a student is over 16. The County Council has considered its resources and how it supports young people's participation in education and training. The County Council will continue to provide discretionary transport assistance for Post 16 students with an Education Health and Care Plan or a disability.

Public consultation responses raised concerns about general affordability and rural areas being potentially in a higher distance band therefore paying a higher financial contribution.

Responses to the public consultation regarding affordability have been considered alongside that this is a discretionary service being provided and for which low income families will have a waiver of contribution. If the County Council were to continue to absorb the increased cost of the transport arrangements, this would impact and reduce the limited resources available for other essential services for vulnerable children.

The County Council works to limit the spend on school transport wherever possible, whilst ensuring statutory requirements continue to be met. There are robust procurement processes in place where the School Transport Service regularly review contracts to optimise and obtain best value. The County Council also continue to work with central government to maximise funding for vulnerable young people, and to ensure the challenges in respect of the increasing spend on local authority funded school transport is recognised nationally.

For 76.7% of eligible Post 16 students in 2022/2023, the parental contribution was waived due to parents being on low income, in receipt of benefits, free school meals or exceptional circumstances. Parental contributions will continue to be waived under such circumstances in 2024/25. Parents may also apply for a discretionary waiver or reduction in parental contributions.

The responses to the public consultation also cited the lack of awareness about the entitlement to statutory transport ending once a student reaches 16 years old. This will be addressed with additional information made available through Schools, Colleges and on the County Council School Transport website.

29. An Equality Impact Assessment has been produced for the Post 16 Transport Policy for 2024 and is provided in Appendix A.

Climate Change Impact Assessment

30. The County Council utilises two decision-making tools to assess the carbon emissions and resilience impacts of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change

considerations are built into everything the Council does.

31. The carbon mitigation tool and climate change adaptation tool were not applicable because the decision relates to the annual determination of a statutory policy for determining the eligibility for local authority funded transport assistance for students aged 16 to 25. This is the first administrative step in meeting the duty to support Post 16 students' journeys to and from their educational setting as it will ensure that help is provided when it is necessary to facilitate attendance.

32. The Policy is important for meeting the County Councils' strategic priorities as it provides an opportunity for local authority funded transport that enables young people to get a good start in life and assists in overcoming inequality. Also, the Post 16 Transport Policy helps people with special educational needs and/or a disability to find and access support within the community.

Conclusion

33. The proposed Policy aids parents/carers and users of the service to understand the transport service available and who may be entitled to support. The proposed Post 16 Transport Policy 2024 provides details of the service available to eligible Post 16 learners and enables the County Council to continue to meet its statutory duties.

Supporting information

Appendix A: [Equality Assessment](#)

Appendix B: [Proposed Post 16 Transport Policy](#)

Appendix C: [Slides of Consultation Responses](#)

Appendix D: [Anonymised comments](#)

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	No
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Permission to Consult on Proposed Changes to School Transport Policy for 2024	<u>Date</u> 19 October 2023
Direct links to specific legislation or Government Directives	
<u>Title</u> Post-16 transport and travel support to education and training Statutory guidance for local authorities	<u>Date</u> January 2019

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
None	

APPENDIX A: EQUALITIES IMPACT ASSESSMENT

Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

1. Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
2. Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
3. Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

4. The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
5. Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
6. Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

Equalities Impact Assessment

Title: Post 16 Transport Policy Statement 2024

EIA for Savings Programme: No

Service affected: The Post 16 Transport service.

Description of the service/policy/project/phase:

The provision of transport to an education setting for young people who are older than school age is not a statutory requirement. Hampshire County Council have exercised discretion beyond the statutory requirement to offer transport assistance to young people between 16 and 18 years old who have an Education Health Care Plans (EHCP) or disability.

The current expenditure on school transport is just over £50 million per annum for the 2022/23 financial year, of which £3.7 million was spent on Post-16 transport assistance in 2022/23 and estimated to increase to £5.4 million for 2023/24. The County Council currently fund most of the cost of Post 16 transport arrangement from revenue budgets, with parental contributions funding the remaining proportion. Whilst the County Council will continue to fund the most of this cost, absorbing the increased cost of the transport arrangements would impact and reduce the limited resources available for other essential services for vulnerable children.

For 76.7% of Post 16 eligible students in 2022/2023, the parental contribution was waived due to low income, in receipt of benefits, free school meals or exceptional circumstances. Parental contributions will continue to be waived under such circumstances. The County Council works to limit the spend on school transport wherever possible, whilst ensuring statutory requirements continue to be met. There are robust procurement processes in place where the School Transport Service regularly review contracts to optimise and obtain best value. Hampshire County Council also continue to work with central government to maximise funding for vulnerable young people, and to ensure the challenges in respect of the increasing spend on local authority funded school transport is recognised nationally.

The Policy Statement details when and how the Council will support attendance in Post 16 education where travel/transport is perceived as a barrier. It allows parents/carers and users to understand how young people aged over 16 with an EHCP or a disability aged over 16 and in education may be eligible for a local authority funded transport service. In the previous Policy Statement for 2023, an increase was made to cover the increased external (supplier) costs of providing transport to Post 16 learners. The 2024 Policy Statement introduces increases in line with the Consumer Price Index (CPI) to the parent contribution. This EIA supports a report to the Executive Member which recommends changes to the Post-16 Transport Policy Statement, with the statement due to be published by 31 May 2024 as per statutory requirements.

New/changed service/policy/project:

The following changes have been recommended:

1) An annual increase in parental contributions in line with the Consumer Price Index
The County Council would implement an increase in the parental contributions to Post-16 transport arrangements in line with inflation (Consumer Price Index (CPI)) from September 2024, with inflation-linked increases applied in subsequent years. The current Policy outlines the level of contribution for Post-16 transport but does not currently allow for yearly adjustments. An inflationary increase would be applied to the contribution starting in September 2024 and for subsequent academic years in line with the CPI rate for March each year. This increase aims to partially offset rising costs currently covered by the County Council. Parents would continue to contribute towards transportation costs, with the County Council funding the remaining amount as in previous years. To illustrate, the annual parental contribution for a journey of between 5 and 7.5 miles was £1,084.72 for the 2023/24 school year. If these contributions were to be uplifted by the CPI rate at the time of consultation (6.7% based on the 12 months to August 2023), this contribution would increase to £1,157.40 for the 2024/25 financial year. For 76.7% of Post 16 eligible students in 2022/2023, the parental contribution was waived due to low income, in receipt of benefits, free school meals or exceptional circumstances. Parental contributions will continue to be waived under such circumstances in 2024/25.

2) Update to the wording of the Independent Travel Training section
The County Council would update the language, wording and level of detail regarding Independent Travel Training within Section 7 of the Post-16 Transport Policy Statement, to bring it in line with the proposed changes in the School Transport Policy. A comparison table showing the current and proposed wording can be viewed on the Post-16 2024/25 Consultation page:

<https://www.hants.gov.uk/aboutthecouncil/haveyoursay/consultations/Post-16-Transport-Policy-for-2024-25>

3) Explanation of Appeal and Complaints Process
The County Council would update the Policy to improve the explanation of the Appeal and Complaints processes, bringing it in line with improvements to the wording in the proposed School Transport Policy which have been drafted based on the latest DfE statutory guidance.

4) Minor amendments to wording for clarity.
The County Council would make minor amendments to the wording within the Policy for better clarity. These include: - To add: '2. General Transport Available – The following link provides the information supplied by colleagues and sixth form establishments.' - Update to 'Other transport support' section and remove the link to 'Brain in Hand' as this is not relevant to the Policy - Any other minor changes to wording to improve clarity

Equality considerations

A consultation was undertaken on proposed changes to the Post-16 Transport Policy, and was live from 30 October - 6 December, Respondents were asked to what extent they agreed or disagreed with the proposed changes, and the impacts they foresaw should the changes be implemented. A detailed comms plan was developed and

delivered to ensure wide awareness of the consultation. Five virtual drop-in sessions with the Head of School Transport and the Eligibility and Policy Manager were set up and promoted. 78 participants responded to the consultation, which included and one unstructured response. The response to whether parental contributions should be increased by inflation was 16.7% in agreement, 52.6% strongly disagreed and 20.5% disagreed. Response themes included focus on affordability, preventing education, no stated impact, lack of suitable local settings, more/clearer communications and general comments about policy. This led to a review and update of the impacts and mitigations that would be in place in response to the public consultation.

Equality considerations – Impact Assessment

Age

Impact on public: Negative - Medium

Impact on staff: Negative - Medium

Rationale

The established policy and legislation, from 2021 affects learners at specific ages differently, particularly those aged 16 on 1st September 2024 and those aged 17 on that date, although only until their 18th birthday. Therefore, the impact on age identified here is in respect to the legislative requirements and the subsequent considerations made by Hampshire County Council (HCC) when deciding on the support necessary in relation to travel and transport to facilitate a young person's attendance at their place of education. As a young person becomes a Post 16 learner, HCC considers transport support is only necessary if it is essential to enable them to attend their programme of study. If the young person is able to access other forms of travel, support/funding, and has the available means to access their education setting, then they would be expected to use these in the first instance.

In the public consultation, respondents cited Age as the fourth most frequent impact. Tied in with the feedback about the need for more/clearer communications for Post-16 there was also a theme of respondents not being aware of statutory transport ending at 16 years and that discretionary transport was subject to application and a parental contribution.

Mitigation

Where transport is necessary to facilitate attendance, the Council will provide transport assistance. Each young person will be considered on a case by case basis to ensure provision reflects actual need with the contribution waived for learners from families in receipt of income based benefits or who are on a low income. The 2024 communications plan will build on that of 2023 by including more articles explaining when statutory transport entitlement ends and the principles of the Post 16 discretionary transport.

Disability

Impact on public: Negative - High

Impact on staff: Neutral

Rationale

The vast majority of young people over the age of 16 in education will attend placements which are accessible from their home address. However, where a young person or a family member (with responsibility for the young person) has Special Educational Need and Disability (SEND), a health issue/concern, or disability this may make accessing an education placement difficult or impossible without HCC providing support with travel/transport arrangements. The proposed policy change concerns provision for this cohort of learners (and their families) and recognises the potential impacts on this protected characteristic.

HCC ensure support is available if it is considered necessary in order for the young person to attend their education placement / training. Where possible and where appropriate, HCC will support young people to use public transport and make their own journeys independently, and will expect parents to provide transport assistance. In the public consultation, Disability was the most frequent impact named by respondents. Respondent comments included that transport for SEN students should be free at 16+.

Mitigation

Hampshire County Council recognises that families may need a transport service to ensure that 16+ special needs or disabled students can access a place that is suitable for their needs and so do offer a transport service, under discretionary powers. The transport arrangements require a parental contribution. This can be paid in instalments on a termly or monthly basis if required. The Post 16 2024 Policy will continue to allow for parental contribution charges to be waived when parents/ carers are on a low income, in receipt of certain benefits or if the student is in receipt of free school meals. Families with exceptional circumstances can also apply for a discretionary waiver or reduction in parental contributions.

Gender Reassignment

Impact on public: Neutral

Impact on staff: Neutral

Rationale

The transport service is provided based on geography, safety of route and on some occasions, the special educational needs of the eligible child. There is no identified impact based on gender reassignment and therefore has been assessed as neutral.

Pregnancy and Maternity

Impact on public: Neutral

Impact on staff: Neutral

Rationale

The transport service is provided based on geography, safety of route and on some occasions, the special needs of the eligible child. There is no identified impact on pregnancy and maternity and therefore has been assessed as neutral.

Race

Impact on public: Neutral

Impact on staff: Neutral

Rationale

The transport service is provided based on geography, safety of route and on some occasions, the special needs of the eligible child. There is no identified impact based on race and therefore has been assessed as neutral.

Religion or Belief

Impact on public: Neutral

Impact on staff: Neutral

Rationale

The transport service is provided based on geography, safety of route and on some occasions, the special needs of the eligible child. There is no identified impact based on religion or belief and therefore has been assessed as neutral.

Sex

Impact on public: Neutral

Impact on staff: Neutral

Rationale

The transport service is provided based on geography, safety of route and on some occasions, the special needs of the eligible child. There is no identified impact based on sex and therefore has been assessed as neutral..

Sexual Orientation

Impact on public: Neutral

Impact on staff: Neutral

Rationale

The transport service is provided based on geography, safety of route and on some occasions, the special needs of the eligible child. There is no identified impact based on sexual orientation and therefore has been assessed as neutral.

Marriage and Civil Partnerships

Impact on public: Negative - Low

Impact on staff: Neutral

Rationale

The transport service is provided based on geography, safety of route and on some occasions, the special needs of the eligible child. There is no identified impact based on marriage and civil partnership and therefore has been assessed as neutral.

Poverty

Impact on public: Negative Low

Impact on staff: Neutral

Rationale

The transport service is provided based on geography, safety of route and on some occasions, the special needs of the eligible child. In the public consultation, affordability was named as the most frequent reason for respondents explaining their reasons for views on the proposed contribution increase and policy wording updates. Poverty was the second most common impact named by respondents in the consultation.

Mitigation

This has been considered by the County Council, and the contribution rate would continue to be waived for families in receipt of certain benefits. Families with exceptional circumstances would also be able to apply for a discretionary waiver or reduction in parental contributions. For context, during 2022/23, the parental contribution was waived for 76.7% of Post-16 eligible students.

Rurality

Impact on public: Negative – Medium

Impact on staff: Neutral

Rationale

Families living in rural areas often face a longer journey in terms of distance and journey times to access Post 16 provision. Public transport may be a more restricted offer. The longer journey and restricted public transport may limit families' capacity to support their child's travel. As journeys from rural areas will tend to be longer, the cost of providing transport for young people from rural areas are greater on average. Therefore the charges are grouped into four bands based on distance. Due to the longer distances, rural families will be more likely to be in a higher band with a higher charge. Responses to the public consultation cited lack of local suitable settings as the fourth most frequent reason for answering consultation questions as they had. Rurality was recorded in the consultation responses as the fourth most affected group of respondents.

Mitigation actions:

Where transport is necessary to facilitate attendance, the Council will provide transport assistance. Each young person will be considered on a case-by-case basis, including the proposed journey and any limitations on infrastructure, to ensure provision reflects

actual need. The Post 16 Policy will continue to allow for parental contribution charges to be waived when parents/ carers are on a low income, in receipt of certain benefits or if the student is in receipt of free school meals. Families with exceptional circumstances can also apply for a discretionary waiver or reduction in parental contributions.

Geographical Impact: All Hampshire

Additional Information:

The updates to wording (including Independent Travel Training, Appeal and Complaints process and other minor wording changes) will improve the clarity of the policy and will not change how the service is delivered. Any impacts relate to the proposed increase in parental contributions. This EIA principally focuses on assessing the impacts of the proposed change on the public with no proposed changes to staff working terms and conditions, therefore the impact on staff has been assessed as neutral throughout

EIA reference number: 00509

Appendix B

2024 Transport Policy for students in further education aged 16–18 and continuing students aged 19.

Amendments to wording are marked in **red**.

Name of LEA: Hampshire

Department Responsible: Children's Services

Hampshire County Council 2024/2025 Transport Policy for students in further education aged 16-19, continuing students and young people aged 19-24 with learning disabilities.

1. Commitment

Hampshire County Council (HCC) and its Post 16 providers are committed to ensuring transport is available to enable students to access education and training as set out in this Policy. Support is provided either by the County Council or Post 16 providers. This Policy applies for 2024/2025 only and sets out the support available.

There is no automatic entitlement to free school or college transport once a student is over 16. The County Council has considered its resources and the travel to college opportunities for students. Students can attend a college of choice and, if needed, apply to their college's student support for assistance. The cost and mechanical process of transporting young people with special educational needs is greater and more complex. HCC recognises that families may need a transport service to ensure that 16+ special needs or disabled students can access a place that is suitable for their needs and so do offer, under discretionary powers, a transport service that requires an annual parental contribution.

2. General Transport Available

There are a number of public transport service providers in Hampshire. Colleges and schools in Hampshire have their own transport arrangements but the situation does vary. Students should check with their setting about the transport arrangements and ticketing prices that can apply to both bus and training travel. **The following links provide the information supplied by colleges and sixth form establishments:** [College and School Details](#)

College and School Details

Information provided by Post-16 providers regarding transport services can be found in the section 12: [College and School Details](#).

Other transport support

Post 16 education providers and other agencies provide support with transport in certain cases, for example:

- Cycle schemes
- [Care to Learn](#)
- [Wheels to Work](#)

3. Qualification for support from Hampshire County Council for students attending colleges and schools with sixth forms (including academies)

The County Council will assist with travel expenses for Post-16 students with special educational needs or a disability. A parental contribution towards the cost of this transport will be required. This contribution will be uplifted annually by the March Consumer Price Index (CPI) ; For the purposes of the example below a rate of 6.7% (based on the 12 months to August 2023), has been used to indicate the potential impact on the contributions:

Distance to travel	2023/24 Annual charge	2023/24 Termly charge	Example 2024/25 Annual charge	Example 2024/25 Termly charge
Up to 5 miles	£783.19	£261.06	£835.66	£278.55
5.01 to 7.5 miles	£1,084.72	£361.57	£1,157.40	£385.80
7.51 to 10 miles	£1,519.39	£506.46	£1,621.19	£540.39
Over 10 miles	£1,736.07	£578.69	£1,825.39	£617.46

Transport will normally only be offered if the student has an Education, Health and Care Plan (EHCP) or if the student has a disability which means he/she requires transport arrangements to be provided. The student or their parents will need to apply for transport and evidence that HCC must provide transport to facilitate attendance, and evidence that without transport assistance, the student will be unable to attend the educational placement.

When assessing an application for transport assistance, the County Council will refer to the criteria provided in [Appendix 1](#).

4. Post 16 training providers and apprenticeships

The same qualifications as set out in paragraph 3 apply for students attending post-16 training providers. Students in apprenticeships with employed status do not qualify for any assistance with travel costs.

5. Qualification for support from colleges and schools with sixth forms including academies

In addition to the support available from HCC, post-16 providers may also provide financial support towards transport costs for certain students such as young parents, those from low-income families, those at risk of being Not in Education, Employment or Training (NEETs). This is determined by the provider and is often based on how they have locally determined to use 'hardship' funds.

The link below provides details of Post-16 providers transport services [College and School Details](#).

6. Assistance with transport for students over the age of 19 with learning difficulties or disabilities

Students over the age of 19 may qualify for transport assistance if they are subject to an Education, Health and Care Plan. It will then be provided either up until the age of 24 or

until the student completes the course, whichever is the earliest. A new application will need to be made each year to access the service.

The student or their parents will need to apply for transport and evidence that County Council must provide transport to facilitate attendance and evidence that without transport assistance, the student will be unable to attend the educational placement.

When assessing an application for transport assistance, the County Council will refer to the criteria provided in [Appendix 1](#).

7. Independent Travel Training

~~The County Council provides some mobility/independence training for students with learning difficulties or disabilities. Children in special schools will be subject to transition plans in year 9 and independence training can form part of that plan. Some colleges also provide mobility/independence training.~~

Independent Travel Training may be offered to eligible students with parent's consent. Readiness to complete Independent Travel Training would be outlined in the EHCP or agreed by the County Council following a discussion with the school or college and parents. Once an eligible student has successfully completed Independent Travel Training, their travel arrangements will be reviewed.

Note: Travel arrangements offered to an eligible student may change after their training has been completed to reflect their improved ability to travel to school independently.

8. Students attending providers outside Hampshire

The County Council may provide assistance with transport to support students attending providers outside of the county, but students need to qualify for support against the criteria outlined in [Appendix 1](#). The provider attended may also be able to provide some support, see section 5.

9. Students attending providers in Hampshire but living outside the county

Such students should apply to their home Local Authority for assistance. However, providers themselves may provide assistance and are not bound by county boundaries.

10. Applying for assistance with transport

Students wishing to apply for help with transport can do so by accessing the HCC website where further details are available: [How to apply for transport assistance for post-16 provision | Hampshire County Council \(hants.gov.uk\)](https://www.hants.gov.uk/transport)

Students may also wish to apply to colleges direct for help. Paragraph 12 provides details of the colleges and their contact details together with an outline of the assistance they provide.

Eligibility for transport assistance is re-assessed annually and a new transport application is required each academic year if assistance is still required. If the student's personal circumstances change within an academic year, their eligibility for transport assistance will need to be re-assessed and a new application required.

11. Complaints/Appeals

Hampshire County Council takes all complaints seriously and has a complaints procedure to ensure they are investigated and, where possible, resolved. The process is available on our website: [Children's Services Complaints](#).

People are encouraged to raise their concerns using the appropriate contacts. Where necessary, complaints will be considered at a more senior level to ensure every effort is made to resolve the issue.

Parents wishing to make an appeal regarding a transport entitlement decision or subsequent transport arrangements should contact the Head of School Transport, via email at School.Transport.cse@hants.gov.uk or in writing to Children's Services Department, Hampshire County Council, The Castle, Winchester, Hampshire, SO23 8UG. The appeals process is provided in Section 5 of [Appendix 1](#).

12. College and School Details

The following links are to the websites with information on travelling to the School or College. The information published is supplied directly by Schools and Colleges and links will not be updated within this document.

Hampshire establishments:

- [Andover College](#)
- [Barton Peveril College, Eastleigh](#)
- [Basingstoke College of Technology](#)
- [Brockenhurst College](#)
- [Eastleigh College](#)
- [Fareham College](#)
- [Farnborough College of Technology](#)
- [Itchen College](#)
- [The Sixth Form College, Farnborough](#)
- [HSDC](#)
- [Peter Symonds College](#)
- [Queen Mary's College, Basingstoke](#)
- [Richard Taunton Sixth Form College, Southampton](#)
- [Sparsholt College](#)
- [St Vincent Sixth Form College](#)
- [Totton College](#)

Out of county establishments:

- [Chichester College](#)
- [Guildford College](#)
- [Merrist Wood College](#)
- [Highbury College, Portsmouth](#)
- [Newbury College](#)
- [Portsmouth College](#)
- [Southampton City College](#)

Appendix 1

Criteria applied to determine eligibility to transport to a Post 16 provider

The following criteria apply to all students:

Necessity: The County Council will provide transport assistance when it is necessary to facilitate the student's attendance at their educational setting.

Minimum distance: The journey from to school/college must be more than three miles, measured by the nearest available walking route.

Eligible but living within walking distance?

Transport may be provided within the walking distance if it is necessary to facilitate attendance. Factors that may be taken into account include:

- The student's ability to walk
- The student's need to be accompanied by an adult.

Which college or school? Travel assistance will be given to the nearest school or college considered to be the most suitable placement for the student and which offers a course or programme which is designed specifically to meet the special needs of the student concerned. If the course or programme is not specifically designed to meet the needs of those with SEN, travel assistance will be given to the nearest college offering an appropriate course. A course is deemed appropriate where it enables a student to meet his or her career objectives.

A student attending their nearest special school or school with a sixth form named in his or her EHCP may qualify, subject to the other criteria detailed in this Appendix.

Pick-up and drop-off points: Where the distance between a nearest pick-up or drop-off point and home or college is less than 1 mile, the County Council will not normally provide transport for that part of the journey. However, transport may be provided for students within these distances where this is recommended following an assessment of their individual needs. The criteria used to determine entitlement within walking distance apply in these circumstances.

Journeys to and from other destinations: Transport is not offered to or from points other than the college and home.

Waiting Time: The expectation is that students will share transport and the drop off and collection arrangements are made in line with the college start and finish times. Transport is not able to take into consideration individual student's timetables and where appropriate, the transport arrangement may include a waiting time at the start and/or end of the day.

Residential Placements: Some students with complex and/or severe needs are placed in a residential out of county special school or college because there is no appropriate provision available locally. Such students will receive transport at the start and end of each term, half term and at other school/college closures. Any additional transport will be the responsibility of parents/carers.

1. The following apply additionally to student's aged 16 or 17 in September 2023:

Parental Assistance: The County Council expects that parents and carers take responsibility for facilitating their child's attendance in education where they are able to do so. Families/applicants may apply for transport and explain their circumstances which make support from the County Council with transport necessary to enable their child to attend their place of education or training. All requests for transport will be considered on a case-by-case basis.

Charges: If transport is provided by the County Council, a parental contribution may be levied.

When the student's parents are in receipt of Income Support; income-based Jobseekers Allowance; income-related Employment and Support Allowance; support under Part VI of the Immigration and Asylum Act 1999; the guaranteed element of State Pension Credit; Child Tax Credit (provided you're not also entitled to Working Tax Credit and have an annual gross income of no more than £16,190); Working Tax Credit run-on-paid for 4 weeks after you stop qualifying for Working Tax Credit; or Universal Credit, the charge will be waived.

Families in receipt of free school meals (due to low income) are not required to pay the contribution.

Families with a low income, but not in receipt of the above benefits, where the imposition of the charge would reduce their income to around £16,190; or those with exceptional circumstances, may apply for a discretionary waiver or reduction in charge.

2. The following apply to student's aged 18 when the transport starts in September 2023 or already 18 at the time of application or 19 or over and continuing on a course that they started before their 19th birthday:

Parental assistance: There will be no expectation that a parent will assist with their adult child's transport arrangement, although parents who wish to do so will be welcome to support their adult child's transport arrangement.

Charges: If transport is provided by the County Council, a parental contribution may be levied.

When the student's parents are in receipt of Income Support; income-based Jobseekers Allowance; income-related Employment and Support Allowance; support under Part VI of the Immigration and Asylum Act 1999; the guaranteed element of State Pension Credit; Child Tax Credit (provided you're not also entitled to Working Tax Credit and have an annual gross income of no more than £16,190); Working Tax Credit run-on-paid for 4 weeks after you stop qualifying for Working Tax Credit; or Universal Credit, the charge will be waived.

Families in receipt of free school meals (due to low income) are not required to pay the contribution.

Families with a low income, but not in receipt of the above benefits, where the imposition of the charge would reduce their income to around £16,190; or those with exceptional circumstances, may apply for a discretionary waiver or reduction in charge.

3. The following applies to students aged 19 or over and starting a new course:

Charges: If transport is provided, no contribution towards the cost of transport will be levied .

4. School Transport - Review/Appeals Process

Parents who wish to challenge a decision about:

- The suitability of the transport arrangements offered to their child;
- their child's eligibility;
- the distance measurement in relation to statutory walking distances; and
- the inherent safety of the route in accordance with the Road Safety GB guidelines

may do so via email to School.Transport.cse@hants.gov.uk or in writing to, School Transport, Elizabeth II Court, Children's Services Department, Hampshire County Council, The Castle, Winchester, Hampshire, SO23 8UG. Parents should indicate their reasons for challenging the decision using the categories above.

In the first instance, a case will be reviewed by a Senior Officer within the School Transport Service.

In cases against refusal of a transport service, there may be a further appeal to an Independent Appeal Panel made up of one or more Senior Officers outside of the School Transport Service. Members of the Panel will hold a comprehensive understanding of the school transport Policy and legislative framework and will make decisions on appeals against offers of transport.

Stage one: Review by a Senior Officer

A parent has 20 working days from receipt of the local authority's school transport decision to make a written request asking for a review of the decision.

The written request should detail why the parent believes the decision should be reviewed using the categories above. They should give details of any personal and/or family circumstances the parent believes should be considered when the decision is reviewed.

Within 20 working days of receipt of the parent's written request a senior officer will review the original decision and send the parent a detailed written notification of the outcome of their review, setting out:

- whether they have upheld the local authority's original decision;
- why they reached that decision;
- how the review was conducted (including the standard followed e.g. Road Safety GB);
- the factors considered in reaching their decision;
- any other agencies or directorates that were consulted as part of the review.

Where they have upheld the original decision, they should also explain how the parent may escalate their appeal to stage two of the process.

Stage two: Review by an independent appeal panel, where it applies.

A parent has 20 working days from receipt of the local authority's stage one written decision notification to make a written request to escalate the matter to stage two.

Within 40 working days of receipt of the parents request an independent appeal panel will consider written and verbal representations from both the parent and officers involved in the case and give a detailed written notification of the outcome (within 5 working days), setting out:

- whether they have upheld the local authority's original decision;
- why they reached that decision;
- how the review was conducted (including the standard followed e.g. Road Safety GB);
- the factors considered in reaching their decision;
- information about any other directorates and/or agencies that were consulted as part of the review; and
- information about the parent's right to put the matter to the Local Government and Social Care Ombudsman (see below).

The independent appeal panel will be made up of one or more members who will be independent of the original decision making process (but are not required to be independent of the local authority) and suitably experienced (at the discretion of the local authority), to ensure a balance is achieved between meeting the needs of the parents and the local authority, and that road safety requirements are complied with and no child is placed at unnecessary risk. Members will be assigned by a senior manager within the County Council's Children's Services directorate.

Local Government and Social Care Ombudsman There is a right of complaint to the Local Government and Social Care Ombudsman, but only if complainants consider that there was a failure to comply with the procedural rules or if there are any other irregularities in the way the appeal has been handled. If the complainant considers the decision of the independent panel to be flawed on public law grounds, the complainant may also apply for judicial review.

Appendix C



Consultation
Feedback Summary

Appendix D

Public Consultation – Anonymised actual full text responses to open questions

(NB: Some respondents repeated same text across different questions. Personal information has been redacted).

Q2 If you think an alternative measure should be used to calculate any price increases please explain what you think this should be here.

- Should be free as it was pre 16
- It should be subject to income and not inflation.
- How are parents going to afford £350 a term? Most are struggling as it is. We pay £200 council tax a month already. One SEN school which is appropriate in the area for the needs. If there were more SEN schools, transport wouldn't be an issue. I have a child in mainstream with ASD, I couldn't get them both to school without school transport. I hope payment plans will be in place if this is enforced. We fight for our disabled children to have a good education and now being hit with a cost on top.
- Given that post 16 education is compulsory, unless taking on an apprenticeship or traineeship, I understand why there is a charge at all. With all the other cost of living increases, it seems like a huge amount of money to come up with to enable teenagers to travel to attend compulsory education.
- You should consider the SEN provision separately
- Currently with public transport at £2 until 2024 you would be 3x a public bus! to the same place
- Understand the reasoning for requiring transport needs to be looked at first, maybe a priority system could be used , working/none working, motability scheme drivers and non drivers ,
- This should be means tested
- It is not fair to increase to families who are already struggling, they will just opt out of the post 16 and do themselves and then be able to work less. Should be means tested, perhaps to the band of council tax.
- The average Public Sector wage increases. HCC is a public sector organisation so it should reflect the public sector wage increases and NOT the general rate of inflation.
- I think it should be means tested and based on affordability.
- Should be the same cost for EHCP child as to a non SEND child using college bus.

- 'Because it's going to be either cold goes to college or doesn't because of transport costs. Lots of young people will get denied an education because of this increase
- 'The wording is not clear enough, will I ne going from paying £0 under the current system to paying £1600 for 2 children?
- 'There should be a transport allowance given to each post-16 person so that they can use it towards the transport costs.
- Raising the cost by 6.7% under the current economic crisis with inflation seems unreasonable. A better way would be to consider more carefully the demographic areas that require this transport.
- We contribute and pay the highest band for our daughter's taxi, we would struggle to manage a higher price. We don't qualify for free transportation. Our daughter has learning/mental health issues that inhibit her using an alternative transport such as the train. We feel that anymore than £1800 would mean we would struggle and our daughter would be at risk of not attending her chosen college.
- Why are SEN children being discriminated against for have SEN needs?
Why are parents being discriminated against for having children with SEN needs.
The cost would be far less if children could go to local SEN schools... but they are not available and therefore it is somehow the parents fault. As if parents of SEN children haven't got enough on their plate and most of these children cost more to provide, now they have to pay £3k more per year for post 16 transport. Those on benefits won't see the difference. Those who are rich will not care. Just those normal working parents who are struggling financially in the current climate will be hit. Or, we could send our SEN children to a not appropriate local college and watch them struggle or fail. What a decision! Some parents wont have a choice due to their financial situation.
I strongly feel that any child accessing transport to school should pay the same as their peers. Increase for all children, across the whole of Hampshire. Not just SEN children.
Also taxi-sharing! Last year my child shared a taxi with two others. This year they are all travelling on their own to the same place. Please get an IT specialist to create an IT programme to sort this situation out and save an enormous amount of money that is currently being wasted.
- It should be based on a percentage of actual costs
- At present it is not clear, to my knowledge, how the amount of the parental contribution is calculated. It is just a figure, this already seems high and although I appreciate there is a cost, to use the CPI each year seems unfair. As we have seen recently the CPI rate has been very high and although currently coming down, world events can see this increase. If there is to be an increase at all, there should be a cap to protect parents from too high an increase.

- I think the increase in parent's contribution should be the same as the increase in the price of the bus tickets. I'm also confused by the rate reflected in your proposal of 1800+ pounds for 10+miles. (We live 12 miles from XXX and on their website their annual bus pass is 680 pounds!!! Are the bus companies ripping Hampshire council off by over 1000 pounds per child?!
- Inflation is probably fair way to calculate any price increase. I am not how you calculate the initial charge, as that seem very expensive
- A linked Civil salary freeze when an increase affects the beneficial receiver,i.e. parent/student.
- to use firms that are closer to where the children live so not as much mileage is used to pick up children and to use smaller vehicle's ie my son and one other child were picked up n a mini bus.
- The earnings and tax bracket of the parents should be taken into account, as is the case for student finance England and the Student Loans company. Asking parents on a low income to pay the same contribution as higher income families is unfair. There should be no parental contribution required for households who receive state benefits, or for parents who have a disability which means they cannot drive.
- Bear in mind people can not afford the cost you are requesting. Maybe allow part/Token payments as well. Maybe ask for allowance up to 10 miles and over 10 miles Hcc to fund the bill as this is the biggest cost and so unaffordable.
- There are few options, the proposed measure is sound and equitable.
- There should be no fee at all for transport
- For over 18 on PIP and UC it should be discretionary as it is not affordable.
- No young person who lives in a town with zero sixth form provision should be charged to get to college. If education is compulsory up to 18 then funding for transport to that education shouldn't be funded by parents.
- Parents simply won't have the money dor this - and the young person education and ability to work layer on in life will hugely suffer! These.proposed changes amplify inequalities and reduce assistance
- It may be easier to work out the annual cost and split that cost between the children/young adults using the transport. It must be more effective for a mini bus to collect 8 children between 0-15 miles to the school/college rather than a taxi which can only collect 4. There would also then need to be some way of working out the split with those who live further away, paying more than those who live closer. This is just a suggestion and I can see that basing the costings on mileage alone is probably easier to calculate.

- I agree with the principle of contributions being linked to inflation however with the challenging state of public finances, a more extensive review is needed. Looking at both post-16 transport and school transport, this should be means tested. How can it be equitable that a wealthy family are 'entitled' to free transport just because the school is 3 miles or more away. Surely a formula can be devised where those who can afford it, would be paying at least 50% of the costs.
- School transport should and must be free until the child has left school, as old as 19, which is the present government policy of keeping children in school because it [government and industry] cannot generate the work required in this country
- Should be linked to average wage rise percentage as generally these do not follow inflation.
- It is demonstrable that caring for a child/young person with a disability is more expensive than caring for a child/young person who does not. Therefore I do not believe that it is fair that parents in this situation are expected to pay more for their young adult's transport than that of any other young person attending their local college/education establishment/placement. Therefore this contribution should be capped at whatever price the equivalent service is charging e.g. Stagecoach. Young adults are expected to remain in some form of education until they are 18 and this raises to 19 in the cases of young adults with SEN. This education in both cases is designed to foster greater independence and therefore parents should not be put in a position where they are worse off in order to meet this obligation. In an ideal world all children/young people would be accessing transport independently however this is most certainly not possible for all children/young people with SEN.
It is critical also to remember that the closest college/sixth form to the young person may not be able to support that young person's needs or offer a suitable course/placement for them. The closest college that offers a course which meets their needs/is suitable may be more than 10 miles away, but their local college could be under 5 miles away. In this instance they would end up paying a great deal more for transport because their more local option cannot support this need. Young people with disabilities have as much right to choose courses that are of interest and suitable to their needs as other young people. With other young people they are able to make choices based on cost, whereas those with disabilities are forced to make choices based on suitability/availability. Costs should be based on the individual and all the many factors that impact on where they choose/are able to go to college.
- It should be the same as under 16s as it's a legal requirement for pupils to attend education until 18
- Disability benefits and my salary aren't increased at the same rate as inflation, so where are parents supposed to get the money from? It's disadvantaging the disabled who are already disadvantaged in getting work and generating income for themselves. Increase corporation tax, increase wealth taxes, they can afford

it. They sit on mass unused wealth, they can also work and have a much higher earning potential.

- This contribution puts parents in a difficult situation and many councils do not charge for this, so it's disappointing that this contribution is even here. However with councils also struggling, I think it would be fair to say increase at the rate of 50% of the CPI, which would be a compromise

Q3 If you would like to explain your reasons for any of the answers on this page, please do so below.

- The cost of living is crippling family's with disabled child. The government decide that children have to be in education till 18 so how is it now at 16 the parents have to pay a contribution when there are no local suitable settings
- if you have a number of children using a minibus for example, the cost efficiency is there already and the household income should reflect what contribution can be made by the parent.
- Already paying large amounts in income tax, NI, Council tax, taken after PAYE, already paying a large contribution for bus service, there are too many inefficiencies which could be resolved to free up existing funding
- I understand the cost of providing this service goes up each year and therefore I understand it would increase our contribution. that said, i do think this could be reviewed on a case by case basis if people are struggling financially
- Currently with public transport at £2 until 2024 you would be 3x a public bus! to the same place
- Understand the reasoning for the inflation of price, but for some families this will illuminate an education for a post16 applicants due to the inflation of daily life, some families rely on post 16 education to be able to work and maintain a health work/ home life balance, inflating the cost will may have a bigger financial impact on lower income families.
- People are struggling as it is why punish those with disabled young people who may well not be able to afford to pay for their child's transport even a small contribution may prevent that child being able to attend college and further education
- People are struggling as it is in this cost of living crisis. It is not the child fault if a local college is not suitable and can't meet need.
- If means tested then it would take into account if parents were able to pay rather than treating everyone the same
- You could have a millionaire with a mansion in Burley paying the same amount as expected from a parent living in a council house.

- Financially not maintainable I would be better off not working as I'm married with 3 children and it would seem we would be penalised for working and being married as well as paying for 2 children to get the same bus with no discount available. It would be financially better to drive the children to school but not only will this have an impact on the environment due to the children attending a village school they prefer children to get the bus and car share as there is limited parking available and it can cause some serious risks with all the cars and traffic not to mention the wear and tear on the car due to the poor conditions of the country roads as they are not maintained regularly due to your budget cuts.
- Stealth tax for the disabled child. Last year contributions went up 21%, this year another 7%. How come Hampshire have the highest contributions compare to any other county? £1800 a year is too much for most parents when we can only choose a college that meet a SEND child needs.
- Given that most incomes have not risen in line with inflation and the majority will have less disposable income it seems unreasonable to raise by this percentage for the majority of families whose children want and should be able to access further education of their choice.
- Why are SEN children being discriminated against for have SEN needs? Why are parents being discriminated against for having children with SEN needs.
The cost would be far less if children could go to local SEN schools... but they are not available and therefore it is somehow the parents fault. As if parents of SEN children haven't got enough on their plate and most of these children cost more to provide, now they have to pay £3k more per year for post 16 transport. Those on benefits won't see the difference. Those who are rich will not care. Just those normal working parents who are struggling financially in the current climate will be hit. Or, we could send our SEN children to a not appropriate local college and watch them struggle or fail. What a decision! Some parents won't have a choice due to their financial situation.
I strongly feel that any child accessing transport to school should pay the same as their peers. Increase for all children, across the whole of Hampshire. Not just SEN children.
Also taxi-sharing! Last year my child shared a taxi with two others. This year they are all travelling on their own to the same place. Please get an IT specialist to create an IT programme to sort this situation out and save an enormous amount of money that is currently being wasted.
- I reside in a small village. I do not drive. If the transport to colleges are cancelled then my son would not be able to further his education
- Children are obliged to continue their education after secondary school therefore, in a state system, their transport enabling them to reach their college etc should be paid for

- I don't think the price of bus ticket increases follows inflation even remotely. If only increased by the rate of inflation either Hampshire or the parent is going to lose out. Parent contributions should be a percentage of the cost of the bus tickets as they rise or fall.
- I am not sure how the charges are calculated, however suggestion that we should pay over £800 for our child to take a train and travel one train stop is ridiculous. It would cost us far less paying for a train ticket by ourselves
- So the impact felt is equal across the whole of society.
- parents can not afford any increase.
- I understand why increases are needed. However I would like a robust system in place for families whose salaries have not increased in line with inflation
- Council should provide transportation to all disabled person, irrespective of parent's condition.
- Hampshire have already made cost savings by closing Merrydale - those funds alone would cover the cost of transport post 16
- My son has profound and multiple learning difficulties, is pre verbal and a full time wheelchair user. He will never be independent and requires the care and supervision of responsible adults to keep him safe and, in this case, transport him to and from school. The costs are crippling disabled households who are already facing increased costs with energy prices and cost of living
- You always hit the most vulnerable. When government decided children should stay in education the free transport should have been included in this policy. Most young people with SEN can't attend their local colleges or use public transport and so you are penalising them yet again. The cost is a hell of a lot more than an ordinary bus pass
- Many local authorities do not charge for this service. I have always found it odd that HCC do.
- This is NOT parents purchasing a service. This is the council that should assist people with special educational and health needs, and make education and health available to these people, so that they can thrive
- There needs to be a more equitable way of allocating scarce public resources. A frank and open dialogue between the council and residents is needed to find a way forward. Too many people are attempting, and sometimes succeeding, in abusing services at both ends of the wealth divide. In addition, keeping in mind that benefits are currently being raised in line with CPI when most salaries are not, it should be looked into whether those on universal credit should be asked to contribute albeit at a lower rate.

- It appears that government / council failures result in its only solution is to make people pay for its mistakes.
- A CPI increase could push those on very low incomes into poverty and create a situation where it becomes an issue of further education becoming out of reach and therefore stifling social mobility. It will also have a far greater impact on those with disabilities as at the same time mobility allowances on DLA have become far less supportive, particularly with cognitive issues.
- All that is required is for a child to have an EHCP & be on a low income /benefits to receive transport for free. It should be based on the disability. A child who needs support to walk either via a wheelchair or walker find it difficult to get on a bus/train, to drive wheelchair or be pushed in their wheelchair to school. Very few train stations are fully adapted to people in a wheelchair. If a child can walk, they can take a bus or train or their parent can drive them to College. If the parent feels the child will not cope being on a bus/train on their own , the parent can ride the bus/train to College. Some colleges have a agreements with bus companies to subside the travel.
The few people who pay end up supporting the people who do not pay. For a family with a child who have a physically disability who requires a powered wheelchair, it is costly to purchase a vehicle equipped to take a powered wheelchair & space is needed to park For a child that can walk & climb, no such vehicle is required. The system benefits people who simply do not work who then end up getting many things for free.
- It is demonstrable that caring for a child/young person with a disability is more expensive than caring for a child/young person who does not. Therefore I do not believe that it is fair that parents in this situation are expected to pay more for their young adult's transport than that of any other young person attending their local college/education establishment/placement. Therefore this contribution should be capped at whatever price the equivalent service is charging e.g. Stagecoach. Young adults are expected to remain in some form of education until they are 18 and this raises to 19 in the cases of young adults with SEN. This education in both cases is designed to foster greater independence and therefore parent's should not be put in a position where they are worse off in order to meet this obligation. In an ideal world all children/young people would be accessing transport independently however this is most certainly not possible for all children/young people with SEN.
It is critical also to remember that the closest college/sixth form to the young person may not be able to support that young person's needs or offer a suitable course/placement for them. The closest college that offers a course which meets their needs/is suitable may be more than 10 miles away, but their local college could be under 5 miles away. In this instance they would end up paying a great deal more for transport because their more local option cannot support this need. Young people with disabilities have as much right to choose courses that are of interest and suitable to their needs as other young people. With other young people they are able to make choices based on cost, whereas those with disabilities are forced to make choices based on suitability/availability.
Costs should be based on the individual and all the many factors that impact on where they choose/are able to got to college.

- Each student and family is unique and has different challenges. I feel some families contribution should be waived dependent on how serious the child's condition is. Also with siblings, both with serious conditions, the contribution needs to be looked at.

Q4 It is proposed that a number of updates are made throughout the Policy document. If you have any feedback on the changes to the Policy, please explain these here.

- Most children can't travel Independently because of their disabilities and schools are never local as very few send settings
- The following point of the Hampshire entitlement transport policy is somewhat discriminative and not inclusive in my view. This massively restricts parents who are divorced/split and needs to be reconsidered to include a reasonable distance of the main post code for agreed set dates.
4.17. The home address will be that at which the child resides and spends the majority of his/her time. Occasionally a child will have more than one address, for example, because they live with parents who have different addresses. In this situation, the address used for determining transport will be the one at which the child spends most of their time including weekends and school holidays as well as during the week. When the child lives at the other address, they will not qualify for any transport arrangements other than the one provided from the primary home address.
- It should be made clearer that Post 16 transport is funded by the parent and not the council as per pre 16 transport. Transport is also only in the way of minibus or taxi and doesn't include public transport. It is too specific and doesn't meet the needs of the SEN student.
- All about money, not providing SEN children with a good education
- Simplification should be considered here
- Specifically it looks like you are lumping in the removal of the school buses HB4 and 5 from the Worthys with reviewing SEN provision. It is underhand and unfair to hide it this way and sneak in the changes. The law requiring you to disclose these plans, is there to protect the taxpayer from tactics like this. We pay an awful lot of tax to fund your Council and over and over you make questionable decisions like this. HCC has overspent and underperformed. Removing school buses (which you hired on the cheapest contract, so dangerous that the BUS CRASHED AND INJURED SCHOOL CHILDREN), should not be considered. To save money by cancelling these buses would mean a 2.99mile, unlit walk on a badly-maintained path along a 40mph road, which would need to be crossed, by children from age 10 in all weathers and when it is dark in the mornings. Monstrous. You should be ashamed of yourselves. You work for the people, to improve lives, to make a difference. PLEASE DO BETTER

- With the current cost of living crisis the last thing parents need is added stress and it made harder for their kids to get transport to and from school/college
- Changes to make the policy clearer are good. However, there should be changes which reflect the need for HCC Transport to improve its communication with users and providers. We and other users and providers have been badly let down by poor communication this past year. A consultation was set up to ensure such problems do not re-occur but this, to my knowledge, was never completed and I certainly haven't heard what improvements have been made. Urgent reform needed here!
- The school Transport Policy is not user friendly or easy to understand. before bringing the Post 16 policy inline with it I recommend an overhaul of the Scholl Transport policy as a whole.
- Change sound like Hampshire look for away only pay for nearest college and not the most suitable college travelling costs.
- The policy needs to not discriminate against SEN children. All children in Hampshire should share the cost of transport. SEN children should not pay more. It is discrimination.
All the other proposed changes are changes for the better.
- I am concerned that the wording around completion of travel training gives no definition of success criteria. E.g. for an autistic child being able to undertake the travel safely on one day may not correlate with being able to do so on another. A robust definition of successfully completing the training is required, with parent view critical. Otherwise no parent would agree to the training at risk of their child being judged to pass when they remain in need of support.

In the consultation webpage it refers to other word changes which don't affect the implementation of the policy. However for the school transport policy this was also stated and there were significant changes to the policy hidden in this area. Therefore, we cannot support the wording changes until we have seen the full proposed changes. Without the chance to review these changes, this consultation is unlawful.

- If the transport doesn't continue with taking students to and from college then my son would not be able to continue his education
- The proposed 20 days to request a review is not long enough to gather evidence, prepare and assist one's review. However if you allowed to offer further information within the 40 days' timeline of an Independent Appeal Panel then I think that's adequate.
- the price that parents contribute should not be increased
- Independent travel training is a good idea, however consideration should be made for students who cannot travel independently, due to a lack of appropriate

bus services in the area they live. Many rural bus services do not run early enough in the morning for a student to get to college/sen placement on time.

- Get more council tax from all, instead of punishing family with disabled child.
- I think they changes seem to be for the council narrative not the parents of the child. A more fair proposal may be more suitable.
- All of the changes seem sensible and are more comprehensive than the existing text.
- A review by the Secretary of State should still be included in the appeals process
- I really don't understand what is meant by 'Transport Training'. In the great majority of cases, a student is either able to travel independently or not. Our daughter is never going to be able to travel independently, and will always need a transport assistant.
- County needs to have better communication within the SEN transport team. Head of transport should not be absent at the beginning of term. If he is, there needs to be someone to take over the reins who can be a point of contact to deal with the problems that arise with transport issues. My son was granted assistance for post 16 transport (email confirmation) and then this was retracted as the statutory placements were being worked on.
- I feel that there is a real danger of making it even more confusing with your proposed changes. Please ensure that you do not make any process any more long and drawn out. Your proposals for the tiered complaints system certainly seems like it will drag the process out rather than resolve quickly and effectively? School and Colleges are very different and it would be good if HCC could realise this for some of their other policies too. Already the post 16 SEN transport policy is too much 'copy and paste' from the schools one and does not take into account the vast difference between post 16 establishments and schools or the difference in the students.
- PARENTal contributions should be abolished Also, complaint and appeal process is long and awful at the moment. Policy should state that parents will have access to independent panel within maximum 2 weeks from making complaint
- Having read the proposed wording, I don't see any issues with it.
- There is not enough detail about Independent Travel training for comments.
- Ensure any changes are in favour of parents / children and not used to cover up government / council mismanagement of finances
- I do not believe that Independent Travel Training will work or will be suitable for all young people with SEN. I also do not believe that just because a young person has had this training that they should be forced into independent travel

which may not be suitable for them just because they have done this. There is a vast difference between being able to do something on 'paper' and being able to do this in reality and unfortunately I do not believe that any transport training can be so comprehensive that it will cover every eventuality that might happen travelling independently that a young person without a disability could readily manage but a young person with a disability could not e.g. changes to routes/times/fluctuations in the number of people/not being able to get the seat that they always sit in/other people and their expectations/behaviours (not all members of the public are 'nice' and 'welcoming' to vulnerable people and some actually actively target them e.g. stealing money/belongings)

- Make sure there are easy read versions for parents with disabilities. Make sure that the Post 16 transport policy takes those with EOTAS and their travel needs into consideration.
Explain the difference between compulsory school age and those required to legally remain in education and training. What is the difference between compulsory and legally required.
- I think it does read more clearly.

Q5 What, if any, impact do you think the proposed changes to the Policy for Post 16 Transport provision in Hampshire may have? Please use the box below to tell us how the proposed changes would affect you or your organisation.

- The inflexibility of the transport offered disadvantages the child. If your child wants to have the flexibility of being able to come home from college when they are tired/overwhelmed they are not able to do so if the parent has accepted the transport arrangements from HCC. The needs are still there for the child, but if there needs to be any flexibility the transport has to be declined.
- This will put more cars on the road, polluting and causing more carbon emissions alongside traffic in local areas.
- Parents not being able to afford the cost, which will result in SEN children missing out on education
- It is hard enough to make ends meet, this will impact the poorer households and prevent children from attending education and having equal opportunities
- Will force more families back into using their own car and increase traffic. In the Waterside area is bad enough as no transport is available for Marchwood students going to Noadswood. Totally unacceptable.
- It will put families under even more pressure to find more money to cover essential costs. It may impact the choices and options for youngsters who wish to attend education post 16
- I think this policy and this way of collecting responses is not user friendly and will not capture a range of voices

- part empty running service
- I understand the need to update the policy and having clearly printed wording will help. Many when competing or using the forms online
It will impact many families who are unable to afford transportation to their named education setting
- It may stop those with lower income having the same opportunities as those who can afford to contribute to travel.
- Post 16 students will not be able to attend placement if transport is not provided or parents are unable to pay. Also so family are on low income but just cause they don't qualify to UC etc they still can't afford the cost. The law states they have to stay in education till 19 now.
- unfair to rural struggling families
- concern over who decides and on what criteria that a young person is safe to travel independently - the young person may be able to understand and make the journey but be very vulnerable to potential victimisation /abuse from other people, either randomly or by grooming over a period of time
- A hefty rise in costs with no obvious benefits to users / providers is simply unacceptable!
- Less likely to students to access suitable institutions outside of their very local proximity.
- If more costs are passed onto parents it could leave families in financial difficulty.
- I think most parents will have to transport their own child when this service should be free for SEND children.
- More students travelling by car
- With the already high cost of living it won't be possible for many families to afford this cost.
- Would affect the living standards as a family.
- For some a small cost increase will become a struggle. This impacts the children and the choice of colleges they attend. Not everyone pays. Therefore the main change here only impacts those that DO pay.
- Why are parents being discriminated against for having children with SEN needs.
The cost would be far less if children could go to local SEN schools... but they are not available and therefore it is somehow the parents fault. As if parents of

SEN children haven't got enough on their plate and most of these children cost more to provide, now they have to pay £3k more per year for post 16 transport. Those on benefits won't see the difference. Those who are rich will not care. Just those normal working parents who are struggling financially in the current climate will be hit. Or, we could send our SEN children to a not appropriate local college and watch them struggle or fail. What a decision! Some parents won't have a choice due to their financial situation.

I strongly feel that any child accessing transport to school should pay the same as their peers. Increase for all children, across the whole of Hampshire. Not just SEN children.

- It is difficult to say as the exact wording changes have not been published. To successfully consult on the changes in item 5 the revised text must be provided.
- Many children will not be able to continue their education. Leaving more children claiming benefits
- I may put people off education
- Parents having to stay home more to support with transport for their child. Making it harder to work and earn money and likely to have child not attend education system
- There would be a financial impact on parents should the contribution increase further. Disabled people and their parents/carers already face increased costs.
- Increased cost would be an issue
- Increase inequalities and increase the likelihood that those who are less well off will travel to their college or place of education as frequently resulting in poorer grades, less opportunities
- At this stage I'm grateful for any help that I can get. I'm not interested in taking advantage of Hampshire county council.
- Obviously increased costs
- Families' budgets will be strained and some opportunities lost.
- will cost more for the parents and some of which do not receive any benefits help.
- Children who have been diagnosed with conditions later and who now need further support at post 16 than they did at year 9 should not be pushed towards travel training simply because of their age. A holistic view needs to be taken on whether it is suitable for each child.
- Children with disabilities need to be considered carefully if expected to make their own way to college - those living in rural areas may need to access more than one bus which might be beyond their abilities.

- I cannot answer this question without providing personal information.
- financial
- Inflation affects not only the council but also every aspect of the living for each resident.
- Get more council tax from all, rather than punishing family with disabled kids.
- I believe it will impact and result in Post 16 (SEN) not attending college as unable to get there as the college who can provide the ehcp needs may be some distance away. If unable to afford HCC cost and no transport leading to no education. Government state student must be in education till 19. Being forced into a college not suitable leading to student failing. Which later on will result in cost to Adult Social Care when student becomes young person and needs to access other resources due to previous failings.
- Minimal from my perspective
- Hampshire will gain more money at the cost of hard squeezed parents and students
- Prices going up. "Prices going up. This consultation doesn't address the utter chaos and complete lack of responsiveness of the Hampshire Transport Dept at the beginning of the 23/24 college year, where no emails or were answered and calls took over an hour to be answered, when we were trying to find out when a transportation assistant might be available."
- The parents and guardians you are emailing are working 24/7 to support children who (for no fault of their own) need extra support. 2. Parents of kids with SEN should have to fight to get their kids support. 3. Demanding parents and guardians of SEN kids pay more in post 16 transport than non-SEN is discriminates against the kids with SEN and their parents. 4. Morally and ethically, a local authority that implements such policies is not worthy of my time and makes me embarrassed to be British.
- Not all students will be able to achieve independent travel training. My son is one of them. He has profound and multiple learning difficulties, is preverbal and a full time wheelchair user. The costs for post 16 transport are crippling. Live in a rural environment and school is not local so the cost for transport is high. However, have other SEN children to get to places of learning so transporting my son to post 16 provision is not achievable. Environmental impact due to increased traffic to post 16 if parents take their child to school as well as risks associated with more cars and traffic in a built up residential area where school is located.
- Charging more yet not guaranteeing young people can actually use the form of transport they've paid for is unacceptable. In Fleet and Church Crookham every

post gcse young person continuing in education has to travel for this provision. The bus service is over subscribed and often leaves passengers behind. The frequency of service is also very poor. Changing the policy will not improve access and charging more for a poor service is unfair.

- Even fewer learners with SEND successfully attending post 16, particularly mainstream. These sort of changes always impact the most disadvantaged more heavily.
- Poverty for people with ehcp and their family. Reduced education and health services accessibility
- The main thing would be the cost increase. I can understand why the LA feel the need to increase in line with inflation but with the cost of living crisis, I think this just puts families under more pressure. My child has Post 16 transport due to his disabilities and we live a considerable distance from the college - I currently pay for his transport.

I only have the need to use Post 16 transport because he's unable to catch a bus and make his own way to college because of his disabilities. If my child was neuro typical, we would still have to pay for a bus pass, but it would be hundreds of pounds cheaper than Post 16 transport. I would imagine there are lots of families in the same boat and I feel like we're penalised as we don't have any other alternative but to pay and use the transport provided by the LA due to our children's complex needs.

- Increased costs to families.
- Whilst not directly, it will impact my great grand children when they reach school age, which by then government / council will have raised school leaving age to 25 to keep them off the unemployed list as a result of government / industry failing to create work/
- In order for our Son to learn and be the best he can he needs to be settled as his Autism affects his ability to deal with anxiety. He currently requires transport and an escort as he is incredibly vulnerable. Both the Government and local authority have decided to downgrade this vulnerability by refusing to recognise his risk through either DLA mobility allowance or a blue badge. The increase in cost due to this has meant that our standard of living has been significantly impacted. This would further exacerbate this.
We are also no where near a bus route or train station due to our rural location.
- If the prices are increased, more people will be unable to pay which means HCC will need to pay out more money. It will create a loop of less & less people being able to pay and HCC spending more money. For the people in receipt of benefits, have a rating scale so if a family is between 16,000 - 17,000, for example, they need to pay 50% of the stated cost for example, and then gradually lower it. This would ensure HCC receives some money to pay for the transport for Post-16 transport.

- With SEN it is really crucial to factor in the suitability and provision at the most local college for the young person. They may not be able to go to their local college and might be forced in to taking a place much further away. The impact of independent travel could be huge on a young person with SEN, it is not possible to demonstrate every eventual situation they might face and there is a huge emphasis on them remembering what they need to do in situations that do not arise that often.
- It will exclude poorer families from college education.
- They will put many into poverty, they'll affect mental health.
- Less young people will be able to access their training and education due to parents/carers being unable to afford contributions even though they don't qualify for discretionary funding.
Less provisions will be accessible, due to more cost to parent/carer.
The government wants young people doing more hours of education and training post 16, therefore funding should be in place to facilitate that as it is for those under 16.
- I think it is essential for those with health conditions and physical limitations to have the same rights as others to attend education. If a child is entitled to transport there must be a need and to then make a charge that is continually rising, will impact these Childrens ability to attend education and to me that is not inclusion.

This page is intentionally left blank

School Transport Policy 2023 consultation

Summary of headline findings

Insight contact	Nikki Lloyd, Dave Foley, Katharine Hughes
Date/Version	22 December 2023
Reference	IEU200

Page 249

Background

Hampshire County Council (the County Council) is considering ways to arrange more flexible school transport arrangements for children and young people that respond to their changing needs, service demand and external market pressures. In addition, the County Council proposes updating its School Transport Policy to reflect current government policy and simplify the information presented in it.

The following changes are being proposed to enable the County Council's School Transport Service to adapt to the changing operator market and needs of service users, while delivering strong value for money:

- **Proposal One:** For Personal Transport Budgets (PTB) to be available to families where a child or young person's needs or circumstances mean that suitable transport is difficult to find, or not available at all, in the local operator market
- **Proposal Two:** Development and delivery of an Independent Travel Training service for children and young people (CYP) with Special Educational Needs and Disabilities (SEND) who may be capable of travelling independently to their place of education
- **Proposal Three:** The regular review of the provision of Passenger Assistants
- **Proposal Four:** Where parents are required to make a financial contribution towards discretionary school transport arrangements, to increase this contribution in line with inflation (Consumer Price Index (CPI)) from September 2024, with inflation-linked increases also being applied in future years
- **Proposal Five:** Updating the Council's School Transport Policy to reflect current government policy and to be easier to understand

A consultation was held between 30 October and 6 December 2023 to understand the views and feedback from parents, children and young people who may be affected by these proposals, as well as any other Hampshire residents or stakeholders with an interest. 265 responses were received in total (262 via the Response Form and three unstructured responses via email).

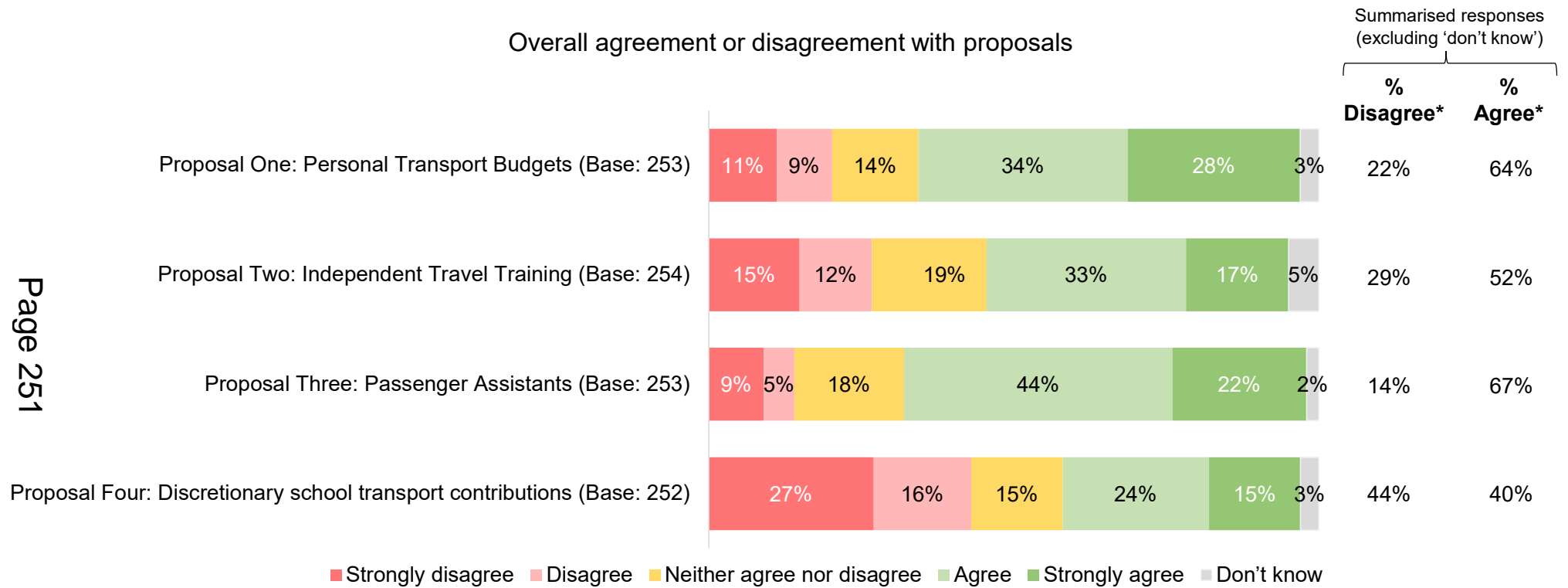
This report summarises the main findings from the consultation.

* References to "parent" in this document include birth parents, adoptive parents, foster parents, carers or legal guardians with parental responsibility.

Agreement or disagreement with the proposals – Summary: Among those respondents who expressed an opinion on the agreement scale, Proposal Three (Passenger Assistants) had the highest proportion agreeing (67%), whereas Proposal Four (Discretionary school transport contributions) had the lowest (40%).

Overall agreement or disagreement with proposals

Page 251



NB. An agreement scale question was not asked for Proposal Five (Updating the School Transport Policy), instead respondents were provided with an open text box to give their feedback.

Headline findings

Proposal One (Personal Transport Budgets)

- Almost two-thirds of those responding agreed with this proposal.
- Positive comments for this proposal centred around the proposal providing more flexibility for families by allowing them to choose transport that was best suited to their needs, as well as comments around it being more cost effective / economical.
- However, concerns were also raised, most often that the payments might not cover the full costs of transport and that there may not be sufficient suitable operators. Respondents particularly noted that the need to manage budgets may cause additional stress for families, especially working parents and those with other children to transport.

Proposal Two (Independent Travel Training)

- Around half of those responding agreed with this proposal, with less than a third disagreeing. However, respondents with a Passenger Transport Assistant were more likely to disagree than agree.
- The most mentioned benefit of this proposal was that it would help children and young people to gain independence.
- The main concerns were around safety of the child / young person travelling alone and examples where a child would not be suitable for this type of training.

Proposal Three (Regular review of Passenger Assistants)

- Two-thirds of respondents agreed with this proposal, although agreement dropped to just under half amongst those with a Passenger Assistant.
- Positive comments noted that the idea felt sensible as students' needs change and it would mean those who need Passenger Assistants the most would have greater access. However, respondents emphasised that the decision must be made in the best interests of each child and in consultation with their family.
- The main concerns included comments around safety concerns for the child / young person (CYP), and the potentially greater risk of the driver becoming distracted.

Headline findings

Proposal Four (Inflation linked increase in parental contributions)

- Only 4 in 10 of those responding agreed with the proposal, with current School or Post-16 transport users even less likely to do so.
- Those stating their support for this proposal felt that it was right for contributions to increase to reflect the costs of running the service.
- The main concern about the increase was affordability for families, particularly given the current cost of living crisis, with families of children with SEND being most impacted.
- Some respondents suggested alternative ways that the contributions could be calculated, such as means testing, or basing the calculation on fuel or driver costs.

Proposal Five (Updates to the School Transport Policy)

- 70 of the 262 respondents chose to comment on Proposal Five.
- Those who left positive comments acknowledged that clearer information that is easier to read and understand is a good thing and agreed that the policy should align with the Department for Education (DfE) guidance.
- Negative comments mostly focussed on the Policy generally rather than the specific changes proposed. Overcomplexity leading to a lack of clarity was a key concern, with one respondent noting that they felt that some of the changes were misrepresented.

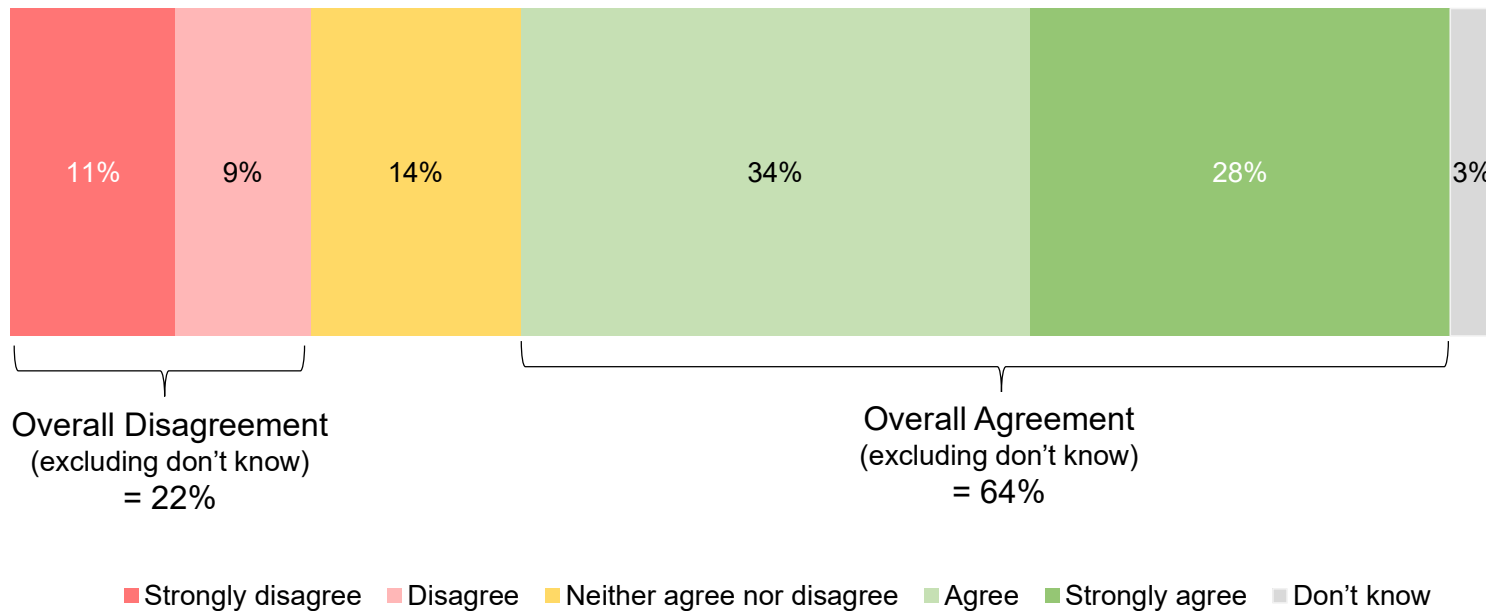
Overall impacts

- Just over half of those responding mentioned the impact that the proposals may have, particularly on families and the service users themselves.
- The primary concern was for families on low incomes, those with children at multiple schools, working parents, rural families, split families and those with medical needs or disabilities.
- Some respondents felt that service users may be impacted if the changes meant that they would be unable to attend a specialist school or have to change schools, and highlighted the potential for reduced attendance at school, and increased stress / anxiety from travelling on public transport or due to having to change their current routine.

Proposal One: For Personal Transport Budgets (PTB) to be available to families where a child or young person's needs or circumstances mean that suitable transport is difficult to find, or not available at all, in the local operator market

Agreement with Proposal One: Almost two-thirds (64%) of respondents who expressed an opinion agreed with the proposal for Personal Transport Budgets (PTB) to be available to families where a child or young person's needs or circumstances mean that suitable transport is difficult to find, or not available at all, in the local operator market.

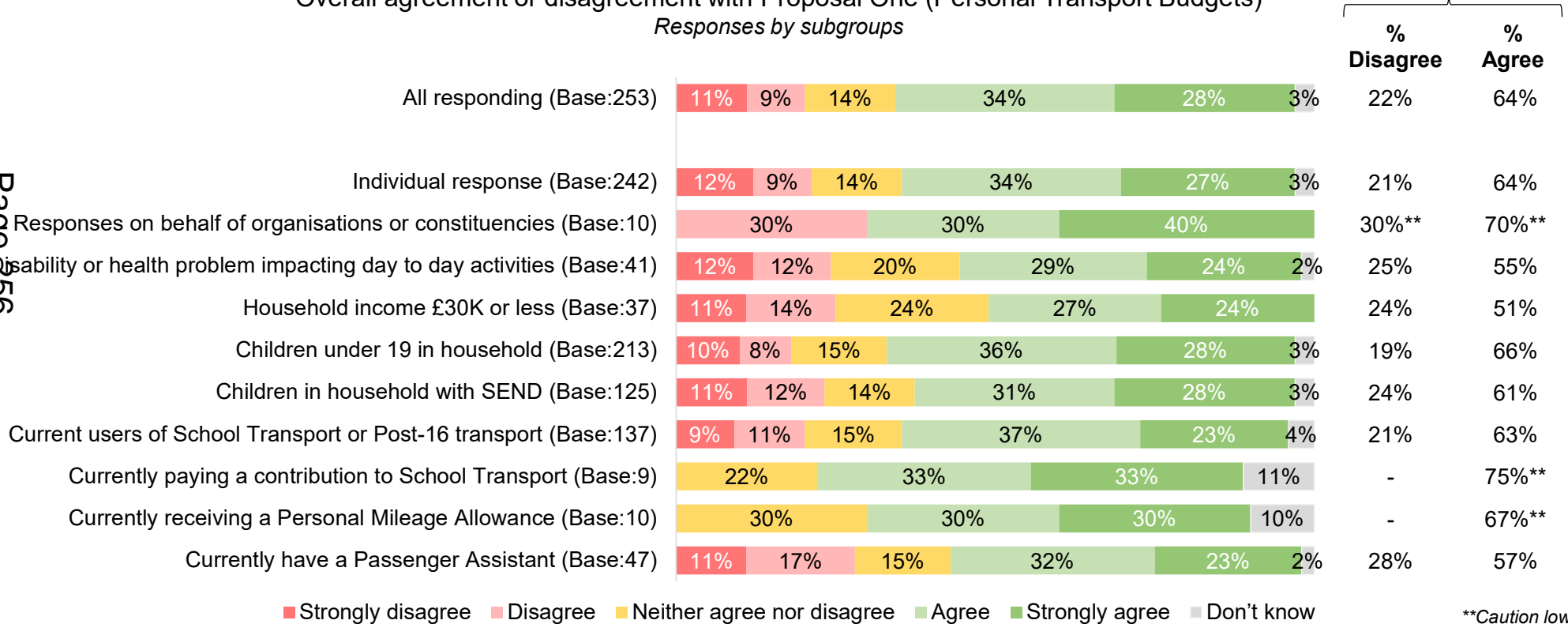
Overall agreement or disagreement with Proposal One (Personal Transport Budgets)
All responding (Base:253)



Agreement with Proposal One: Among each of the subgroups of interest, over half who expressed an opinion agreed with Proposal One, although agreement levels were slightly lower for those with disabilities or health problems affecting their day-to-day activities, and those with household incomes of £30K or less.

Overall agreement or disagreement with Proposal One (Personal Transport Budgets)
Responses by subgroups

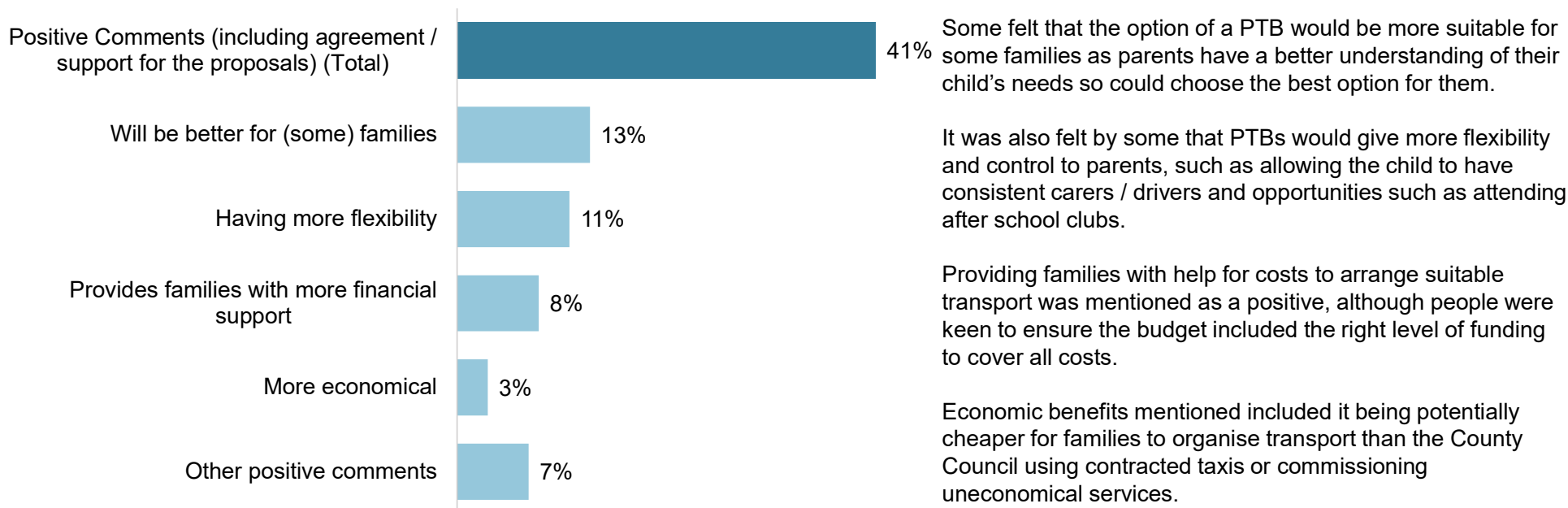
Summarised responses
(excluding 'don't know')



**Caution low base size

Positive comments / support for Proposal One (Personal Transport Budgets) included mentions that this option might be more suitable for some families, the benefit of greater flexibility, that it would help with the costs of finding suitable transport and could be cheaper and quicker for families to organise rather than the County Council doing so.

Reason(s) for answer to Proposal One (Personal Transport Budgets)
(Quantified verbatim - multi-code, Base: 126)



All comments have been read, analysed and provided to the School Transport Service.

Slide 9

FD0 We often include examples of comments after coded questions - it can help to add context to the info we provide, and demonstrate that we have listened; are we planning to include some here?

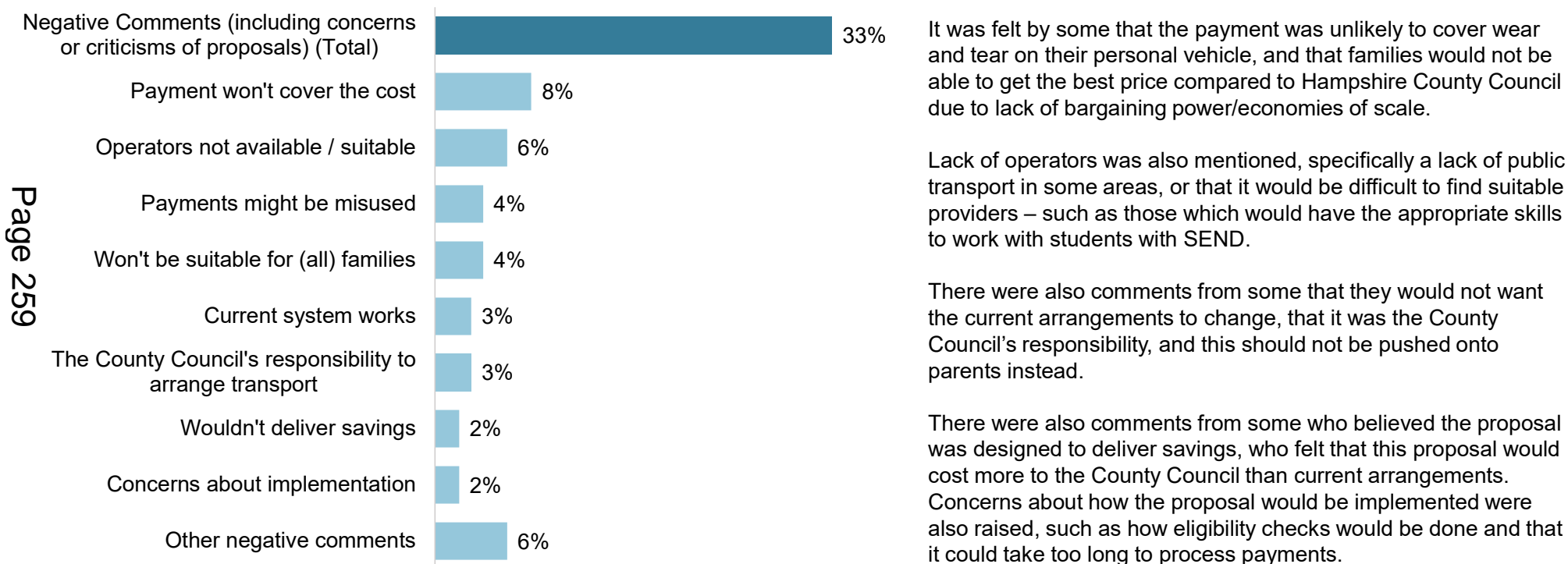
Foley, Dave, 2023-12-22T16:16:35.265

HK0 0 I think time is against us here Dave, given the limited turnaround time for this report.

Hughes, Katharine, 2023-12-22T18:35:37.689

Opposition or concerns about Proposal One (Personal Transport Budgets) included comments that the PTB might not cover the full cost of transporting the child or young person, concerns that there would not be any suitable operators, that payments would not be used for transport, and concerns this option would not be suitable for everyone.

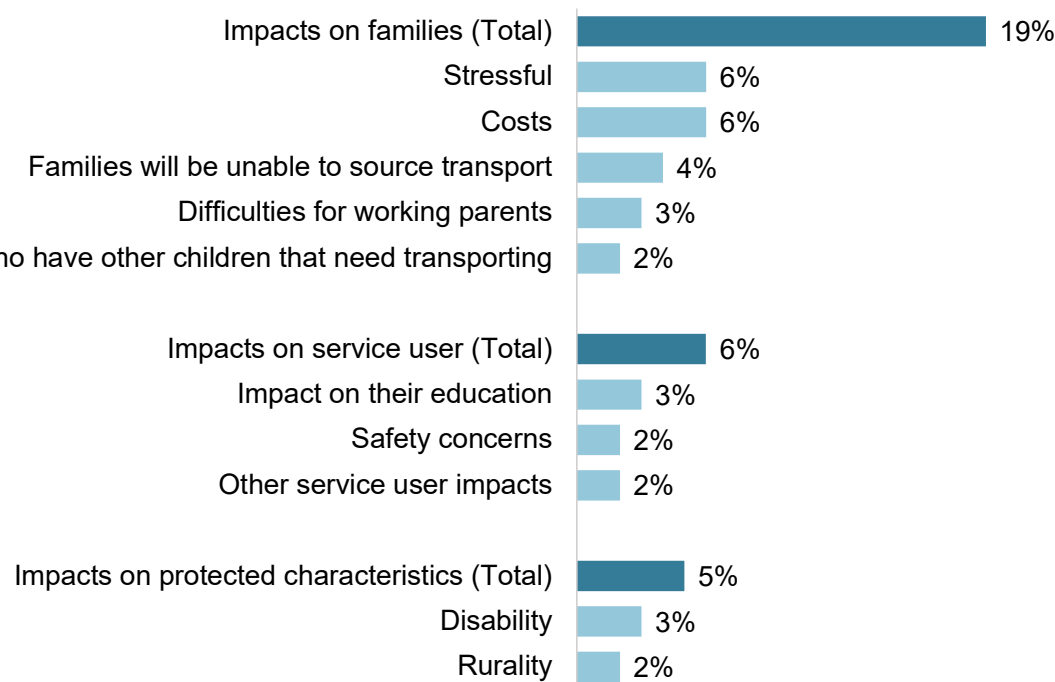
Reason(s) for answer to Proposal One (Personal Transport Budgets)
(Quantified verbatim - multi-code, Base: 126)



All comments have been read, analysed and provided to the School Transport Service.

Perceived impacts of Proposal One (Personal Transport Budgets): included additional stress for families, particularly for working parents and those with other children to transport, impacts on education and safety for the service user, and impacts on those with disabilities and those living in rural areas.

Reason(s) for answer to Proposal One (Personal Transport Budgets)
(Quantified verbatim - multi-code, Base: 126)



Mentions that families, particularly those of children and young people with SEND, already have a lot to deal with and this would add additional pressure and increased costs, particularly if the family struggled with money management and in areas where there is no transport provision.

Some also questioned how families would be able to fit transporting their child around work commitments and transporting other children at different schools.

Safety concerns centred around how families would be able to vet transport providers, which could put the child at risk. Education impacts included mentions of difficulties for the child transitioning to a new arrangement or the child being less likely to attend school (if payments were misused or too low).

Impacts on protected characteristics include comments that this proposal would have a greater impact on parents or children with disabilities (including SEND), and those living in rural areas where there are fewer transport options.

All comments have been read, analysed and provided to the School Transport Service.

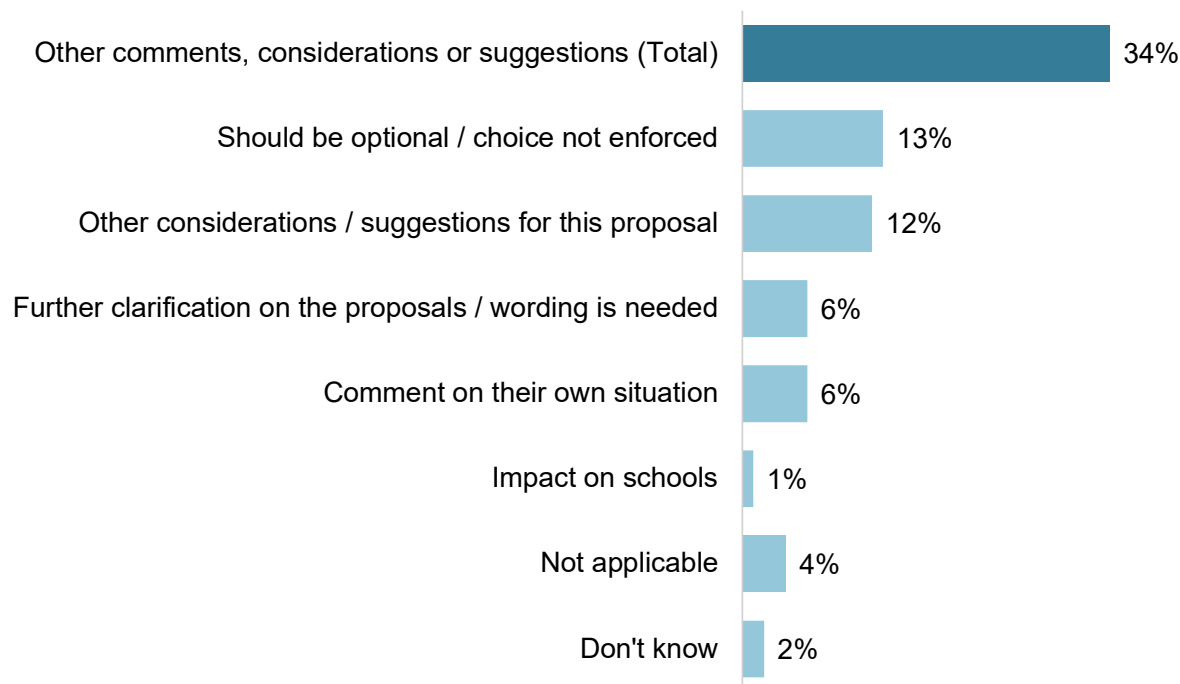
Slide 11

FD0 "Enough" feels emotive and conclusive - maybe "a lot" would work?
Foley, Dave, 2023-12-28T08:42:48.934

LN0 0 Agree, have changed
Lloyd, Nikki, 2024-01-02T10:05:30.187

Other comments, considerations or suggestions about Proposal One (Personal Transport Budgets): included mentions that a PTB should be optional for families and not enforced, concerns about the range of alternative transport options and areas where further clarification is needed.

Reason(s) for answer to Proposal One (Personal Transport Budgets)
(Quantified verbatim - multi-code, Base: 126)



Other considerations/suggestions included: more direct routes on public transport needed, request for a list of approved (taxi) firms, suggestions for how payments should be provided (paid upfront to families versus parents to claim back costs, or payments to be made directly to the provider), some areas have limited transport options, options for top up funds or reducing funding if needed, payment should be based on mileage rather than a set budget.

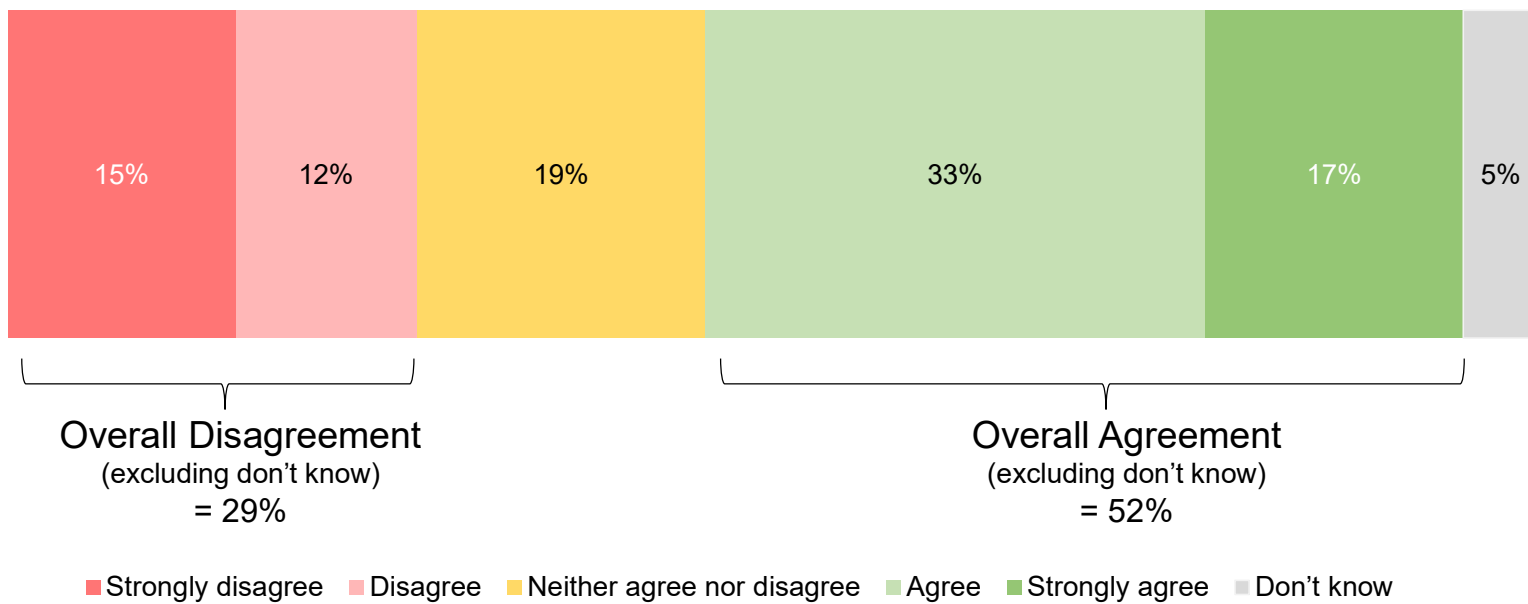
Requests for further clarification included: more on the difference between PTB and Personal Mileage Allowance (PMA), more detail on how it would save money, how would 'suitable' be defined, what are the reasons why the County Council would not be able to find transport, how would this proposal improve access to schools, whether there would be any penalties on parents if children miss school due to this proposal / not being able to find suitable transport.

All comments have been read, analysed and provided to the School Transport Service.

Proposal Two: Development and delivery of an Independent Travel Training service for children and young people with Special Educational Needs and Disabilities (SEND) who may be capable of travelling independently to their place of education

Agreement with Proposal Two: Around half (52%) of respondents who expressed an opinion agreed with the proposal to develop and deliver an Independent Travel Training service for children and young people (CYP) with Special Educational Needs and Disabilities (SEND) who may be capable of travelling independently to their place of education.

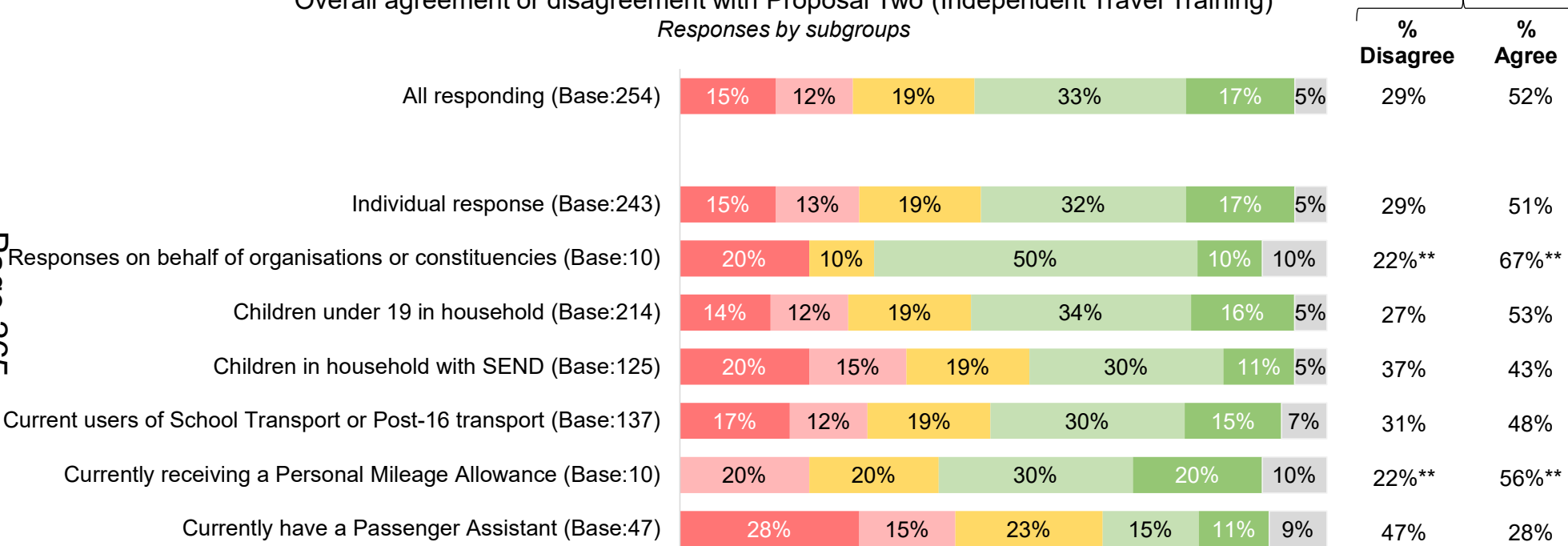
Overall agreement or disagreement with Proposal Two (Independent Travel Training)
All responding (Base: 254)



Agreement with Proposal Two: Those respondents with a Passenger Assistant had much lower levels of agreement with this proposal, with less than 3 in 10 (28%) agreeing and almost half (47%) disagreeing.

Overall agreement or disagreement with Proposal Two (Independent Travel Training)
Responses by subgroups

Summarised responses
(excluding 'don't know')



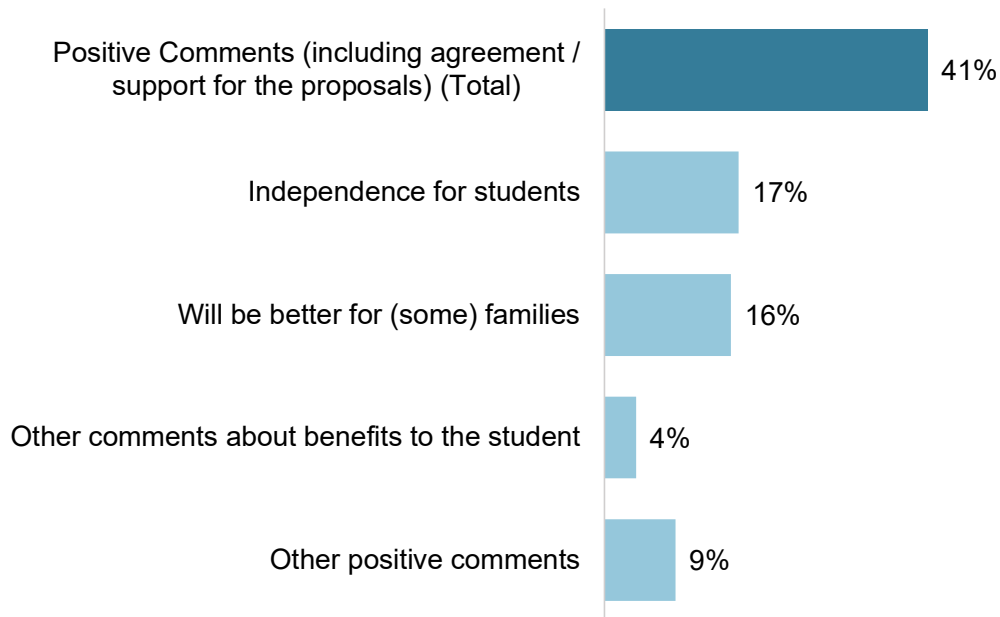
Strongly disagree Disagree Neither agree nor disagree Agree Strongly agree Don't know

**Caution low base size

* Percentage base size excludes those who answered 'Don't know'

Positive comments / support for Proposal Two (Independent Travel Training): The most mentioned benefit of this proposal was that it could help children and young people to gain independence. It was also recognised by some respondents that providing training could be beneficial to some families.

Reason(s) for answer to Proposal Two (Independent Travel Training)
(Quantified verbatim - multi-code, Base: 120)



Where comments were made about Independent Travel Training being better for some families, this included that it could help working parents, and that it could be better for those who would be able to travel to school independently e.g., older children and for those who live close to their school.

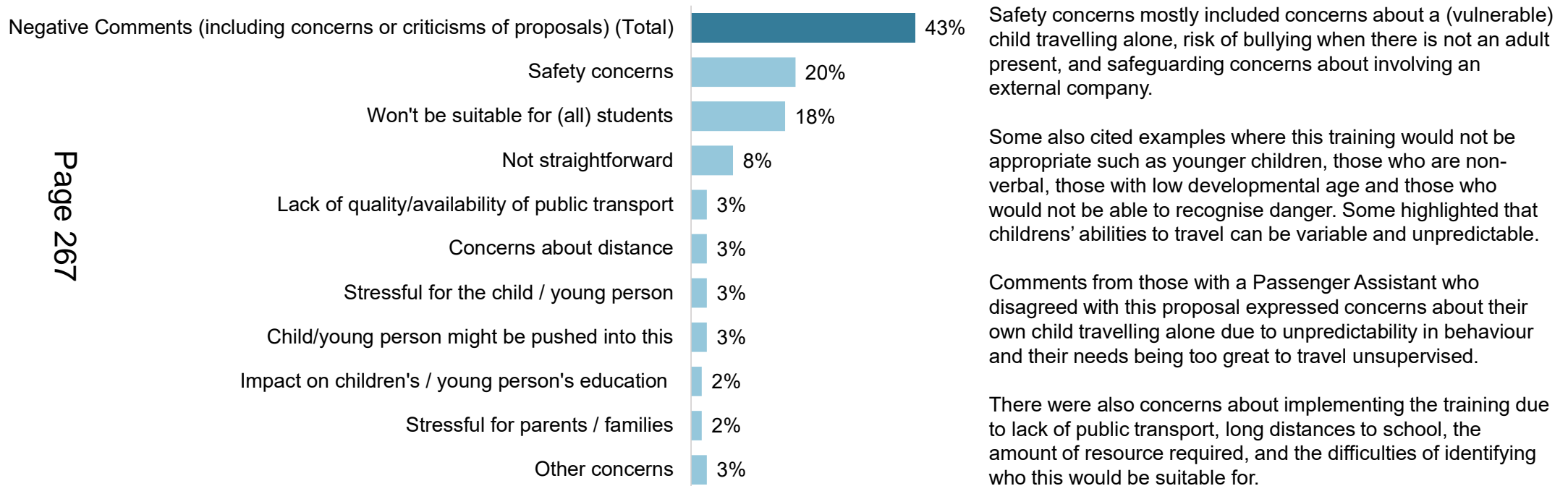
It was felt that independence for students could be enhanced by developing travel training skills, strengthening access to education and helping to make travel on public transport less scary for children with SEND.

Other positive comments included general non-specific support for the proposal, comments that it seemed like a sensible / logical idea, that it could provide reassurance for families and could free up resources for those who are unable to travel independently.

All comments have been read, analysed and provided to the School Transport Service.

Opposition or concerns about Proposal Two (Independent Travel Training): The main concerns about this proposal were around safety of the child / young person travelling alone and examples where a child would not be suitable for this type of training.

Reason(s) for answer to Proposal Two (Independent Travel Training)
(Quantified verbatim - multi-code, Base: 120)

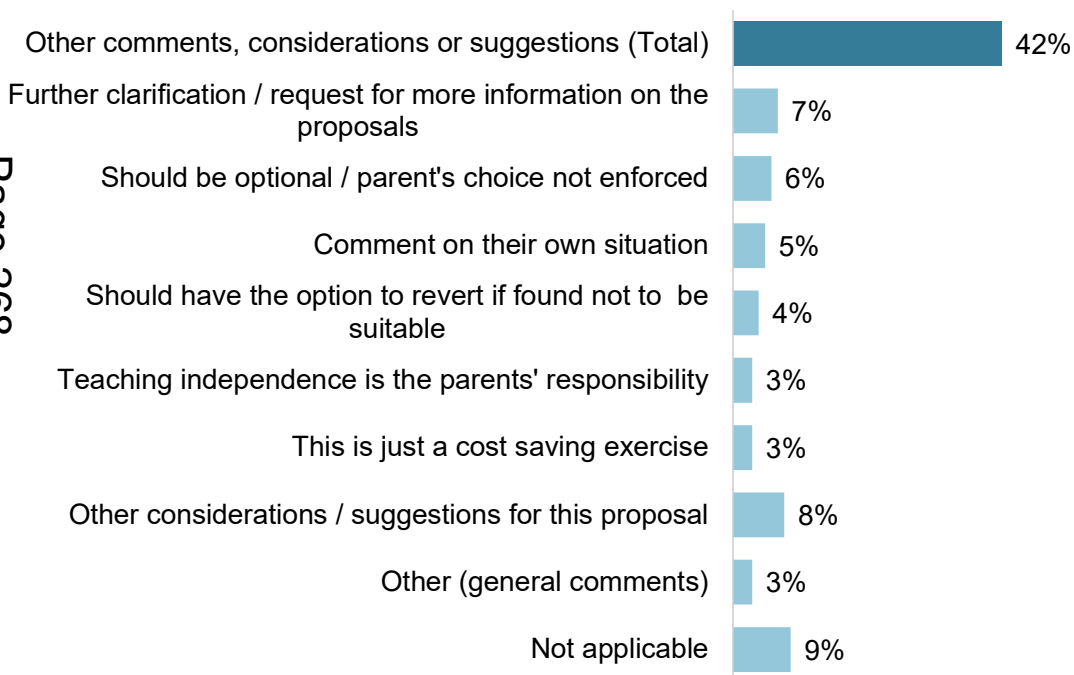


All comments have been read, analysed and provided to the School Transport Service.

Other comments, considerations or suggestions about Proposal Two (Independent Travel Training) included requests for further clarification or more detail on the proposal, reiterating that it should be optional and that families should have the opportunity to revert to current arrangements if needed.

Reason(s) for answer to Proposal Two (Independent Travel Training)
(Quantified verbatim - multi-code, Base: 120)

Page 268



Those who requested further information included clarification about how suitable children would be identified, how the training would work in practice, and where the liability would sit when proving a child was ready to travel alone.

There were also comments either requesting or reinforcing that the training should be optional, and it should be the choice of the parents. Some also mentioned that if it was found that the child was later unable to travel alone then they should have the option to revert to original travel arrangements.

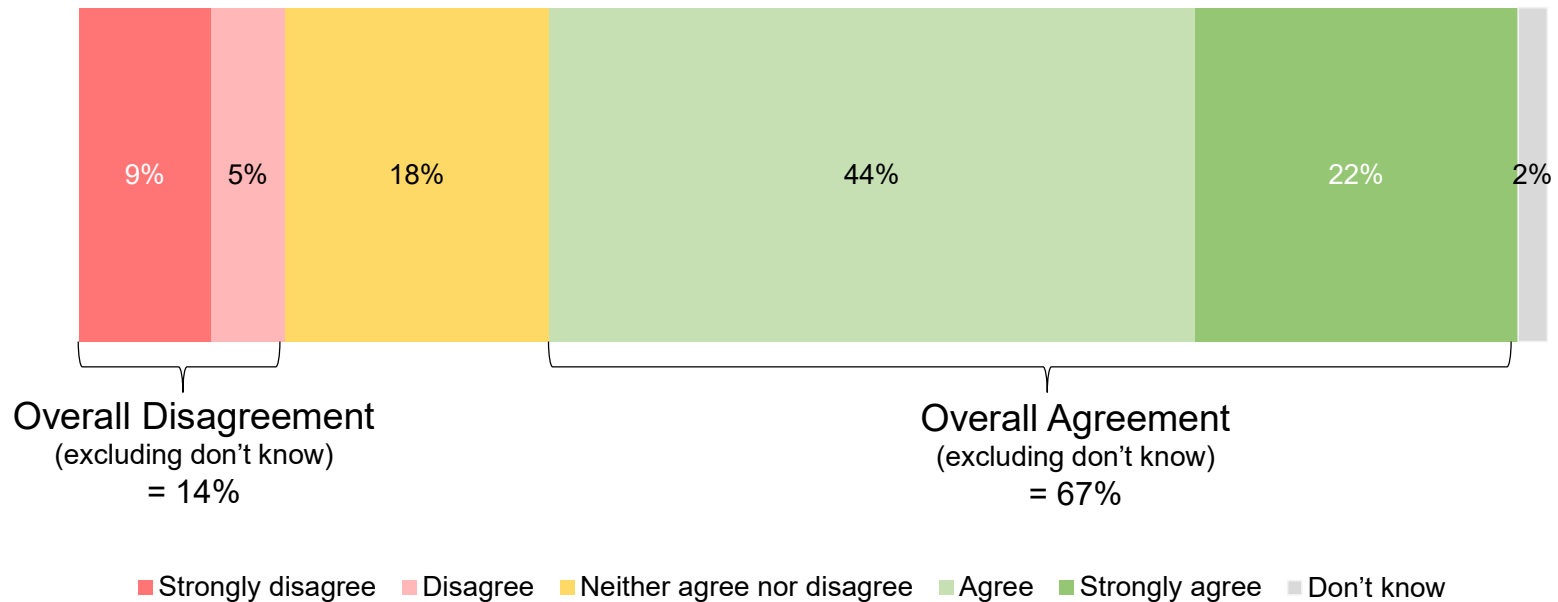
A small number also criticised the idea that independent travel training was the responsibility of the School Transport service, and that it should be the parent's responsibility. Some also argued that this proposal was just being done to save money, rather than for the benefit of the student.

All comments have been read, analysed and provided to the School Transport Service.

Proposal Three: The regular review of the provision of Passenger Assistants

Agreement with Proposal Three: Around two-thirds (67%) of respondents who expressed an opinion agreed with the proposal to regularly review the provision of Passenger Assistants.

Overall agreement or disagreement with Proposal Three (Passenger Assistants)
All responding (Base:253)



Agreement with Proposal Three: Respondents with a Passenger Assistant had lower levels of agreement with this proposal, with just under half (46%) of those who expressed an opinion agreeing to this proposal.

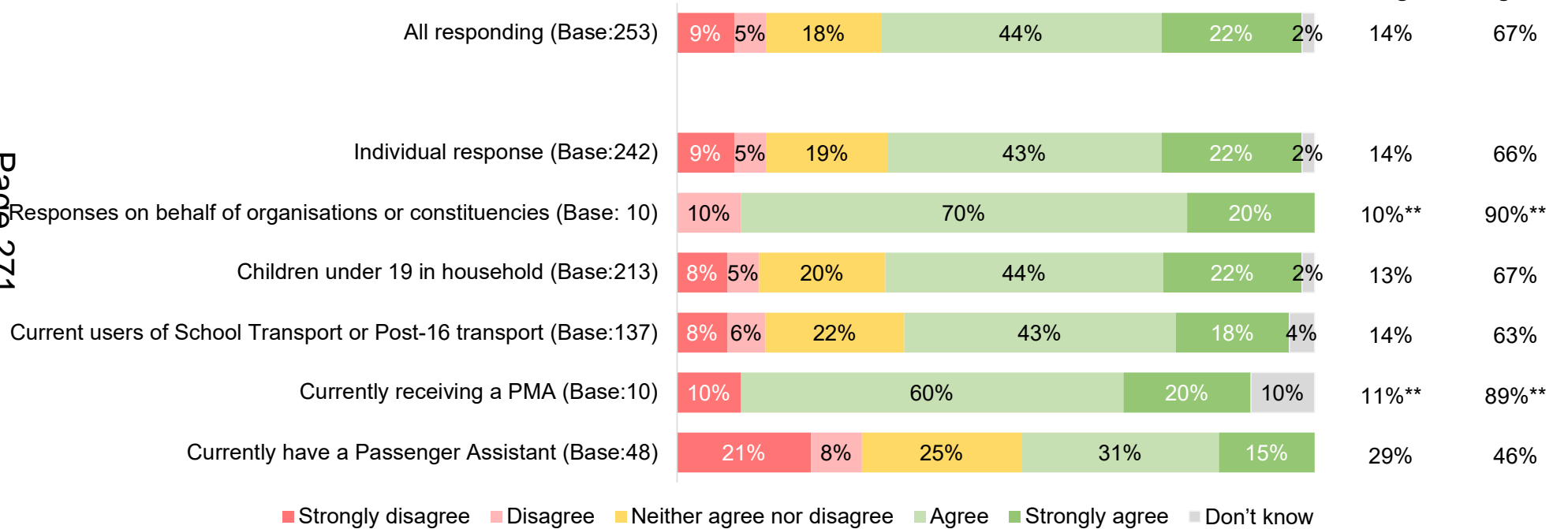
FDO

Overall agreement or disagreement with Proposal Three (Passenger Assistants)
Responses by subgroups

Summarised responses
(excluding 'don't know')

%
Disagree %
Agree

Page 271



**Caution low base size

FD0

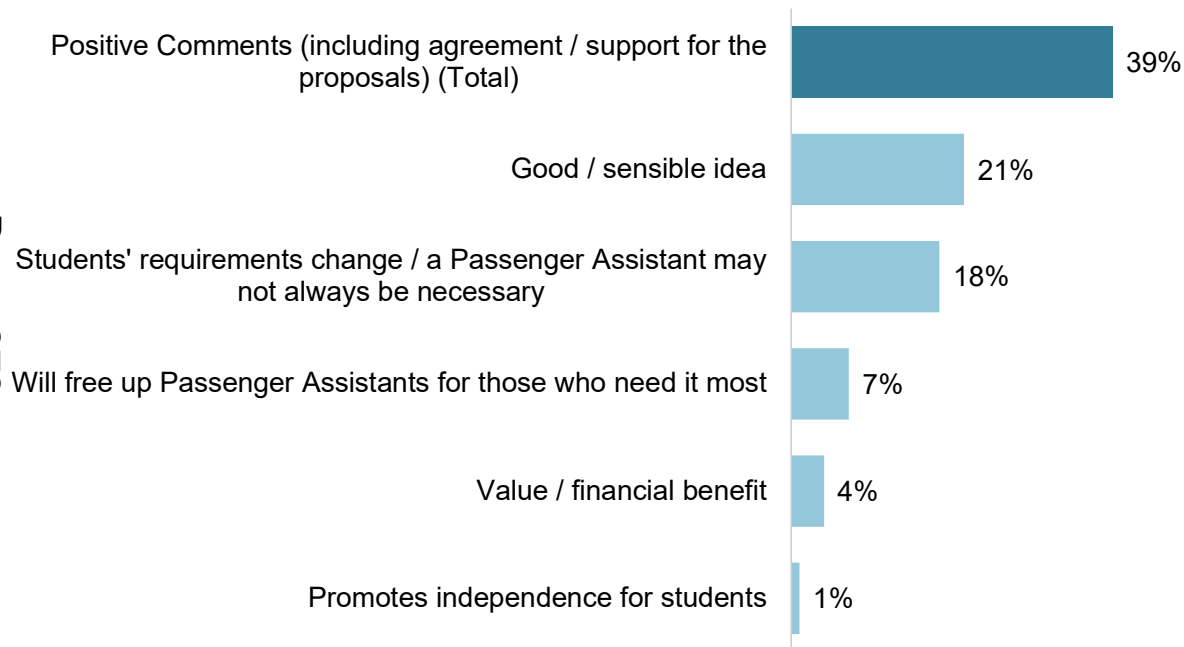
Suggest making past tense

Foley, Dave, 2023-12-28T08:54:06.531

Positive comments / support for Proposal Three (Passenger Assistants): Most of the positive feedback included comments agreeing that this seemed like a sensible idea as students' needs change and it would mean those who need Passenger Assistants the most would have greater access.

Reason(s) for answer to Proposal Three (Passenger Assistants)
(Quantified verbatim - multi-code, Base: 102)

Page 273



A number of respondents recognised that some individual students' needs may change (such as when they get older) so it makes sense to review their need for a Passenger Assistant regularly.

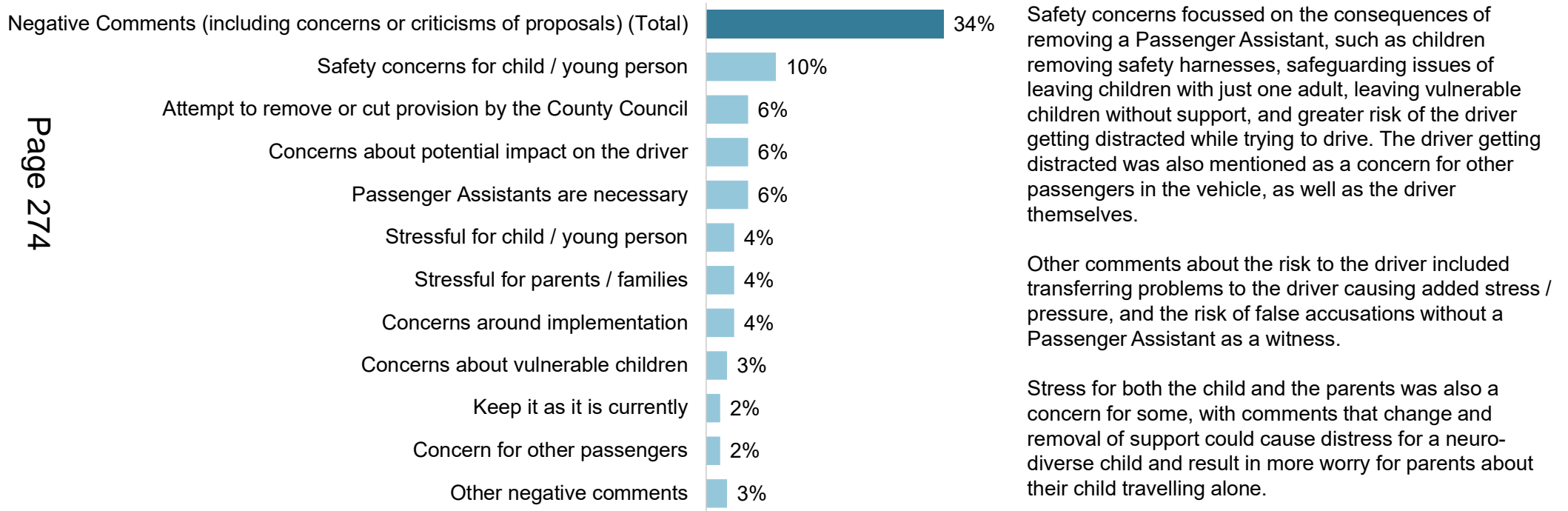
There were also comments mentioning that it can be hard to find Passenger Assistants currently so a review process could allow those who need them the most to access them.

Financial benefits included that it is important to keep an eye on where money is being spent rather than providing a service to some where it is no longer required.

All comments have been read, analysed and provided to the School Transport Service.

Opposition or concerns about Proposal Three (Passenger Assistants): The main concerns included comments around safety concerns for the child / young person (CYP), as well as impacts on the CYP, their family, the driver of the transport and other passengers in the vehicle if a Passenger Assistant was removed.

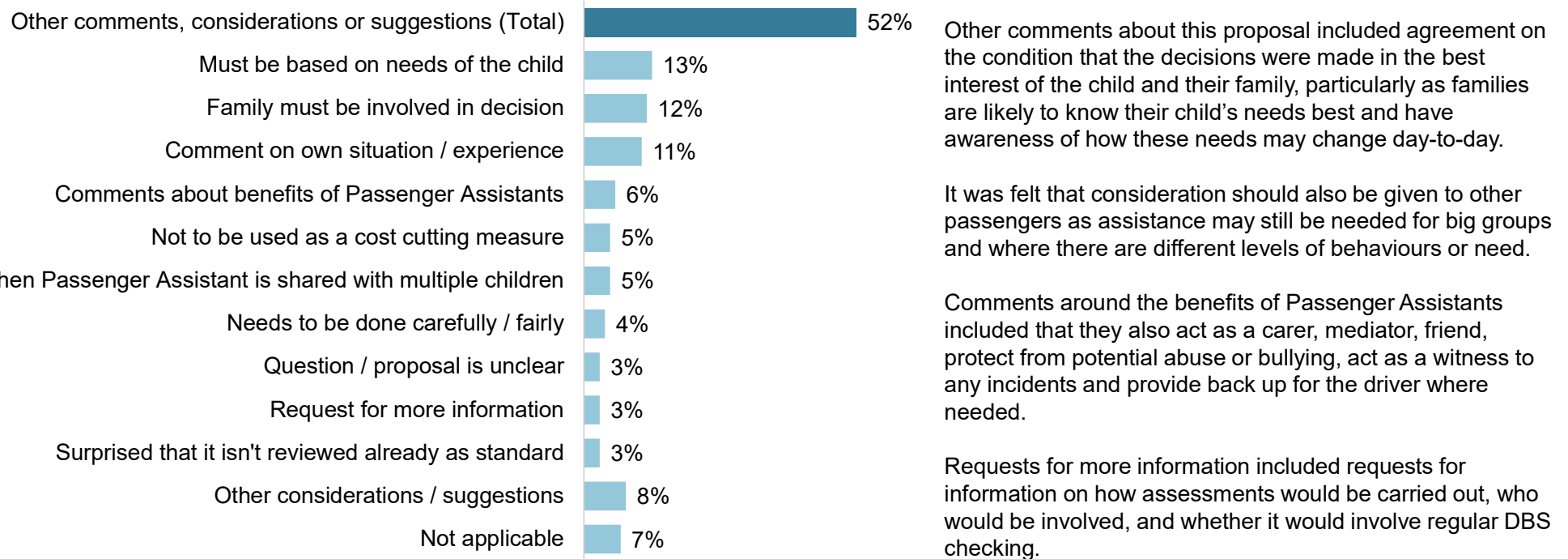
Reason(s) for answer to Proposal Three (Passenger Assistants)
(Quantified verbatim - multi-code, Base: 102)



All comments have been read, analysed and provided to the School Transport Service.

Other comments, considerations or suggestions about Proposal Three (Passenger Assistants): Other feedback included that any review should be based on the needs of the child and in consultation with parents. Others took the opportunity to mention the benefits of a Passenger Assistant, as well as other considerations or further requests.

Reason(s) for answer to Proposal Three (Passenger Assistants)
(Quantified verbatim - multi-code, Base: 102)

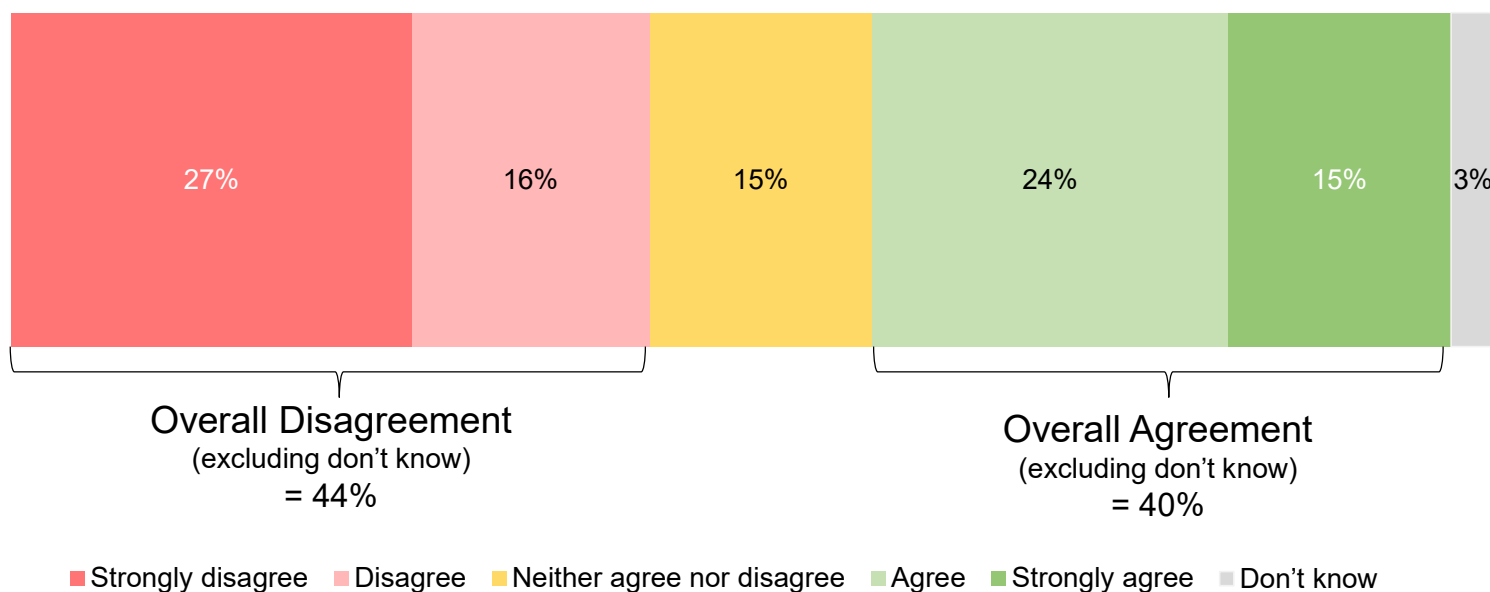


All comments have been read, analysed and provided to the School Transport Service.

Proposal Four: Where parents are required to make a financial contribution towards discretionary school transport arrangements, to increase this contribution in line with inflation (Consumer Price Index (CPI)) from September 2024, with inflation-linked increases also being applied in future years

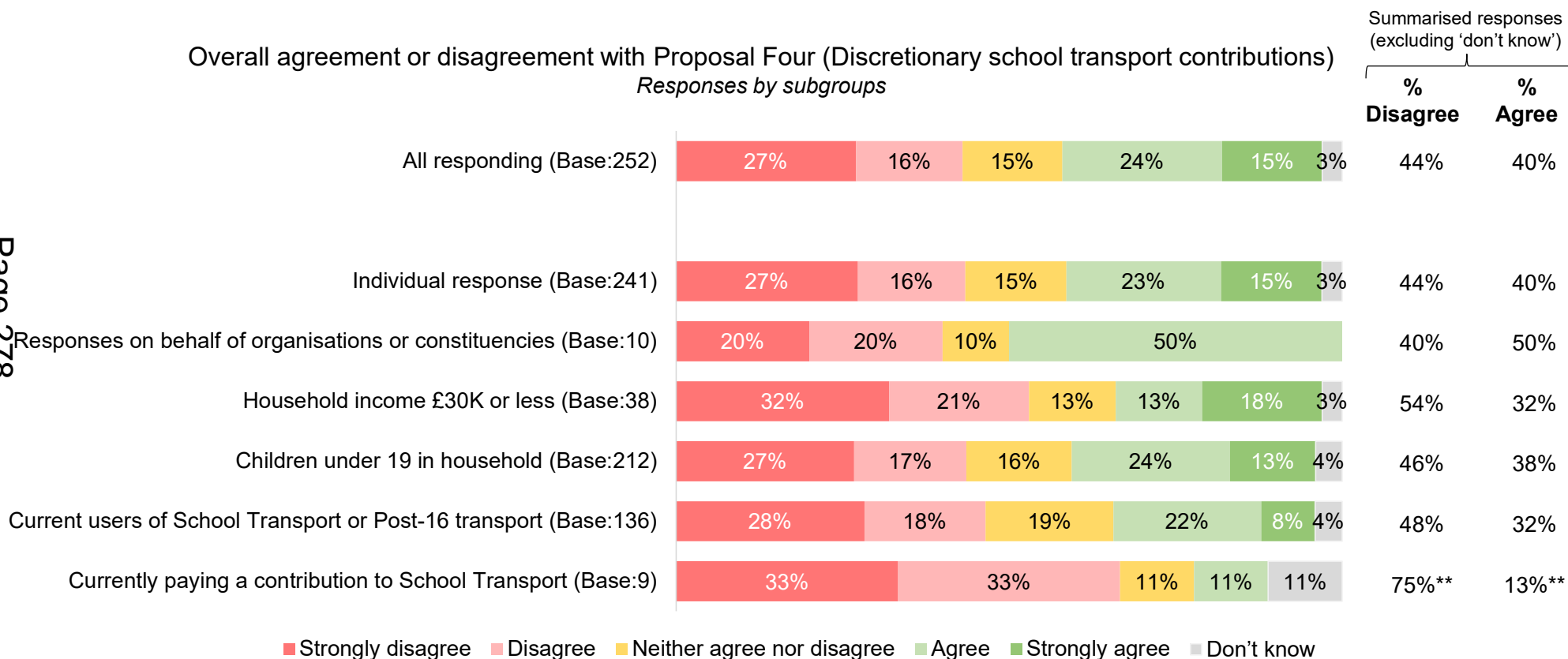
Agreement with Proposal Four (Discretionary school transport contributions): Only 4 in 10 (40%) of respondents who expressed an opinion agreed with the proposal to increase the contribution for discretionary school transport arrangements in line with inflation (CPI) from September 2024, with inflation-linked increases also being applied in future years.

Overall agreement or disagreement with Proposal Four (Discretionary school transport contributions)
All responding (Base: 252)



Agreement with Proposal Four (Discretionary school transport contributions): Current users of School or Post-16 Transport were slightly less likely to agree with this proposal (32% versus 40% overall). Those currently paying a contribution to School Transport had the lowest level of agreement (13%). However, the base size for this group was very low.

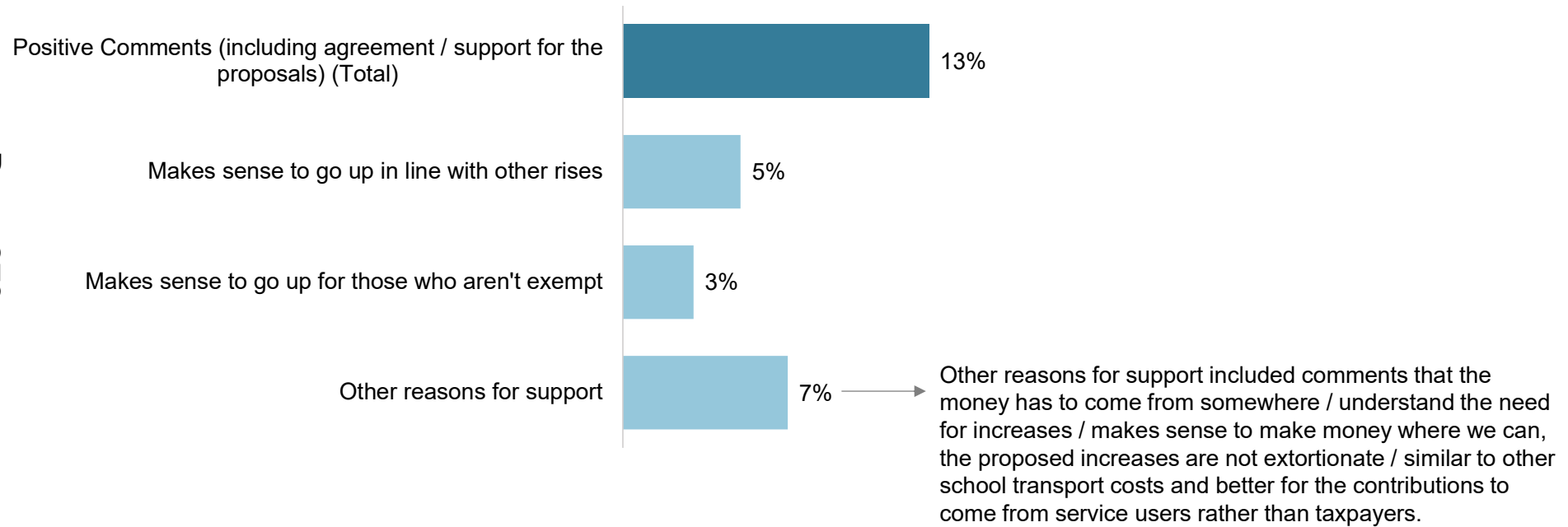
Overall agreement or disagreement with Proposal Four (Discretionary school transport contributions)
Responses by subgroups



**Caution low base size

Positive comments / support for Proposal Four (Discretionary school transport contributions): These included feedback that it made sense for contributions to go up due to other cost rises and money required to cover these.

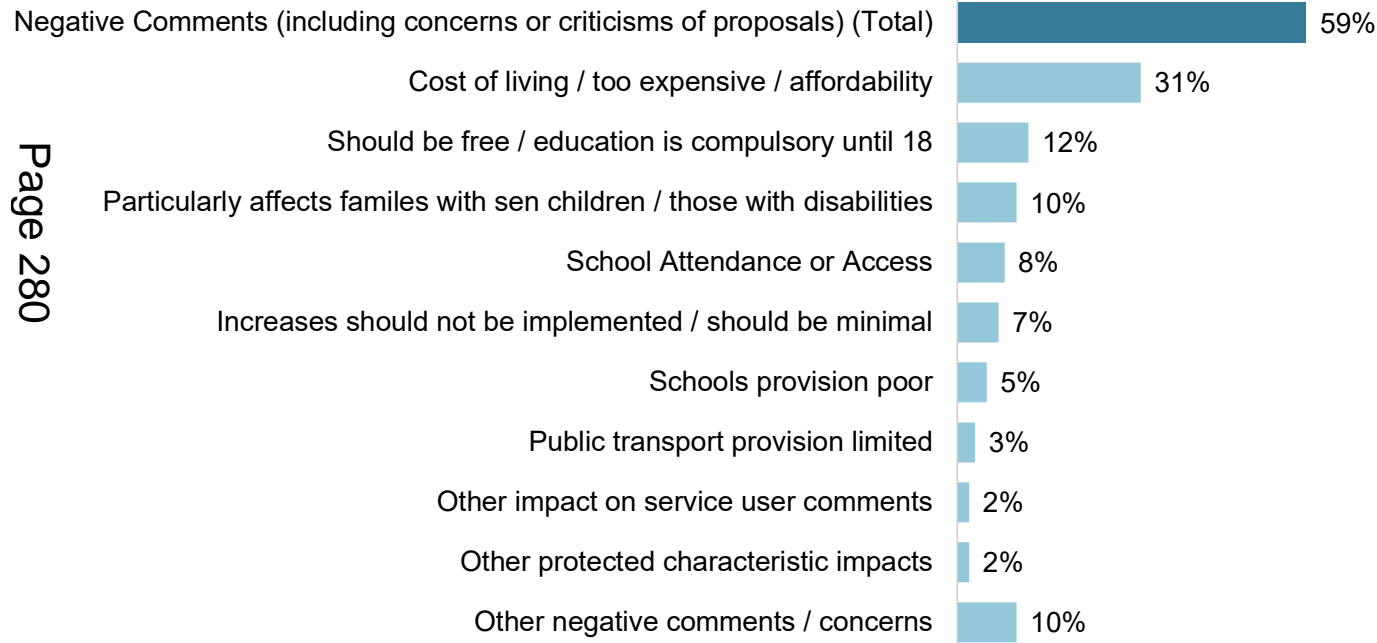
Reason(s) for answers to Proposal Four (Discretionary school transport contributions)
(Quantified verbatim - multi-code, Base: 86)



All comments have been read, analysed and provided to the School Transport Service.

Opposition or concerns about Proposal Four (Discretionary school transport contributions): The main concerns were focussed on increased cost of living and concerns about affordability.

Reason(s) for answers to Proposal Four (Discretionary school transport contributions)
(Quantified verbatim - multi-code, Base: 86)



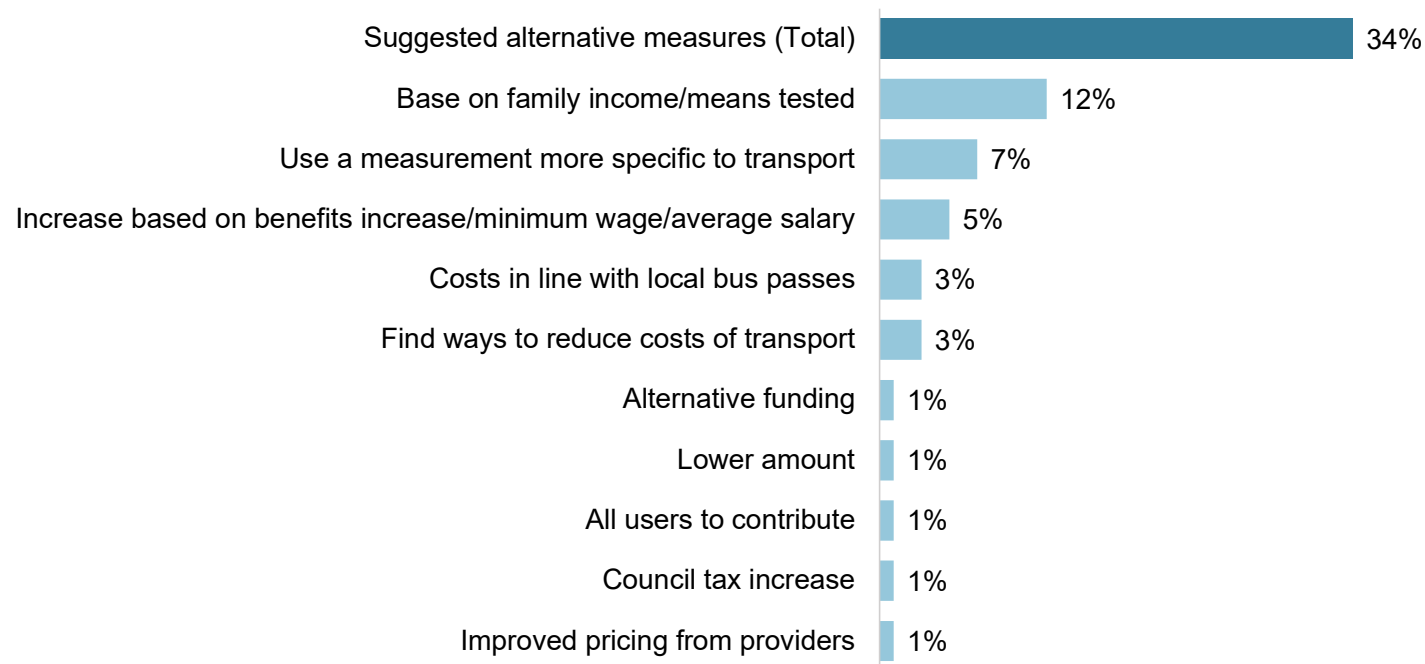
Comments included mentions that families were already struggling with the cost of living as it is and that the increases could mean transport was no longer affordable for families. Some mentioned this could result in reduced attendance at school / access to education, particularly as there was a lack of alternative options (unable/unsafe to walk, lack of public transport – especially in rural areas).

Families of children with SEND and those with disabilities were felt to be the most impacted by this proposal with comments also mentioning a lack of SEN schools locally, meaning that those that attended them had to travel further distances. Some also mentioned that parents of children with SEND were likely to have lower earning power and low-income families were also mentioned by some as groups that could be more likely to be impacted by these proposals.

All comments have been read, analysed and provided to the School Transport Service.

Suggested alternative measures to calculate any increases for discretionary transport: Around 1 in 10 (12%) who gave a comment suggested that costs/any increase should be means tested. Other suggestions included measures more specific to transport (e.g. based on fuel or driver costs), other ways to reduce costs, or other ways to source funding.

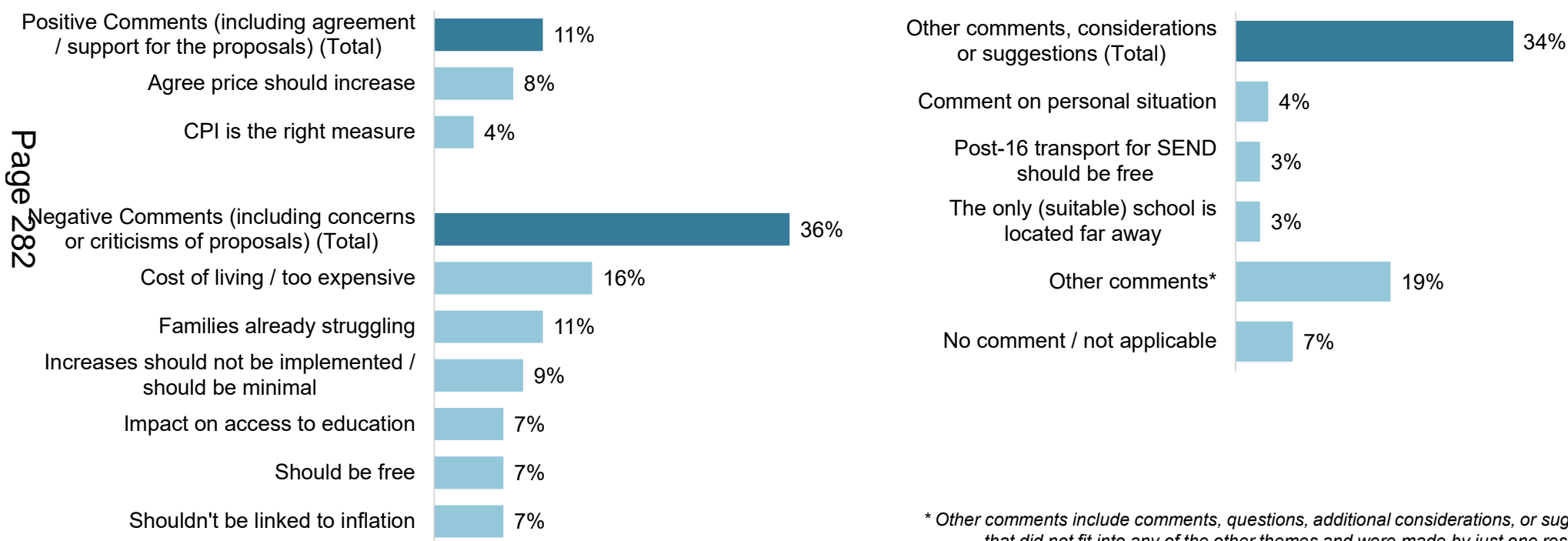
Suggested alternative measures to calculate any increases for discretionary school transport contributions
(Quantified verbatim - multi-code, Base: 74)



All comments have been read, analysed and provided to the School Transport Service.

Suggested alternative measures to calculate any increases for discretionary transport – other feedback: When asked for suggestions for alternative measures some respondents used this opportunity to give feedback more generally on the proposal such as reasons for support, opposition or concerns, or other general comments on the topic.

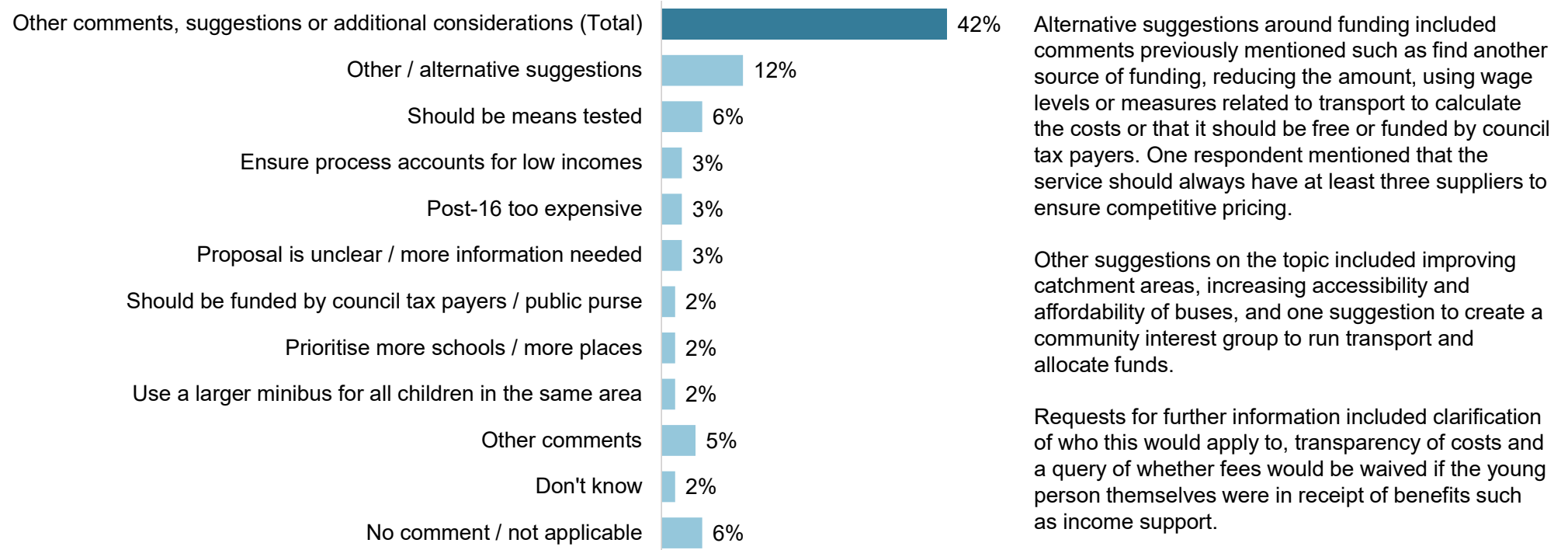
Suggested alternative measures to calculate any increases for discretionary school transport contributions – other feedback
(Quantified verbatim - multi-code, Base: 74)



* Other comments include comments, questions, additional considerations, or suggestions that did not fit into any of the other themes and were made by just one respondent. All comments have been read, analysed and provided to the School Transport Service.

Other comments, considerations or suggestions about Proposal Four (Discretionary school transport contributions): these included previously mentioned alternative suggestions around funding and how prices are calculated, as well as suggestions on how school travel could be improved more generally.

Reason(s) for answers to Proposal Four (Discretionary school transport contributions)
(Quantified verbatim - multi-code, Base: 86)

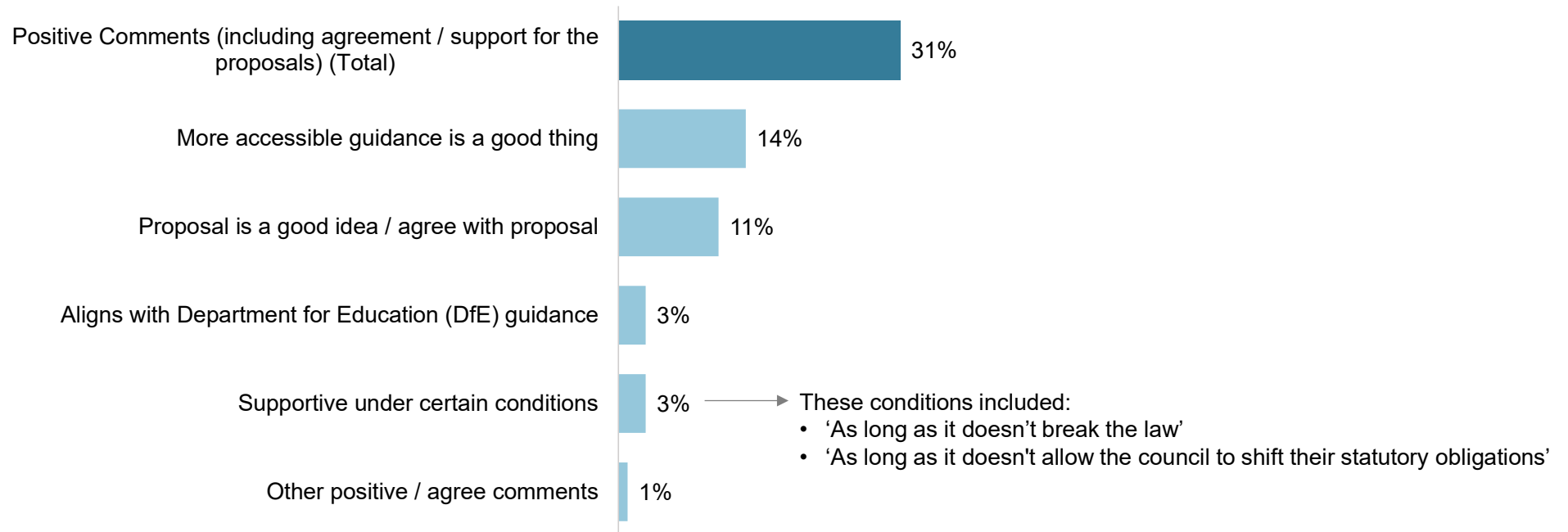


All comments have been read, analysed and provided to the School Transport Service.

Proposal Five: Updating the Council's School Transport Policy to reflect current government policy and to be easier to understand

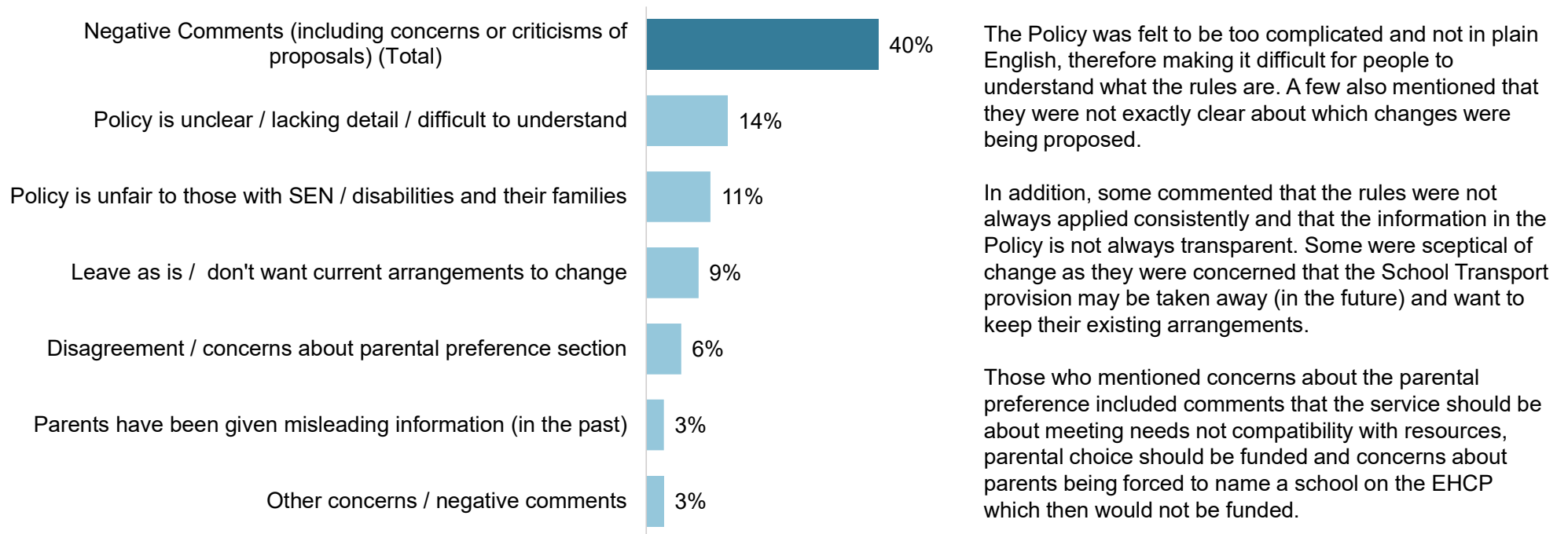
Positive comments / support for Proposal Five (Updating the School Transport Policy): these included acknowledgement that clearer information that is easier to read and understand is a good thing, and agreement that the policy should align with the Department for Education (DfE) guidance.

Reason(s) for answers to Proposal Five (Updating the School Transport Policy)
(Quantified verbatim - multi-code, Base: 70)



Negative comments or concerns about Proposal Five (Updating the School Transport Policy): The majority of these comments were about the Policy more generally, rather than specifically about the changes being proposed.

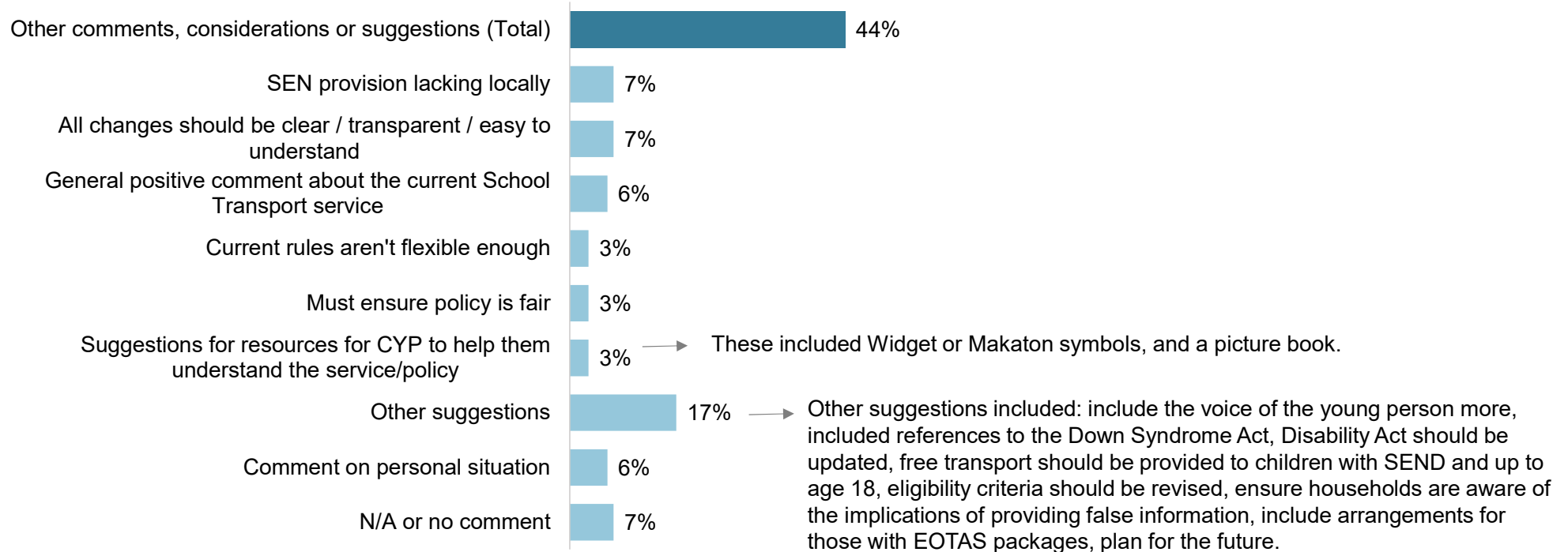
Feedback on Proposal Five (Updating the School Transport Policy)
(Quantified verbatim - multi-code, Base: 70)



All comments have been read, analysed and provided to the School Transport Service.

Other comments, considerations or suggestions about Proposal Five (Updating the School Transport Policy): these included comments around the Policy or the service more generally and suggestions for changes.

Feedback on Proposal Five (Updating the School Transport Policy)
(Quantified verbatim - multi-code, Base: 70)

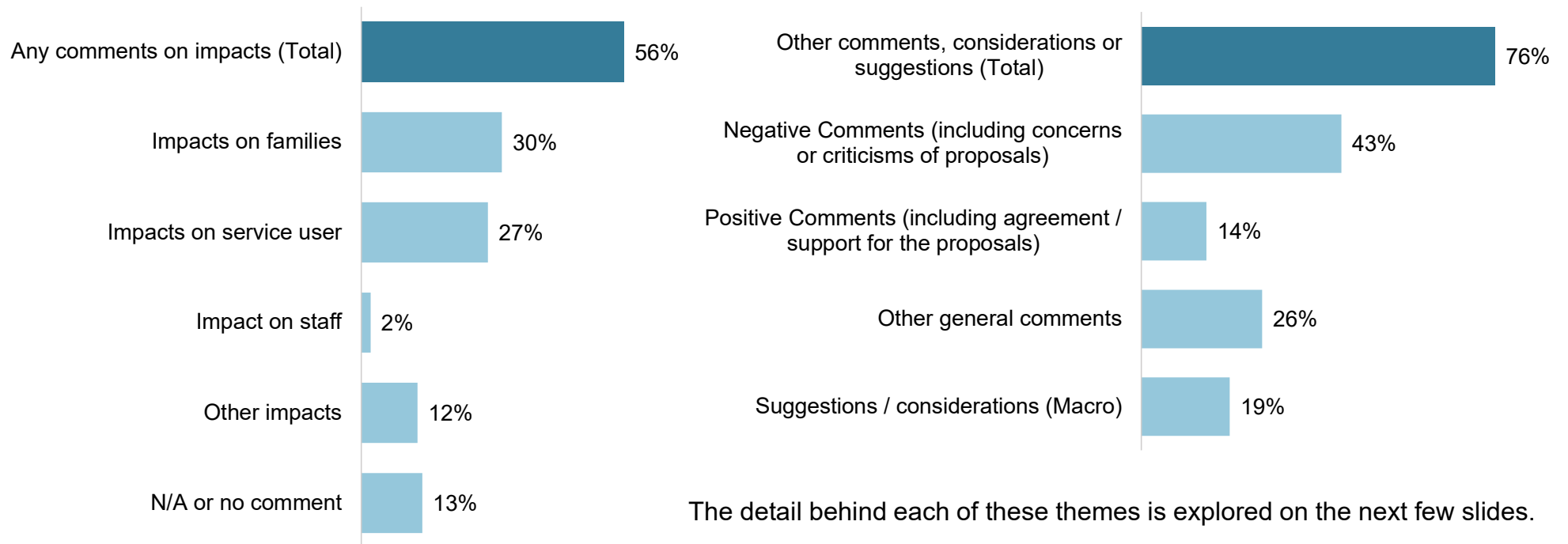


All comments have been read, analysed and provided to the School Transport Service.

Impacts and further comments

Perceived impacts of the proposals: Just over half (56%) of those responding to this question provided comments on impacts, such as impacts on families, services users and staff. Around three-quarters (76%) provided comments, considerations or suggestions on the proposals or about the service more generally.

Perceived impacts the Policy for School Transport provisions in Hampshire may have
(Quantified verbatim - multi-code, Base: 142)



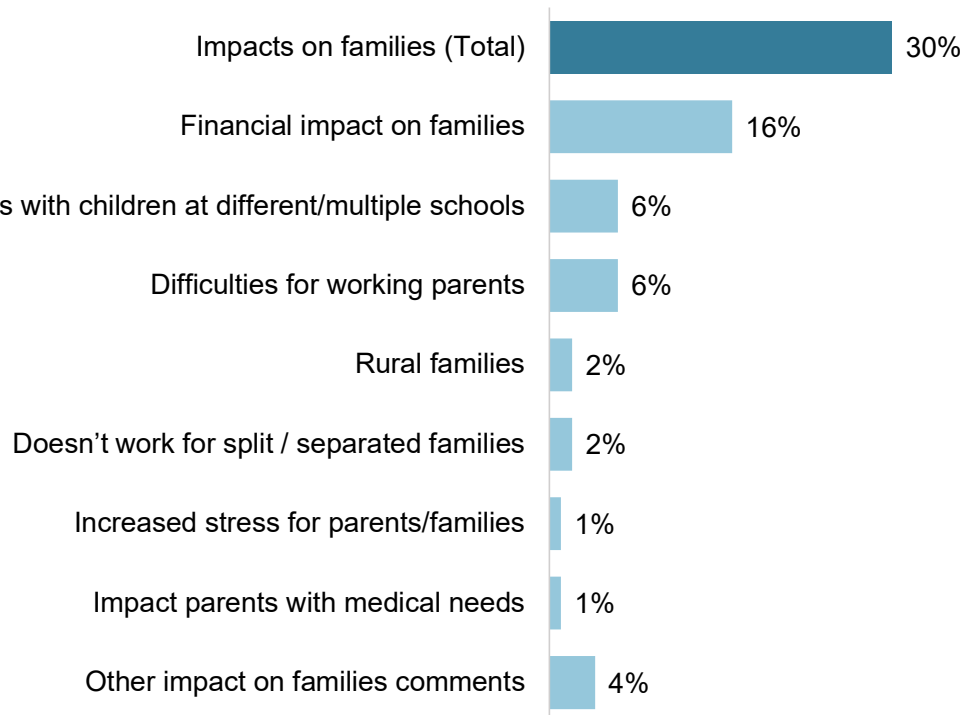
The detail behind each of these themes is explored on the next few slides.

All comments have been read, analysed and provided to the School Transport Service.

Perceived impacts of the proposals on families: Feedback included the types of families that any changes or reduction in provision might be more likely to affect, such as those on low incomes, those with children at multiple schools, working parents, rural families, split families and those with medical needs or disabilities.

Perceived impacts the Policy for School Transport provisions in Hampshire may have
(Quantified verbatim - multi-code, Base: 142)

Page 290



Financial impacts on families included comments about the increased costs (for discretionary transport or if existing transport arrangements were removed) and concern for those on low incomes or already struggling.

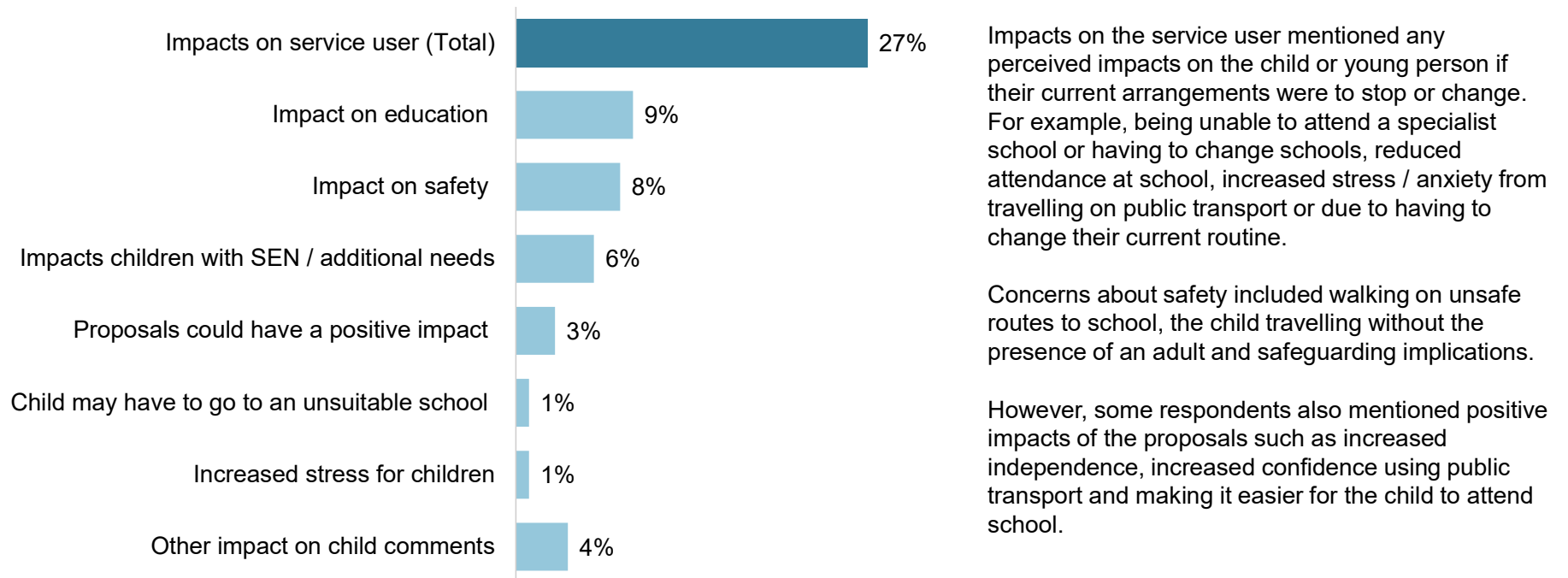
Other types of families mentioned as likely to be impacted by changes included those with children at multiple schools and working parents, that if their current School Transport arrangements stopped and they were required to transport their child then they would struggle to fit it all in and may have to change their working arrangements / stop work. It was also mentioned by some that contribution increases for parents with multiple children would get very expensive. Rural families were felt to be impacted due to a lack of alternative transport options in those areas,

In addition, there were mentions that the Policy does not take into consideration where parents have split and live in separate places. Transporting children to school was mentioned to be more challenging for single parents and parents with medical needs or mobility issues.

All comments have been read, analysed and provided to the School Transport Service.

Perceived impacts of the proposals on service users: Most of the feedback on potential impacts on service users did not reference individual proposals directly, so it is not always clear if the comments refer to specific proposals or the Policy more generally.

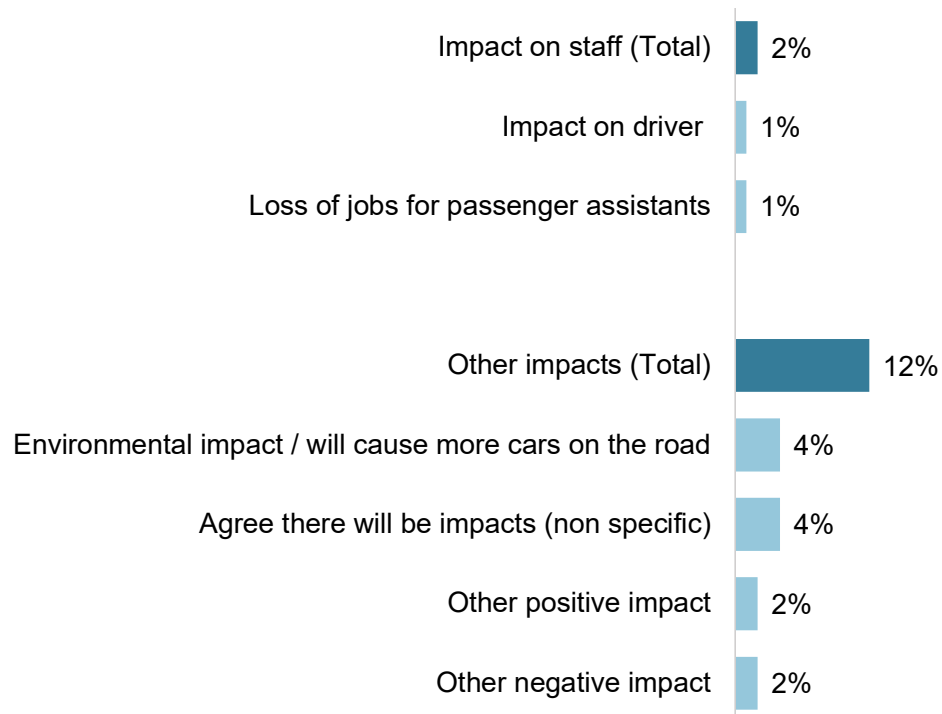
Perceived impacts the Policy for School Transport provisions in Hampshire may have
(Quantified verbatim - multi-code, Base: 142)



All comments have been read, analysed and provided to the School Transport Service.

Perceived impacts of the proposals on staff and other impacts: Concerns for staff were focussed around potential impacts of Proposal Three (Reviewing Passenger Assistants). Other impacts included concerns about increased traffic on the road.

Perceived impacts the Policy for School Transport provisions in Hampshire may have
(Quantified verbatim - multi-code, Base: 142)



Concerns about staff included comments about extra pressure on drivers if Passenger Assistants were removed, and concerns about Passenger Assistants losing their jobs.

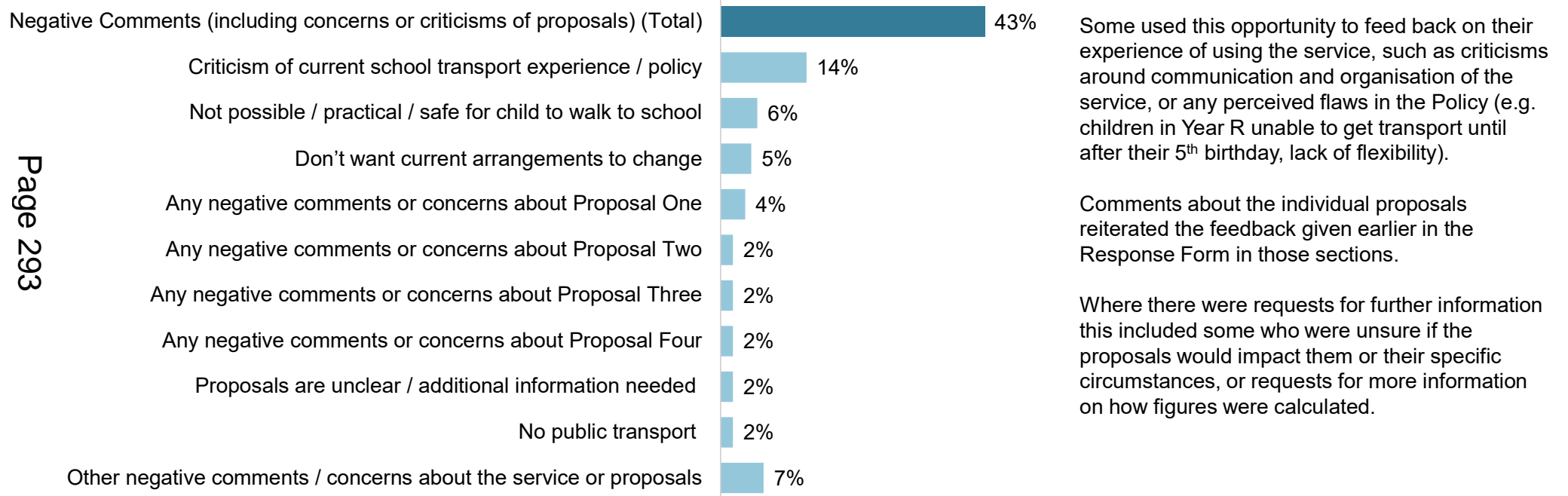
Other perceived impacts were the potential for increased numbers of cars on the roads if parents were required to transport their children to school rather than use the School Transport service.

Other negative impacts mentioned included the effect on other passengers if Passenger Assistants were removed, that the changes would make it more difficult for people to get reliable transport to get their children to school and potential impacts on local businesses and organisations (non-specific).

All comments have been read, analysed and provided to the School Transport Service.

Perceived impacts of the proposals – other comments: These included a number of negative comments such as criticisms of experiences with the service or of the Policy itself, as well as concerns about individual proposals.

Perceived impacts the Policy for School Transport provisions in Hampshire may have – other comments
(Quantified verbatim - multi-code, Base: 142)

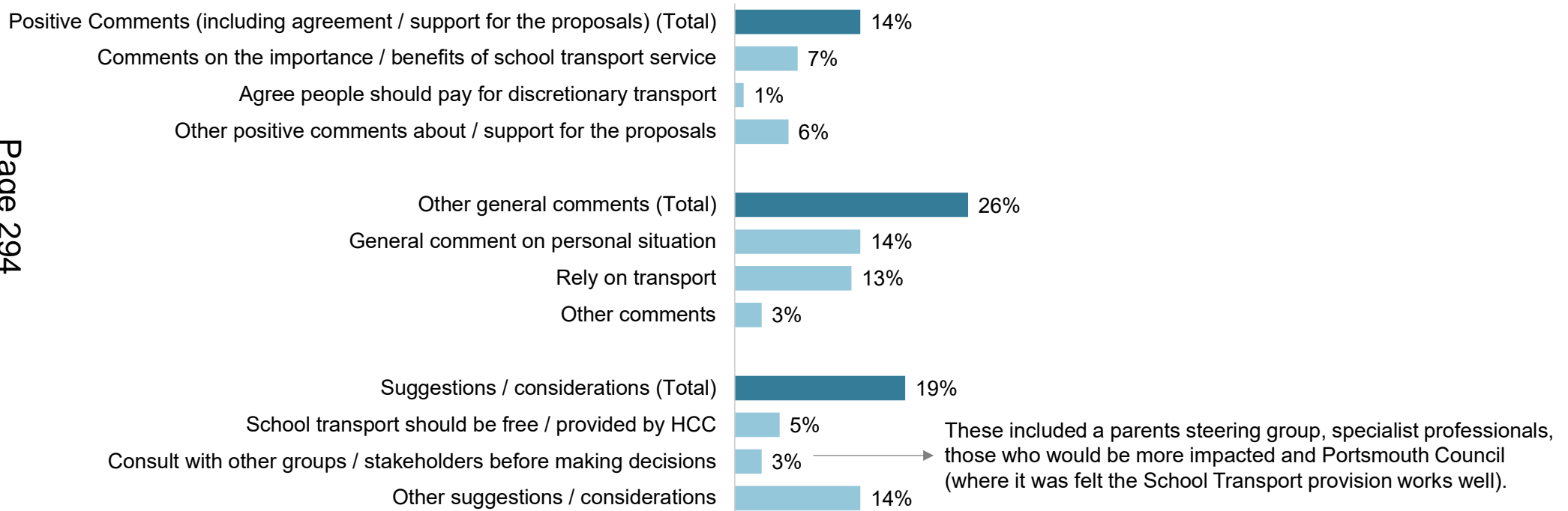


All comments have been read, analysed and provided to the School Transport Service.

Perceived impacts of the proposals – other comments: Positive comments included feedback about the benefits of the service or agreement with the proposals. Some respondents used the opportunity to provide details on their personal circumstances and comments about how and why they rely on the transport provision.

Perceived impacts the Policy for School Transport provisions in Hampshire may have – other comments
(Quantified verbatim - multi-code, Base: 142)

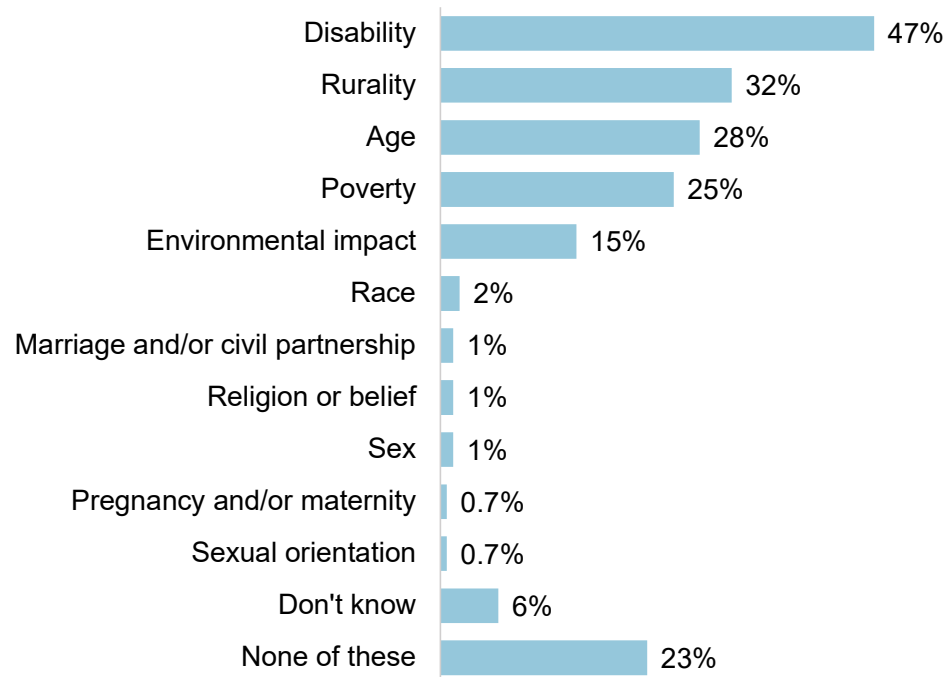
Page 294



All comments have been read, analysed and provided to the School Transport Service.

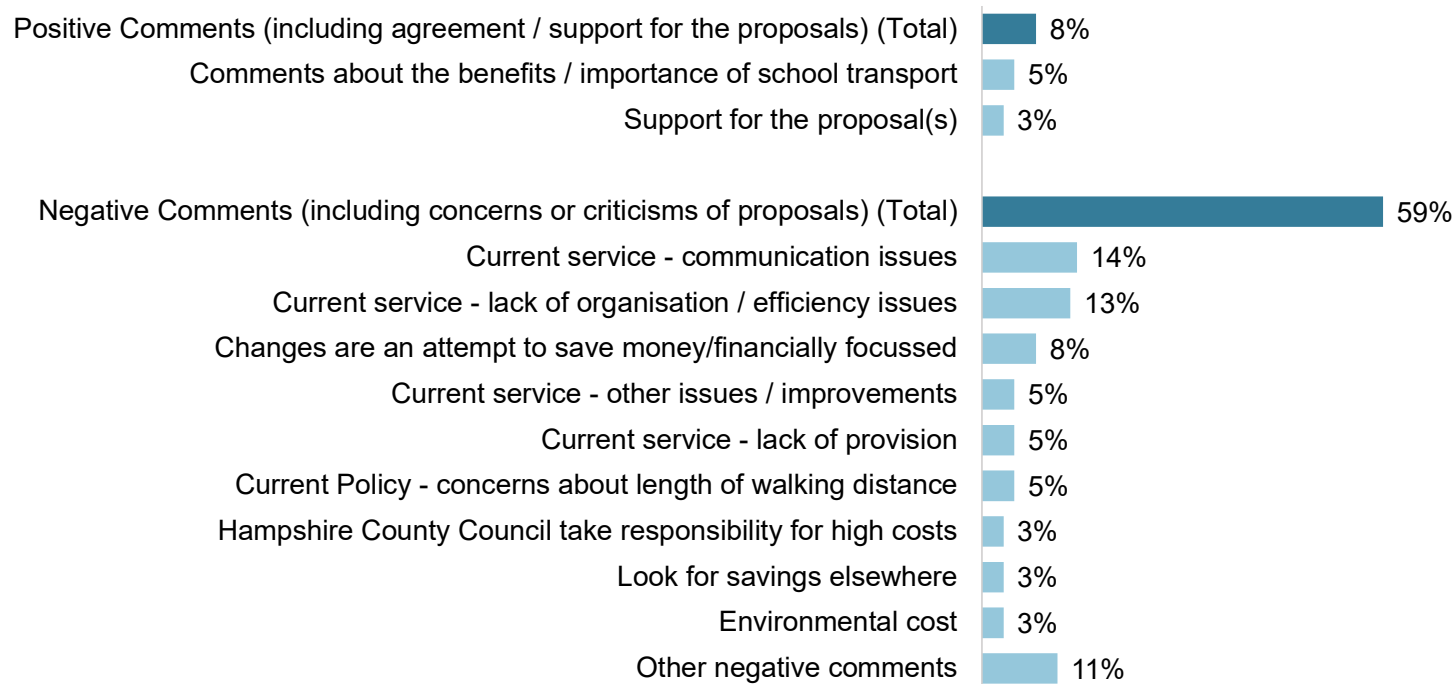
Perceived impacts of proposals on protected characteristics: When prompted with a list of protected characteristics, nearly half (47%) of those responding selected that the impacts would relate to those with disabilities. Rurality, age, poverty and environmental impacts were also often selected.

Please indicate below if the impacts you have mentioned above relate to any of the following characteristics or issues
(Multi-code, Base: 142)



Further comments – any positive or negative comments on the service, proposals or Policy: Where given, these mostly had a negative slant, although comments tended to focus on issues with the current service as well as concerns that the proposals were a cost saving measure.

Further comments or suggestions regarding the proposed changes to the Policy for School Transport provision in Hampshire
(Multi-code, Base: 63)

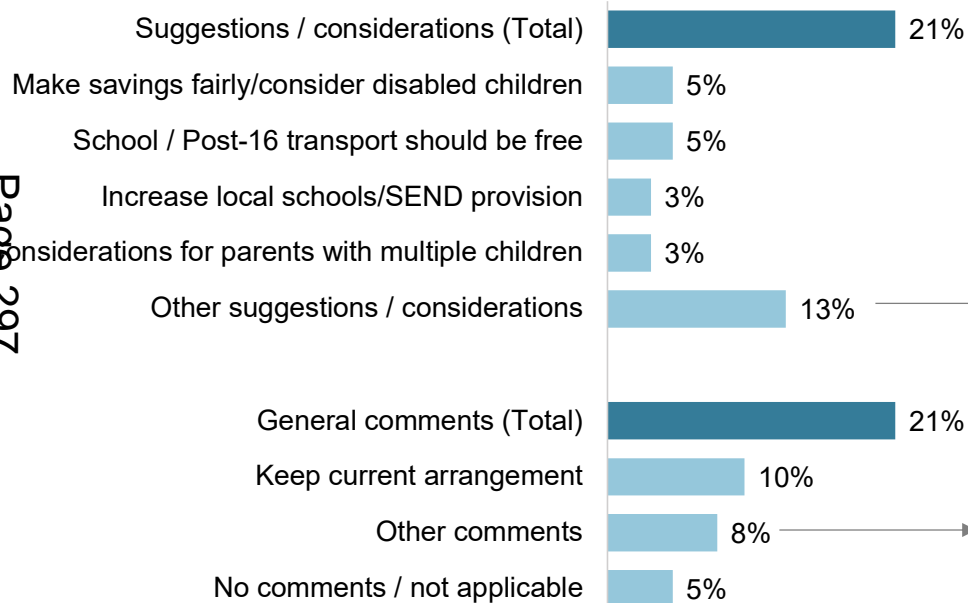


All comments have been read, analysed and provided to the School Transport Service.

Further comments – other comments, suggestions and considerations: Suggestions included making sure the proposals were fair, particularly for children with disabilities and families with multiple children, with some suggesting that school transport should be free.

Further comments or suggestions regarding the proposed changes to the Policy for School Transport provision in Hampshire
(Multi-code, Base: 63)

Page 297



Focus on driving the greatest benefit to the greatest number of people affected by the change, carry out personalised risk assessments and consider the needs of individuals before making any changes, schools should take greater accountability (e.g. use their own minibuses for transport), ensure catchment areas are always the closest school, consider when reviewing the responses that not all parents will have been able to complete the survey (lack of time, cost of wifi / computers), better integration with other public transport is needed, examples of innovations used in other countries, request for a parent steer group.

Comment on personal circumstance, request for comments to be listened to and responded to, request for Down Syndrome Act to be mentioned, comment on the benefit of using public transport on climate change.

All comments have been read, analysed and provided to the School Transport Service.

Unstructured responses

Three unstructured responses were received via email, instead of using the Response Form.

One response was primarily about the Post-16 transport proposals but raised some points about parents and guardians of children with SEND, specifically that they have to work hard to get their children extra support and should not have to fight for this. They also argued that families of children with SEND paying more than non-SEND families is discrimination.

Page 298 Another response made reference to how the County Council chooses to spend money and that it is always vulnerable people (such as disabled children in education) that are affected when it's looking to save money.

The third response expressed a view that they believed the consultation to be unlawful, on the basis that they felt it fundamentally misrepresented the changes made to the Policy – specifically around any statement in the consultation pack that stated that no changes are proposed to eligibility criteria. The respondent highlighted areas in the Policy where they believed that the eligibility had been changed, such as 'Definition of Eligible Children' (Section 3 in the Policy), 'Reasonably Walking to School Criteria/ Accompaniment' (Section 4.19-4.21 in the Policy) and 'Review of eligibility and suitability' (sections 7.1-7.3 in the Policy). Other areas of the Policy where they raised concerns included removal of the word 'Home' from 'Home to School Transport' and changes to the wording in 'Transport at Start and End of the School Day' (Section 3.2 in the Policy) and 'Living in Multiple Catchment Areas' (Section 4.8 of the Policy). In addition, they commented that Independent Travel Training (Proposal Two) should be optional and not enforced upon parents.

All unstructured responses have been read, analysed and provided to the School Transport Service.

Feedback from drop-in sessions

Six online drop-in sessions were held during the consultation period. These were provided to give any interested stakeholders the opportunity to speak to Council staff and ask any questions they may have had about the consultation.

In total **13 people attended these sessions**, seven of which were parents and two were providers (the capacity of remaining four was not recorded). One parent was also representing a parent / carer group.

Feedback from parents included **general feedback on the proposals and service:**

- How the proposed changes might impact their individual arrangements
- Concerns that the proposals were linked to cost savings
- Questions about eligibility for School Transport
- Questions about how the service is funded:
 - Does the council get funding from central Government or just from the council tax of the local residents?
 - What prevents the council from providing free transport to all disabled persons?
 - Does the council have any other ways of funding the transport?
 - Why not increase the council tax, rather than putting the burden on families with a disabled person?

Feedback from drop-in sessions (continued)

Feedback from parents also included **questions and feedback about the individual proposals:**

- Question about **Proposal One (Personal Transport Budgets):**
 - Will parents have to fight for this?
- Feedback / questions about **Proposal Two (Independent Travel Training):**
 - What are the criteria and who decides who would be appropriate for this?
 - Feasibility to move back to original school transport arrangements does not work
 - Some specific points regarding reliance on public transport
- Feedback / questions about **Proposal Three (Passenger Assistants):**
 - Concerns that their Passenger Assistant might be taken away
- Questions about **Proposal Five (Updating the School Transport Policy - parental contributions):**
 - Will family financial circumstances (and cost of living) be taken into account?
 - What happens if Parents of Post 16 students cannot afford to pay the parental contributions?

Feedback from providers included comments about the tendering process, self-employed drivers and criticism about communication.

Slide 49

LNO @ Emma Smith do you have any more context on this point raised in the drop is sessions - was it that it would be difficult to rely on public transport to get so school following the training? It would be good to expand a little more on this point if possible so we know who's reliance they were referring to (if known)

Lloyd, Nikki, 2023-12-22T19:34:12.085

SPO 0 Hi Nikki, unfortunately we don't have any further context available on this one (but I think that because this has also come out in the themes/responses, we won't be missing key insight).

Parry, Sheryl, 2024-01-08T10:42:41.448

Appendix: Methodology and Respondent Profile

Methodology

The consultation opened on 30 October 2023, and closed on 6 December 2023.

A Response Form was provided through which respondents could respond as an **individual**, or in an official capacity on behalf of an **organisation, business or group**, or in their capacity as a **democratically Elected Representative**.

The consultation Information Pack and Response Form were made available both digitally and in hard copy in standard and Easy Read formats, with other formats available on request.

Respondents were also able to submit responses via email, letter, or telephone – these are referred to as '**unstructured responses**'.

In addition, a number of **online drop-in events** were held during the consultation period to give the opportunity for children and young people, their parents, members of the public and other stakeholders to ask County Council staff any questions they may have about the proposals.

Methodology: A note on verbatim coding

Unstructured responses and open-ended responses were analysed by theme, using an inductive approach. This means that the themes were developed from the responses themselves, not pre-determined based on expectations, to avoid any bias in the analysis of these responses. These macro (overarching) and micro (sub-level) themes were brought together into code frames with glossaries which detailed the type of comments that were included under each code.

The codeframes aimed to draw out the key themes and messages from the comments covered, including any:

Page 304

- specific groups to which they related
- impacts that they mentioned;
- suggestions for any alternatives or additional considerations; and
- feedback on the consultation process

A number of respondents also used the consultation as an opportunity to feed back on the School Transport Service or Policy more generally, either in addition or instead of commenting on the specific proposals.

The number of people who coded the open-ended responses was kept to a minimum to ensure a consistent approach. All of the comments (including the glossaries for the macro and micro themes for each question) and unstructured responses received through the consultation were also shared directly with the School Transport Service for further review, in order to help guide the decision day report and provide additional detail for reference.

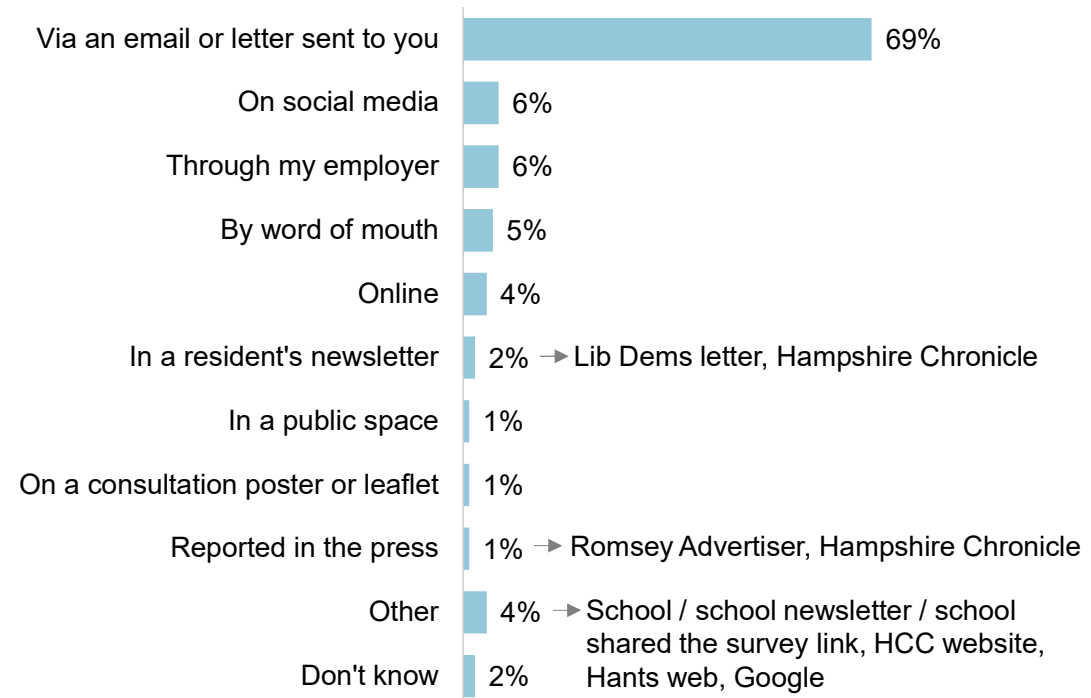
Communication channels: While the consultation was publicised over a variety of different channels, over two-thirds of those responding first heard about the consultation via an email or letter that was sent to them

The consultation was communicated through a range of channels, some of the main ones being:

- Media releases and interviews,
- Your Hampshire residents' e-magazine
- Communications to all Hampshire schools and emails sent out to all current School HKO sport users
- Services for Young Children newsletter (to Early Years providers)
- Early Years providers Facebook group
- Holiday Activities and Food (HAF) newsletter (to providers of HAF schemes)
- Foster Carer newsletter
- Foster Carers' Facebook group
- Innovation Volunteers newsletter
- Hampshire County Council website
- Family Information and Services Hub (FISH) website
- Voluntary Sector (via One Community)
- Virtual consultation events
- Social media
- Gov Notify (for existing service users)

Page 305

Please tell us where you first heard about this consultation
(Base: 250)



Slide 53

HK0 Emma - I'm assuming there was a direct mailing to all current ST users but we don't explicitly say that and we probably should.
Can you confirm please?

Hughes, Katharine, 2023-12-22T14:33:35.173

LN0 0 Now added

Lloyd, Nikki, 2024-01-08T12:47:26.288

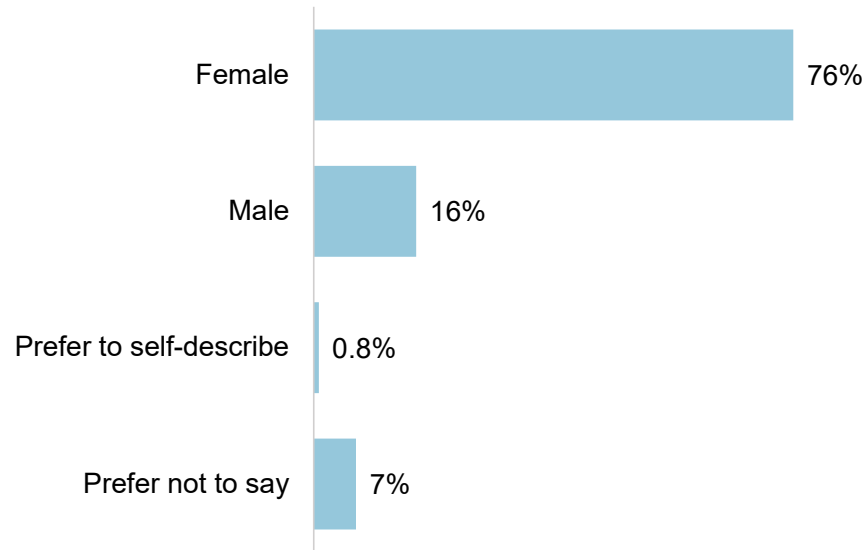
Who responded?

- In total, 262 responses were received via the consultation Response Form.
- Most people (250) responded as an individual, while nine responded in official capacity on behalf of an organisation, group or business, and one respondent participated in their capacity as a democratically Elected Representative of a constituency in Hampshire. Two responses did not specify the capacity in which they were responding.
- In addition, three unstructured responses were received via email.
- Respondents who participated in the Response Form in an individual capacity were invited to share details on their social, economic and geographical characteristics - the next few slides show the composition of these respondents by these characteristics.
- The final slide in this section lists the names of the organisations, groups or businesses who responded and the constituency of the responding democratically Elected Representative.

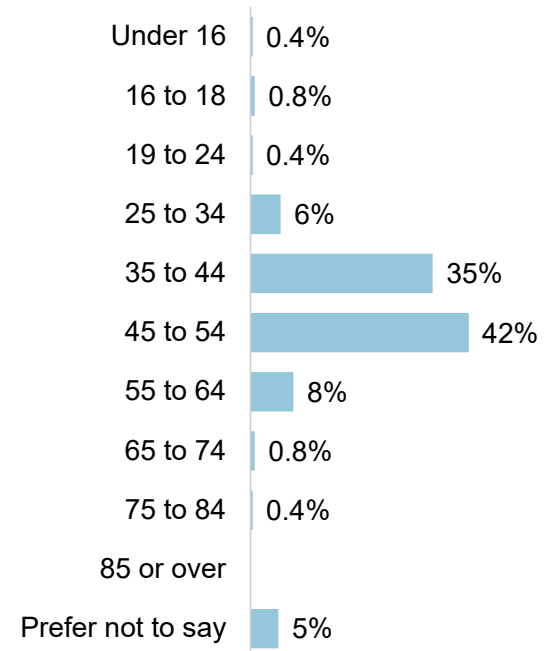
Please note this was an open consultation the respondents were self-selecting so do not provide a representative sample of the Hampshire population. All consultation questions in the Response Form were optional and the analyses only take into account actual responses – where ‘no response’ was provided to a question, this was not included in the analysis. As such, the totals for each question generally add up to less than the total number of respondents who replied via the consultation Response Form.

Who responded? Age and gender of individual respondents

Respondent gender profile
(Base: 240)

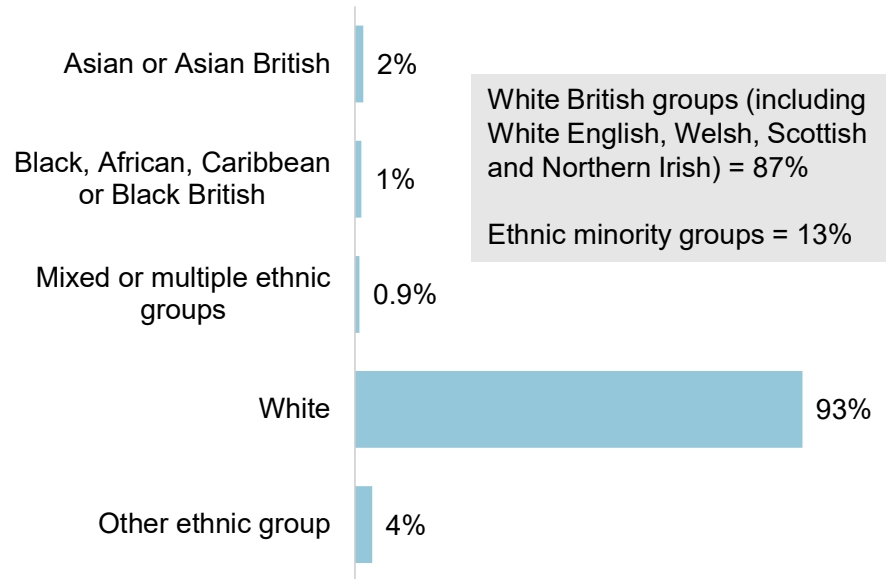


Respondent age profile
(Base: 241)

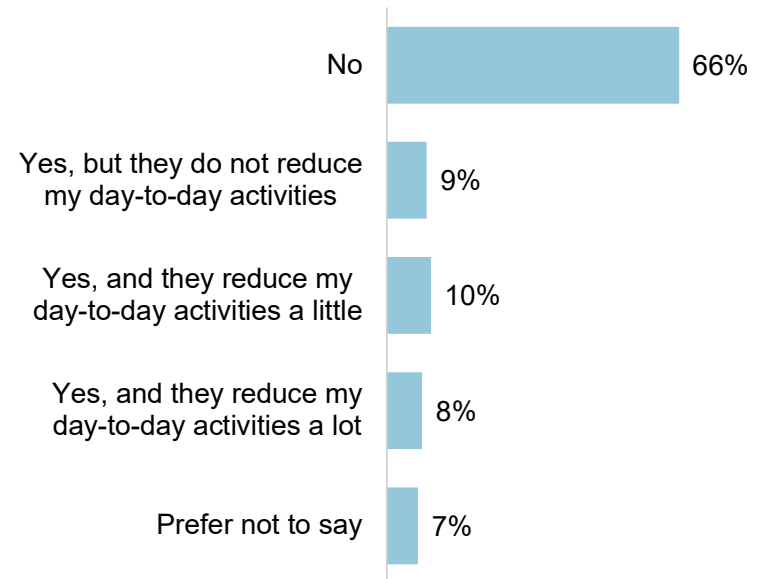


Who responded? Ethnicity and health status of individual respondents

Respondent ethnicity profile
(Base: 230)

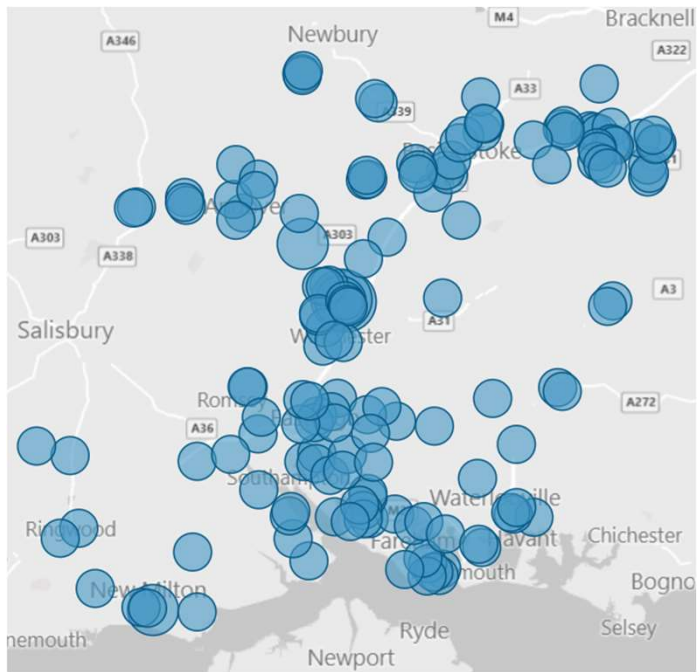


Any physical or mental health conditions or illnesses lasting or expected to last 12 months or more
(Base: 239)

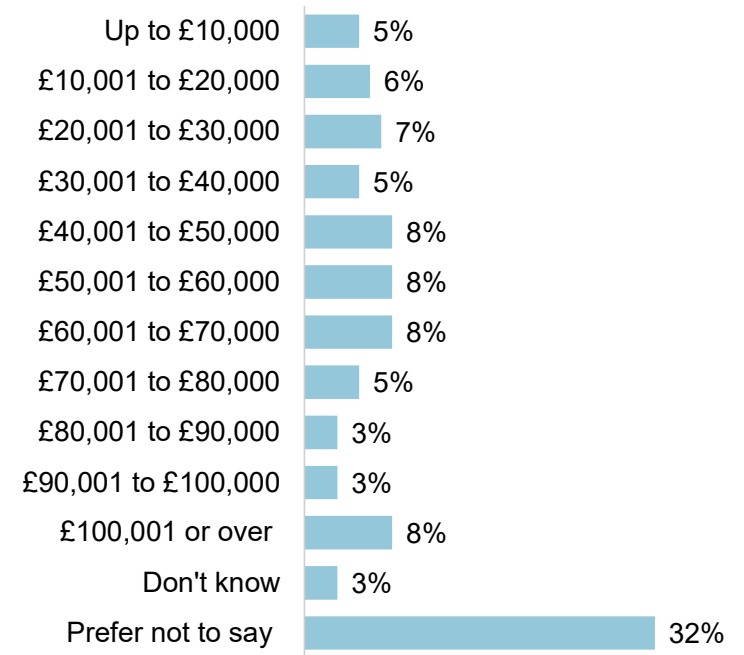


Who responded? Location and annual household income

Respondent location
(Base: 167 valid postcodes*)



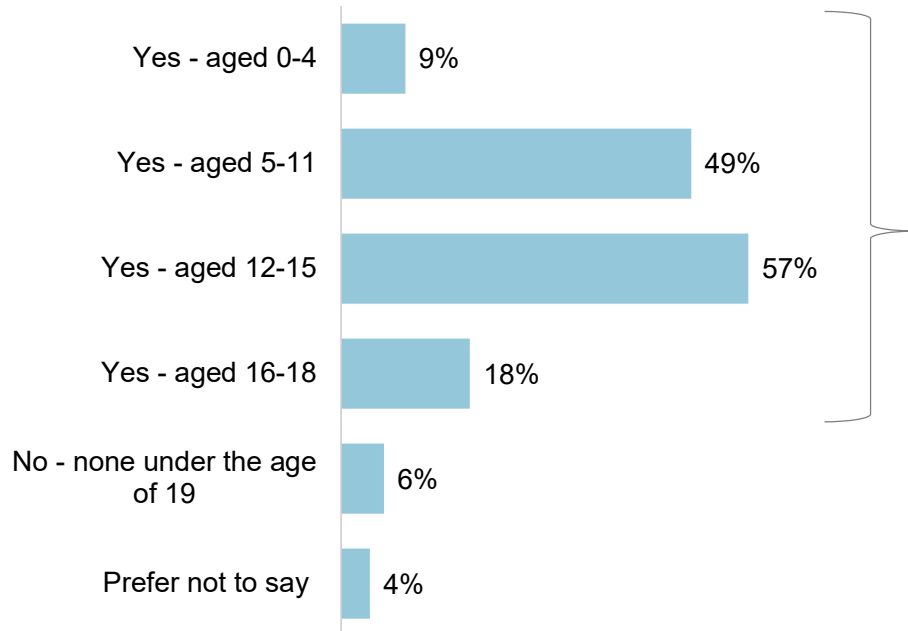
Respondent household income
(Base: 239)



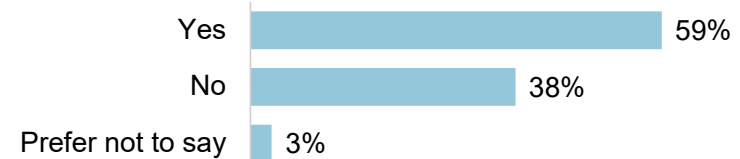
* Includes postcodes from individual responses and postcodes from organisations, groups or businesses.

Who responded? Details of children and young people in respondents' households

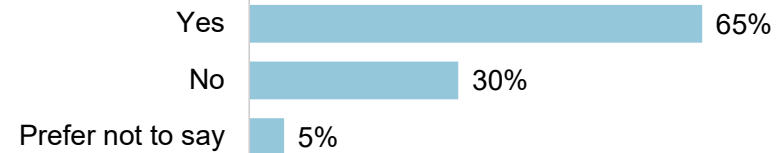
Are there any children or young people under the age of 19 living in your household (including yourself)?
(Multi-code, Base: 244)



Do any of the children or young people under the age of 19 living in your household have special educational needs or disabilities (SEND)?
(Base: 219)



Do any of the children or young people under the age of 19 living in your household currently receive School or Post-16 Transport provided by Hampshire?
(Base: 220)



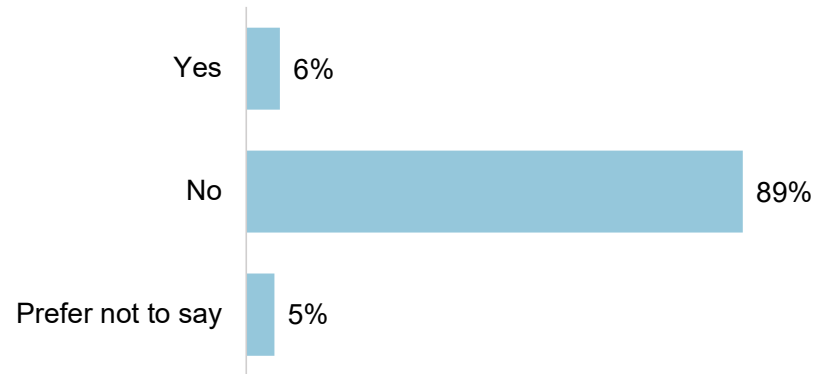
Who responded? Proportion of respondents who were service users of School or Post-16 transport

Out of the total 262 responses received via the consultation Response Form, 142 (54%) reported that children or young people in their household currently receive School or Post-16 Transport provided by Hampshire County Council.

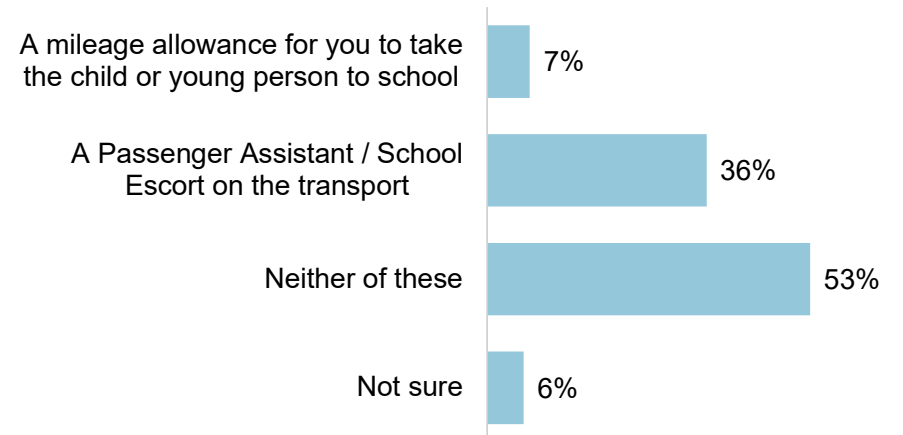
Details of the type of School or Post-16 Transport support received are reported below:

Page 312

Do you currently pay a contribution towards the School Transport provided by Hampshire County Council?
(Base: 140)



Does the School Transport support you currently receive from Hampshire County Council include any of the following?
(Multi-code, Base: 140)



List of responding organisations, groups, businesses and democratically Elected Representatives

Responses were submitted from the following organisations:

- Primary School 1
- Organisation 1 covering Hants
- Primary School 2
- Nursery 1
- Primary School 3
- Taxi Company 1
- School 1

Two responses did not provide the name of their organisation, group or business.

Organisation type (Base: 9)	Count
Nursery, school, college or place of education	7
Charity, voluntary or local community group	1
Local business or business representative	1

Services provided (Multi-code, Base: 9)	Count
School Transport services	2
Other services for children and young people with SEND	7
None of these	1

Responses were submitted from the democratically Elected Representatives from the following areas:

- [Removed] Ward, Winchester

