

EXECUTIVE DECISION DAY NOTICE

Executive Lead Member for Children's Services Decision Day &
Executive Member for Education Decision Day

Date and Time Friday 19th January 2024 at 2.00pm

Place Virtual Teams Meeting - Microsoft Teams

Enquiries to members.services@hants.gov.uk

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

FILMING AND BROADCAST NOTIFICATION

This decision day is being held remotely and will be recorded and broadcast live via the County Council's website.

AGENDA

EXECUTIVE LEAD MEMBER FOR CHILDREN'S SERVICES DECISION DAY

DEPUTATIONS

To receive any deputations notified under Standing Order 12.

KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

1. CHILDREN'S SERVICES PROCUREMENT – APPROVAL TO SPEND
(Pages 5 - 42)

To receive a report from the Director of Children's Services seeking approval to spend in relation to the Children's Residential Care, Supported Lodgings accommodation and Adoption Support Therapies, with contracts or call off contracts whose value will be over the £2,000,000 threshold in accordance with the County Council's Contract Standing Orders and Constitution.

NON KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

2. 2024/25 REVENUE BUDGET REPORT FOR CHILDREN'S SERVICES
(Pages 43 - 64)

To receive a report from the Director of Children's Services setting out proposals for the 2024/25 budget for Children's Services in accordance with the Councils 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.

3. CHILDREN'S SERVICES CAPITAL PROGRAMME 2024-25 – 2026-27
(Pages 65 - 142)

To receive a report from the Director of Children's Services seeking approval for submission to the Leader and Cabinet of the proposed Children's Services capital programme for 2024-25 – 2026-27 and the revised capital programme for 2023-24.

4. THE FUTURE OF AMPFIELD CHURCH OF ENGLAND PRIMARY
(Pages 143 - 190)

To receive a report from the Director of Children's Services providing the feedback received following consultation into the future of Ampfield Church of England Primary School, and to recommend that approval is given to the publication of a Public Notice to close the School with effect from 31 August 2024.

5. PROPOSED CHANGES TO THE SCHOOL TRANSPORT POLICY
(Pages 191 - 246)

To receive a report from the Director of Children's Services updating the Executive Lead Member for Children's Services on the outcome of the public consultation and to seek approval for changes to be made to the County Council's School Transport Policy.

6. DETERMINATION OF POST 16 TRANSPORT POLICY 2024 (Pages 247 - 356)

To receive a report from the Director of Children's Services to determine Hampshire County Council's Post 16 Transport Policy for 2024.

EXECUTIVE MEMBER FOR EDUCATION

DEPUTATIONS

To receive any deputations notified under Standing Order 12.

KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

NON KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

**7. STANDING ADVISORY COUNCIL ON RELIGIOUS EDUCATION
ANNUAL REPORT 2022-2023** (Pages 357 - 380)

To receive a report from the Director of Children's Services for the Executive Member for Education to receive the Standing Advisory Council on Religious Education's Annual Report.

8. PERINS SCHOOL - ADDITIONAL SEMH RESOURCED PROVISION
(Pages 381 - 388)

To receive a report from the Director of Children's Services seeking approval to work with Perin's School, Alresford on the establishment of a resourced provision to create 15 additional secondary places for young people with social emotional and mental health needs opening in September 2024.

9. CAMS HILL SCHOOL - ADDITIONAL SEMH RESOURCED PROVISION (Pages 389 - 396)

To receive a report from the Director of Children's Services seeking approval for the establishment of a resourced provision run by Cams Hill School, Fareham to create 15 additional places for children with social emotional and mental health.

10. ALDERSHOT URBAN EXTENSION 2ND PRIMARY SCHOOL, ALDERSHOT (Pages 397 - 418)

To receive a report from the Director of Universal Services seeking spend approval for the project proposals for the proposed new Aldershot Urban Extension 2nd Primary School at the total cost of £12,500,000, conditional upon planning permission being secured.

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 SESSION:

The press and public are welcome to observe the public sessions of the decision day via the webcast.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker	Executive Lead Member for Children's Services
Date:	19 January 2024
Title:	Children's Services Procurement – Approval to spend
Report From:	Director of Children's Services

Contact name: Clare Fuller, Head of Sufficiency

Email Clare.Fuller@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek approval to spend in relation to the Children's Residential Care, Supported Lodgings accommodation and Adoption Support Therapies, with contracts or call off contracts whose value will be over the £2,000,000 threshold in accordance with the County Council's Contract Standing Orders and Constitution.

Recommendation(s)

2. It is recommended that the Executive Lead Member for Children's Services gives the approval to spend for the Residential Care placements made under a Framework agreement to up to the value of £327,600,000 over an 8-year period from 1 October 2024.
3. It is recommended that the Executive Lead Member for Children's Services gives approval to spend for up to £10,000,000 over a 7-year period for the Supported Lodgings Accommodation in Hampshire with a contract start date of 1 June 2024.
4. It is recommended that the Executive Lead Member for Children's Services gives approval to spend for Adoption Support Therapies called off under an open Framework agreement for up to £3,600,000 over a 3-year period with an anticipated start date of 1 April 2024.

Executive Summary

5. This report seeks approval to spend in relation to the following:

- Children's Residential Care, spend up to £327,600,000 over a maximum 8-year period.
 - Supported Lodgings Accommodation, spend up to £10,000,000 over a 7-year period.
 - Adoption Support Therapies, spend up to £3,600,000 over a 3-year period.
6. Funding for the children's residential care and supported lodgings accommodation contracts will come from existing Council revenue budgets. It supports services delivering Children's Services statutory duties.
 7. Funding for adoption support therapies will initially be paid from the Council revenue budget and subsequently recovered in full from the government's Adoption Support Fund (ASF). It supports services delivering statutory duties in relation to adoption support.
 8. This report seeks to
 - set out the background to the projects.
 - consider the finance for the projects and the impact on the budget.
 - highlight the impact the projects have on the performance of the County Council.

Contextual information

Children's Residential Care

9. Hampshire County Council's Children's Services Directorate has a statutory duty to provide or procure placements for Children Looked after (Children in Care). This is set out in the Children Act (1989). This has since been strengthened by the introduction of Sufficiency Statutory Guidance (2010) and the Care Planning, Placement and Case Review Regulations (implementation was April 2011).
10. There is a duty of 'sufficiency' that requires local authorities to ensure that, through direct provision or commissioned services, a range of placements sufficient to meet the needs of all children in care are available locally or that there is a plan in place to move towards that position.
11. The County Council has a responsibility as the corporate parent to ensure that the children we care for in residential care are happy, healthy and safe from harm. They should be in a positive and stimulating environment and be supported to foster positive relationships and encouraged to achieve their learning ambitions and aspirations.

12. The current children's residential framework ends on 30 September 2024, and a new framework is therefore required to ensure continuity of statutory service provision under a compliant contractual mechanism.
13. The new children's residential framework will enable effective call off contracts for the provision of residential care placements from suppliers who have bid to join the framework; meet the minimum service requirements; who have had the appropriate due diligence checks undertaken and signed up to the relevant terms and conditions.
14. It is anticipated that the County Council may join approximately 16 other local authorities forming a collaborative children's residential framework. While one of the primary aims is to secure places as close to the child's family home and established networks, membership of the collaborative framework provides access to a larger group of suppliers offering a greater range of settings to ensure the most appropriate placement.
15. The Collaborative Children's Residential Framework will be tendered in 2024 for the service to commence in October 2024. While a definitive decision is yet to be made regarding the length of the Framework, it is predicted that this will be between six and eight years, therefore permission is being sought for potential spend up to eight years.
16. It is proposed that procurement for the new collaborative residential framework will be undertaken by the lead partner, Southampton City Council, with input and financial contributions from all other partners. The lead partner will undertake the procurement, hold the contract administration of the framework including the functional contract monitoring arrangements, which would be disseminated to contributing partners as appropriate. All call off placements under the framework would be managed by the relevant partners.

Supported Lodgings Accommodation

17. Hampshire County Council's Children's Services Directorate has a duty to accommodate all homeless young people aged 16 and 17 years and care leavers up to the age of 25, under statutory legislation (Children Act 1989 (as amended by Sections 17(6) and 22(1)), The Children Leaving Care Act 2000, The Children and Social Work Act 2017, Housing Act 1996 (as amended), The Homeless (Priority Need) Order 2002) and the Homelessness Reduction Act 2017. Care Leavers aged 18-20 years, and Young People aged 16-17 years who are not a 'relevant child' or a 'Child In Need' owed an accommodation duty under S20 of the Children Act, are in 'priority need' for assistance if homeless.
18. There is a duty of 'sufficiency' that requires local authorities to ensure that, through direct provision or commissioned services, a range of placements

sufficient to meet the needs of all children in care are available locally or that there is a plan in place to move towards that position.

19. The County Council has a responsibility as the corporate parent to ensure that children in supported accommodation are happy, healthy and safe from harm, they should be in a positive and stimulating environment, and be supported to foster positive relationships and encouraged to improve independence skills.
20. The current children's Supported Lodgings Accommodation contract ends on 31st May 2024, and a new contract is therefore required to ensure continuity of service provision.
21. The new contract will enable effective provision from suppliers who have tendered for the service and meet the minimum service requirements; have had the appropriate due diligence checks undertaken; agreed to the relevant terms and conditions as well as being quality assessed. The terms and conditions of the contract will take account of The Supported Accommodation (England) Regulations 2023 and the introduction of Ofsted registrations to the supported accommodation sector for young people aged 16 and 17.
22. The Supported Lodgings Accommodation contract will be tendered in 2024 for a service start date of 1 June 2024. The contract will have a maximum term of seven years.

Adoption Support Therapies

23. Local authorities and Regional Adoption Agencies (RAAs) have a statutory requirement to ensure adopted children and their families are supported.
24. Through accessing the Adoption Support Fund (ASF), local authorities or RAAs can commission targeted therapeutic packages for adopted families for children and young people up to the age of 21, or 25 with an education, health and care plan, to:
 - Improve the child's emotional health and wellbeing.
 - Develop positive behaviours.
 - Address child to parent violence.
 - Address sexual boundaries and behaviours.
 - Improve the child's engagements with learning.
 - Improve family life and relationships.
 - Support parents/child by developing skills in therapeutic parenting.The initial purchase of these therapeutic packages is commissioned by the RAA or local authority, however, this is reclaimed as these interventions are fully funded by the ASF.

25. The Adopt South Regional Adoption Agency is an unincorporated partnership, whose partners include Southampton, Portsmouth, and the Isle of Wight. Under the terms of the Partnership Agreement, the County Council has been appointed lead authority and hosts Adopt South.
26. As lead authority for the partnership, the County Council will undertake the procurement and be responsible for contract administration of the open framework, including the functional contract monitoring arrangements. All call off contracts would be commissioned and managed by Adopt South. As Adopt South is not a legal entity in its own right, the County Council will enter into the open framework agreement and any call off contracts made under it on behalf of Adopt South.
27. In the financial year 2022/23 £800,000 was spent across the partnership, and reclaimed through the ASF, on specialist assessments and therapeutic support through 429 individual spot purchase arrangements. The proposed procurement of an adoption support therapies open framework would enable call off contracts to be made compliant with the Public Contract Regulations 2015 and the County Council's Constitution.
28. The new open framework will enable effective provision of adoption support therapies from suppliers who have bid to join the open framework; meet the minimum service requirements; have had the appropriate due diligence checks undertaken and have signed up to the relevant terms and conditions.
29. The Adoption Support Therapies open framework will be tendered in 2024 for service commencement on 1 April 2024. The framework will have a maximum term of three years.

Finance

Children's Residential Care Framework

30. The spend approval sought for children's residential care is £327,600,000. This figure is based on actual spend for children's residential care, with the external market, for the financial year 2022/23, extrapolated for an eight year period from 1 October 2024, with percentage increases to account for annual inflation (at 3% p.a.) and growth of both capacity and need (ranging between 1 and 2% p.a.). This figure assumes 75% of placements made with the external market being purchased through the framework.
31. This maximum spend value includes any contributions to placements made from the Hampshire and Isle of Wight Integrated Care Board (HIOW ICB), and / or contributions from the Department for Education (DfE) Dedicated

Schools Grant, where placements are jointly funded between different organisations and/or education and social care.

32. Funding for children's residential care placements comes from existing revenue budgets.

Supported Lodgings Accommodation

33. The spend approval sought for supported lodgings accommodation is £10,000,000 based on current contract prices. This figure is projected across a seven year period from 1 June 2024, with percentage increases to account for inflationary increase by exception (2% p.a.) and growth of both capacity and need (ranging between 1 and 2% p.a.) to arrive at the spend for which approval is sought.

34. Funding for supported lodgings comes from existing revenue budgets.

Adoption Support Therapies

35. The spend approval sought for the adoption support therapy open framework is up to £3,600,000 total contract spend over a three-year period that is expected to start 1 April 2024. This is based on 2022/23 spend with an increasing projection for 2024 – 2027 in line with increasing application levels.
36. Spend commissioned by Adopt South on behalf of the partnership members for adoption support therapies is initially paid by the County Council, subject to approval of the Adoption Support Fund, then recovered retrospectively from the government's ASF. Therefore, whilst there is no permanent budget impact for the County Council, approval to spend is required to enable to the purchase and reimbursement mechanism.

Performance

Children's Residential Care Framework

37. Membership of the collaborative children's residential care framework will enable access to a larger volume of children's homes resulting in increased placements made through a contractual framework mechanism, therefore increasing sufficiency of residential placements, and reducing the volume of off contract spend. Placements secured through a framework are quicker to deliver at point of placement and providers are subject to regular contract monitoring.

Supported Lodgings Accommodation

38. Access to supported lodgings accommodation will enable young people to move through services and into appropriate independent accommodation, setting realistic expectations and assisting young people in sustaining permanent accommodation as they transition into adulthood.
39. Increasing capacity in the supported lodgings accommodation market ensures that there is more availability of placements in other supported accommodation services. Consequently, fewer placements will be made off-contract increasing sufficiency of the service. Increased uptake of support lodgings accommodation should also reduce the overall spend on support accommodation placements as this represents the lower cost end of provision within the Supported Accommodation sector.

Adoption Support Therapies

40. Through the provision of specialist assessment and targeted therapeutic packages, adopted children and their families receive interventions that focus on specific identified needs to support and strengthen long term, successful relationships between adopted children and their families.
41. Evaluation research to date has found that that through the provision of adoption support therapies improvements are observed in terms of child development; mental health and wellbeing; parental wellbeing; and parent child relationships were sustained in the longer-term. A large majority of respondents felt that the support they received had been beneficial for themselves, their children, and their family as a whole. Parents have felt that they better understood the needs of their children and have increased confidence in taking care of their children.

Consultation and Equalities

42. The proposed procurements would not be subject to formal consultation because they are statutory services and the mechanisms proposed for spending on these services are aligned to previous purchasing, therefore no new consultation is required. Stakeholders' engagement will inform the service specification for new contracts and contribute to defining Key Performance Indicators which support ongoing contract management.
43. *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

44. 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.
45. A full assessment of climate change vulnerabilities has not been completed as the initial vulnerability assessment showed that the projects are at minimal risk from climate vulnerabilities. The provision of adoption support therapies does not involve any built infrastructure as part of the service delivery. Both the residential care framework and the supporting lodgings accommodation contract are county-wide, accommodation-based provisions. While we are aware that a particular setting may have an increased risk of climate change vulnerability, the County Council has no jurisdiction over the buildings. In commissioning these services, the specifications will be clear about the safety and suitability of any premises. In the case of children's residential homes and supported lodgings accommodation, Ofsted as the regulator, places requirements on registered individuals to ensure and review the appropriateness of the location and premises to ensure that children are safeguarded from avoidable hazards which would include any risks posed by climate change.

Conclusions

46. Approval to spend up to £327.6M through a **Children's Residential Care** framework, over an eight-year term, will ensure the County Council is able to continue to commission a range of statutory residential care placements, through a compliant procurement process.
47. Approval to spend up to £10M will enable the procurement of **Supported Lodgings** contract(s), with up to a seven-year term, which will be an efficient and effective means of providing statutory placements for children aged 16 – 17, through a compliant procurement process.
48. Approval to spend up to £3.6M for the commissioning of **Adoption Support Therapies Open Framework**, with a three-year term, which will ensure an efficient and effective mechanism, compliant with Public Contract Regulations 2015 and the County Council's constitution, for the supply of therapeutic services to support and maintain the stability of adoptive families. This spend is fully reclaimed through the ASF.

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

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.)

Document

Location

Executive Decision Record, Children's Services Procurement - Approval to Spend, 12 September 2018

[Appendix 1 \(hants.gov.uk\)](https://democracy.hants.gov.uk/Appendix 1 (hants.gov.uk))
<https://democracy.hants.gov.uk/>

EQUALITIES IMPACT ASSESSMENT:

49. 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.

50. Equalities Impact Assessment:

See guidance at <https://hants.sharepoint.com/sites/ID/SitePages/Equality-Impact-Assessments.aspx?web=1>

Insert in full your **Equality Statement** which will either state:

- (a) *why you consider that the project/proposal will have a low or no impact on groups with protected characteristics or*
- (b) *will give details of the identified impacts and potential mitigating actions*

EIAs:

- 486: Children's Residential Care
- 506: Supported Lodgings
- 516: Adoption Support Therapies

Are provided as separate documents.

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Equality Impact Assessment

What is an Equality Impact Assessment (EIA) and why does the County Council do them?

The [Public Sector Equality Duty](#) (PSED) is an obligation within the [Equality Act 2010](#) ("the Act"), which asks public authorities, like Hampshire County Council, to give 'due regard' to equality considerations, in particular to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.

This includes assessing the impact of policies and practices on individuals and communities with a protected characteristic, as defined in the Act and some other specific groups. The County Council uses EIAs to ensure it has paid 'due regard' to equalities considerations when there are changes to a service or policy, a new project or certain decisions.

EIA author	Position & Department	Contact
Angie Woods	Senior Category Manager Children's Services	angie.woods2@hants.gov.uk Tel:TBA

Title:	Children's residential care framework re-procurement
Related EIAs:	EIA Number: NA
Page 17	

EIA for Savings Programme:	No
Service affected	Children's Residential Care: Commissioned from the external provider market through a contractual framework mechanism.
Description of the service/policy/project/project phase	<p>Hampshire County Council's Children's Services Directorate has a statutory duty to provide or procure placements for Children Looked after (Children in Care). This is set out in the Children Act (1989). This has since been strengthened by the introduction of Sufficiency Statutory Guidance (2010) and the Care Planning, Placement and Case Review Regulations (implementation was April 2011) This project is specifically in relation to residential care which is commissioned from the external market. Residential care provided by the County Council's in-house provision is not in scope of this project. Hampshire currently has c.1,900 children who are looked after, with approximately 180 of these children accommodated in external residential care homes. The percentage of children who are looked after has remained at a consistent 0.6% of the 0 – 19 population since 2018 indicating a direct correlation between children looked after and the total population. On this basis the expectation is that the number of looked after children will continue to increase, on the same trajectory of the total population numbers. The project will commission residential care, for children and young people, up to the age of 18, who are cared for by the County Council, this may include children with challenging behaviour or who have disabilities with complex healthcare needs, who may have experienced placement breakdowns, abuse, neglect, and loss and will be emotionally vulnerable. Providers must be able to provide specialist placements for step down from Residential placements or reunification (with family); staff must be experienced and skilled and able to provide additional support to ensure successful transitions and build resilience of children and young people and their family where relevant.</p>
New/changed service/policy/project	<p>Due to the expiration of the current framework which will terminate at the end of its 6-year term, in September 2024, the County Council will need to establish a new framework for the provision of children's residential care placements, which incorporates:</p> <ul style="list-style-type: none"> • 24 hours care and accommodation • Initial and ongoing assessment of needs • The provision of appropriate care and treatment prescribed by health care professionals, including any sight, hearing or physical aids. • Clothing, equipment,

resources and toiletries • Support in accessing, participation and resources for schooling • Contact to promote, strengthen and sustain positive relationships • Pocket money, birthday and festival gifts • Transport requirements • Life skills and preparation for independence. The new children's residential framework will enable effective call off contracts for the provision of residential care placements from suppliers who have bid to join the framework; meet the minimum service requirements; who have had the appropriate due diligence checks undertaken and signed up to the relevant terms and conditions. The new residential framework will be subject to a full procurement exercise and will be compliant with the Public Contract Regulations (2015) and the County Council's Contract Standing Orders. It is anticipated that the new framework will have a term of up to 8 years. The new mechanism will operate in the same way as the current model, with each placement agreement called off from the framework and continuing until the need for those individual placements end, therefore there will be no impact on staff through this change.

Engagement

None

Equalities considerations - Impact Assessment

Age

Impact on public	Positive
Impact on staff	Positive
Rationale	<p>The project will have a positive impact for both the children we care for and the staff who support them. The re-procurement of a children's residential care framework will ensure the continued availability of access to Residential Care Homes for the identification of the most</p>

	<p>suitable, age appropriate, placements for the children we care for. These placements will be commissioned to deliver outcomes that are specific to the child's needs, including their educational outcomes, health and wellbeing. Residential care staff will act as advocates for the child(ren) and will ensure that any communication used with the child(ren) is appropriate to their age and ability. The provision of children's residential care is available to children we care for, up to their 18th birthday.. Placing a child through the framework means that the placement can be secured more quickly than spot purchasing, and therefore benefits the child.</p>
Mitigation	

Disability

Impact on public	Positive
Impact on staff	Positive
Rationale	<p>The project will have a positive impact for both the children we care for, and therefore, the staff who support them. The re-procurement of a children's residential care framework will ensure the continued availability of access to Residential Care Homes for the identification of the most suitable placements in meeting the individual physical, mental, learning, and emotional needs of the children we care for. Where children have complex needs arising from their disability, the residential care provider will work with the Council and other key professionals, including Adult Services to ensure that the young person's needs are being met as effectively as possible, whilst maximising opportunities for the child or young person to gain independence as they approach adulthood. This could include supporting the young person to use Technology Enabled Care (TEC) applications where they will promote independence.</p>
Mitigation	

Gender Reassignment

Impact on public	Positive
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Impact on staff	Positive
Rationale	The project will have a positive impact for both the children we care for and therefore the staff who support them. The re-procurement of a children's residential care framework will ensure the continued availability of access to Residential Care Homes for the identification of the most suitable placements in meeting the individual needs of the children we care for, including any needs that arise from gender reassignment.
Mitigation	

Pregnancy and Maternity

Impact on public	Positive
Impact on staff	Positive
Rationale	<p>The project will have a positive impact for both the children we care for and therefore the staff who support them. The re-procurement of a children's residential care framework will ensure the continued availability of access to Residential Care Homes for the identification of the most suitable placements in meeting the individual needs of the children we care for. Any child in residential care that was or became pregnant would be supported to ensure they accessed appropriate health and support pathways.</p> <p>The Framework will include a 'lot' specifically for residential parenting assessments for parents and their children requiring a placement for the purpose of conducting an assessment and monitoring of parenting capacity to respond to the child(ren)s needs and to safeguard their welfare. Parenting assessments including both support and education through a range of tools and techniques. A parenting assessment usually lasts 12 weeks however, there may be exceptions where a longer period is required.</p>
Mitigation	

Race

Impact on public	Positive
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Impact on staff	Positive
Rationale	The project will have a positive impact for the children we care for and therefore the staff who support them. The re-procurement of a children's residential care framework will ensure the continued availability of access to Residential Care Homes for the identification of the most suitable placements in meeting the individual and cultural needs of the children we care for, particularly in the case of unaccompanied asylum-seeking children.
Mitigation	

Religion or Belief

Impact on public	Positive
Impact on staff	Positive
Rationale	The project will have a positive impact for the children we care for and therefore for the staff who support them. The re-procurement of a children's residential care framework will ensure the continued availability of access to Residential Care Homes for the identification of the most suitable placements in meeting the individual needs, including the religion or beliefs of the children we care for.
Mitigation	

Sex

Impact on public	Positive
Impact on staff	Positive
Rationale	Page 22

	The project will have a positive impact for the children we care for and therefore the staff who support them. The re-procurement of a children's residential care framework will ensure the continued availability of access to Residential Care Homes for the identification of the most suitable placements in meeting the individual needs of the children we care for, including any gender specific needs, requirements, or preferences.
Mitigation	

Sexual Orientation

Impact on public	Positive
Impact on staff	Positive
Rationale	The project will have a positive impact for the children we care for and therefore the staff who support them. The re-procurement of a children's residential care framework will ensure the continued availability of access to Residential Care Homes for the identification of the most suitable placements in meeting the individual needs of the children we care for, including their sexual orientation. Supplier of residential care are required to take account of individual needs and provide appropriate advocacy and support where required.
Mitigation	

Marriage and Civil Partnership

Impact on public	Neutral
Impact on staff	Neutral
Rationale	This is not applicable to children's services as the legal age for marriage and civil partnerships is 18 years of age; Adulthood.
	Page 23

Mitigation	
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Poverty

Impact on public	Positive
Impact on staff	Positive
Rationale	<p>The project will have a positive impact for both the children we care for and therefore the staff who support them. The re-procurement of a children’s residential care framework will ensure the continued availability of access to Residential Care Homes for the identification of the most suitable placements in meeting the individual needs of the children we care for. Research suggests that children in poverty may be more likely to become children we care for and are less like to achieve their full education potential. Through establishing contractual arrangements which are outcomes focused residential placements suppliers will be monitored on their ability to nurture and support the progress of the children within their care.</p>
Mitigation	

Rurality

Impact on public	Positive
Impact on staff	Positive
Rationale	<p>The project will have a positive impact for the children we care for and therefore the staff who support them. The re-procurement of a children’s residential care framework will ensure the continued availability of access to Residential Care Homes for the identification of the most suitable placements, including locations, in meeting the individual needs of the children we care for. When finding the right residential placement for children, where appropriate, the council aims to commission services that reduce the number of children in care who are placed far from their home areas, thus reducing the impacts of children needing to travel excessively to access essential services and to maintain their established networks. Location assessments are completed by children’s residential homes to consider location vulnerabilities and appropriate access communities.</p>

Mitigation	
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Geographical Impact:All Hampshire

Equality Statement

Additional information:

None

Overview Statement:

A summary assessment to show that due regard to the Public Sector Equality Duty has been paid, which is undertaken when a full EIA is not needed:

EIA reference number: 00486

Date of production of EIA for publication: 15/11/2023

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Equality Impact Assessment

What is an Equality Impact Assessment (EIA) and why does the County Council do them?

The [Public Sector Equality Duty](#) (PSED) is an obligation within the [Equality Act 2010](#) ("the Act"), which asks public authorities, like Hampshire County Council, to give 'due regard' to equality considerations, in particular to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.

This includes assessing the impact of policies and practices on individuals and communities with a protected characteristic, as defined in the Act and some other specific groups. The County Council uses EIAs to ensure it has paid 'due regard' to equalities considerations when there are changes to a service or policy, a new project or certain decisions.

EIA author	Position & Department	Contact
Nicki Griffiss	Senior Category Manager Children's Services	nicola.griffiss@hants.gov.uk Tel:

Title:	Contract for the Provision of Supported Accommodation for 16-21 year olds.
Related EIAs:	None

EIA for Savings Programme:	No
Service affected	Contract for the Provision of Supported Lodgings, Low Lodgings and Emergency Accommodation for 16-21 year olds.: Commissioned from the external provider market through a contractual process.
Description of the service/policy/project/project phase	Hampshire County Council's Children's Services Directorate has a statutory duty to provide or procure placements for young people aged 16-21 years old. This project is specifically in relation to supported accommodation which is commissioned from the external market. The project will commission supported lodgings, low lodgings and emergency beds for children and young people aged between 16 - 18, 21 if a Care Leaver. This may include children with challenging behaviour who may have experienced placement breakdowns, abuse, neglect, and loss and will be emotionally vulnerable. Providers must be able to recruit, train and support hosts who can in turn support young people into eventual independent living.
New/changed service/policy/project	Due to the expiration of the current contract which will terminate at the end of its term in April 2024, the County Council will need to establish a new contract for the provision of Supported and Low Lodgings and Emergency beds. The proposed new service increases the number of supported lodgings beds available and adds further beds to accommodate young people who require a higher level of support from a host. The proposed service reduces the number of low lodgings in line with usage over the last 3 years. The new contract will be subject to a full procurement exercise and will be compliant with the Public Contract Regulations (2015) and the County Council's Contract Standing Orders.

Engagement

Whilst no specific engagement has been undertaken, feedback is consistently sought from young people using the service and this is fed back through contract meetings and via Social Workers and Personal Advisors who seek the views of young people for whom they are responsible. Placement breakdown data is also analysed.

Age

Impact on public	Positive
Impact on staff	Positive
Rationale	The project will have a positive impact for both the children and young people that we accommodate and the staff who support them. The re-procurement of a supported lodgings service will ensure the continued availability of access to the most suitable, age appropriate placements. These placements will be commissioned to deliver outcomes that are specific to the young person's needs, including their educational outcomes, health and well-being.
Mitigation	

Disability

Impact on public	Positive
Impact on staff	Positive
Rationale	The project will have a positive impact for both the children and young people that we accommodate and the staff who support them. The re-procurement of a supported lodgings service will ensure the continued availability of access to the most suitable, age appropriate placements. These placements will be commissioned to deliver outcomes that are specific to the young person's needs, including their educational outcomes, health and well-being. The placement will meet the individuals physical, mental, learning, and emotional needs, maximising opportunities for the child or young person to gain independence as they approach adulthood.

Mitigation	
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Gender Reassignment

Impact on public	Positive
Impact on staff	Positive
Rationale	The project will have a positive impact for both the children and young people we are responsible for, and therefore the staff who support them. The re-procurement of supported accommodation will ensure the continued availability of access to supported lodgings and the identification of the most suitable placements in meeting a young person's individual needs, including any needs that arise from gender reassignment.
Mitigation	

Pregnancy and Maternity

Impact on public	Positive
Impact on staff	Positive
Rationale	The project will have a positive impact for both the children we are responsible for and therefore the staff who support them. The re-procurement of supported accommodation service will ensure the continued availability of the most suitable placements in meeting the individual needs of the children and young people. Any young person that was or became pregnant would be supported to ensure they accessed appropriate health and support pathways.
Mitigation	

Race

Impact on public	Positive
Impact on staff	Positive
Rationale	The project will have a positive impact for the children we are responsible for and therefore the staff who support them. The re-procurement of a supported lodgings service will ensure the continued availability of access to the most suitable placements in meeting the individual and cultural needs of the children and young people we care for, particularly in the case of unaccompanied asylum-seeking children and young people.
Mitigation	

Religion or Belief

Impact on public	Positive
Impact on staff	Positive
Rationale	The project will have a positive impact for the children we are responsible for and therefore the staff who support them. The re-procurement of a supported lodgings service will ensure the continued availability of access to the most suitable placements in meeting the individual needs, including the religion or beliefs of the children and young people we care for.
Mitigation	

Sex

Impact on public	Positive

Impact on staff	Positive
Rationale	The project will have a positive impact for the children we are responsible for and therefore the staff who support them. The re-procurement of a supported lodgings service will ensure the continued availability of access to the most suitable placements in meeting the individual needs, including any gender specific needs, requirements, or preferences of the children and young people we care for.
Mitigation	

Sexual Orientation

Impact on public	Positive
Impact on staff	Positive
Rationale	The project will have a positive impact for the children we are responsible for and therefore the staff who support them. The re-procurement of a supported lodgings service will ensure the continued availability of access to the most suitable placements in meeting the individual needs, including any gender specific needs, requirements, or preferences of the children and young people including their sexual orientation. Hosts will be required to take account of individual needs and provide appropriate advocacy and support where required.
Mitigation	

Marriage and Civil Partnership

Impact on public	Positive
Impact on staff	Positive
Rationale	Page 32

	As the legal age for marriage and civil partnerships is 18 years of age, Care Leavers aged between 18 and 21, for whom we are responsible for, may choose to enter into marriage or a civil partnership and through the Supported Lodgings contracts, will be supported by their Personal Adviser and Supported Lodgings Host.
Mitigation	

Poverty

Impact on public	Positive
Impact on staff	Positive
Rationale	The project will have a positive impact for the children we are responsible for and therefore the staff who support them. The re-procurement of a supported lodgings service will ensure the continued availability of access to the most suitable placements in meeting the individual needs and such placements will nurture and support the progress of the young person in placement.
Mitigation	

Rurality

Impact on public	Positive
Impact on staff	Positive
Rationale	The project will have a positive impact for the children we are responsible for and therefore the staff who support them. The re-procurement of a supported lodgings service will ensure the continued availability of access to the most suitable placements in meeting the individual needs. When finding the right placement for young people, we aim to take into account the views of the young person, thus reducing the impacts of them needing to travel excessively to access essential services and to maintain their established networks or education setting.

Mitigation	

Geographical Impact:All Hampshire

Equality Statement

Additional information:

Hampshire currently has c.1,900 children who are looked after. The percentage of children who are looked after has remained at a consistent 0.6% of the 0 – 19 population since 2018 indicating a direct correlation between children looked after and the total population. On this basis the expectation is that the number of looked after children will continue to increase, on the same trajectory of the total population numbers.

This contract is for use by looked after young people, care leavers and those aged between 16 and 18 for whom we have a responsibility to support.

Overview Statement:

A summary assessment to show that due regard to the Public Sector Equality Duty has been paid, which is undertaken when a full EIA is not needed:

EIA reference number: 00506

Date of production of EIA for publication: 03/01/2024

Equality Impact Assessment

What is an Equality Impact Assessment (EIA) and why does the County Council do them?

The [Public Sector Equality Duty](#) (PSED) is an obligation within the [Equality Act 2010](#) ("the Act"), which asks public authorities, like Hampshire County Council, to give 'due regard' to equality considerations, in particular to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.

This includes assessing the impact of policies and practices on individuals and communities with a protected characteristic, as defined in the Act and some other specific groups. The County Council uses EIAs to ensure it has paid 'due regard' to equalities considerations when there are changes to a service or policy, a new project or certain decisions.

EIA author	Position & Department	Contact
Debbie Field	RAA Project Manager Children's Services	debbie.field@hants.gov.uk Tel:Teams

Title:	Adoption Support Therapies Framework
Related EIAs:	None
Page 35	

EIA for Savings Programme:	No
Service affected	Adopt South's* Adoption Support therapies offer. *The Adopt South Regional Adoption Agency is an unincorporated partnership, whose partners include Southampton, Portsmouth, and the Isle of Wight. There is a Partnership Agreement in place which is currently being reviewed. Under the terms of the Partnership Agreement, the County Council has been appointed lead authority and hosts Adopt South.
Description of the service/policy/project/project phase	Local authorities and Regional Adoption Agencies (RAAs) have a statutory requirement to ensure adopted children and their families are supported. Through accessing the Adoption Support Fund (ASF) via the Department for Education (DfE), local authorities or RAAs can commission targeted therapeutic packages for adopted families for children and young people up to the age of 21, or 25 with an education, health and care plan, to: <ul style="list-style-type: none"> • Improve the child's emotional health and wellbeing. • Develop positive behaviours. • Address child to parent violence. • Address sexual boundaries and behaviours. • Improve the child's engagements with learning. • Improve family life and relationships. • Support parents/child by developing skills in therapeutic parenting. The initial purchase of these therapeutic packages is commissioned by the RAA or local authority, however, this is reclaimed as these interventions are fully funded by the ASF.
New/changed service/policy/project	As lead authority for Adopt South, the County Council will undertake the procurement and be responsible for contract administration of the open framework, including the functional contract monitoring arrangements. All call off contracts would be commissioned and managed by Adopt South. As Adopt South is not a legal entity in its own right, the County Council will enter into the open framework agreement and any call off contracts made under it on behalf of Adopt South.

Engagement
<p>Following the January 2024 Decision Day where approval to spend for this service is sought, Adopt South will engage with current service users and and service providers to ensure that the outcome of the framework is a fit for purpose arrangement that meets the needs of the relevant cohort.</p>

Equalities considerations - Impact Assessment

Age

Impact on public	Positive
Impact on staff	Neutral
Rationale	The new framework will have a positive impact on the target group of Children and Young People adoptees and their families eligible under the DFE Adoption Support Fund .
Mitigation	

Disability

Impact on public	Positive
Impact on staff	Neutral
Rationale	The framework will have a positive impact on disability as the services provided will be required to be inclusive and accessible for eligible children and young people under the DFE Adoption Support Fund criteria. For example there will be specialist therapists to support children and young people who are neurodivergent.
Mitigation	

Gender Reassignment

Impact on public	Positive
Impact on staff	Neutral
Rationale	The framework will have a positive impact on gender reassignment as the services provided will be required to be inclusive and accessible and therapists skilled and experienced in supporting vulnerable children and young people.
Mitigation	

Pregnancy and Maternity

Impact on public	Positive
Impact on staff	Neutral
Rationale	The framework will have a positive impact on pregnancy and maternity as the services provided will be required to be inclusive and accessible and therapists skilled and experienced in supporting vulnerable children and young people including young parents or young parents to be.
Mitigation	

Race

Impact on public	Positive
Impact on staff	Neutral

Rationale	The framework will have a positive impact on race as the services provided will be inclusive and open to all children and young people eligible under the DFE Adoption Support Fund.
Mitigation	

Religion or Belief

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The impact on this protected characteristic will be neutral. The services will be inclusive to all eligible children and young people and their families regardless of religion or belief.
Mitigation	

Sex

Impact on public	Neutral
Impact on staff	Neutral
Rationale	The impact on this protected characteristic will be neutral. The services will be inclusive to all eligible children and young people and their families regardless of sex.
Mitigation	

Impact on public	Positive
Impact on staff	Neutral
Rationale	The framework will have a positive impact on sexual orientation as the services provided will be inclusive and open to all children and young people eligible under the DFE Adoption Support Fund criteria.
Mitigation	

Marriage and Civil Partnership

Impact on public	Positive
Impact on staff	Neutral
Rationale	The framework will have a positive impact on marriage and civil partnership as the services provided will be inclusive and open to all children and young people and their families eligible under the DFE Adoption Support Fund criteria and can be a contributing factor in keeping families together.
Mitigation	

Poverty

Impact on public	Positive
Impact on staff	Neutral
Rationale	Page 40

	The framework will have a positive impact on poverty as the services provided will be inclusive and open to all children and young people eligible under the DFE Adoption Support Fund criteria and will be free to families at point of access. In some circumstances where therapy costs are over the ASF threshold, the RAA will subsidise the shortfall to ensure families are not disadvantaged.
Mitigation	

Rurality

Impact on public	Positive
Impact on staff	Neutral
Rationale	The framework will have a positive impact on rurality as the services provided will be required to be accessible to all children and young people eligible under the DFE Adoption Support Fund criteria including families living in rural areas. There will be a focus on local provision for families to facilitate access to support.
Mitigation	

Geographical Impact:All Hampshire

Equality Statement

Additional information:

This is a positive proposal that will bring together the current individual Adopt South's Adoption Support Fund arrangements into an overarching contract to better serve the needs of the children and families accessing the service by ensuring equity of provision, quality, and best value.

Overview Statement:

A summary assessment to show that due regard to the Public Sector Equality Duty has been paid, which is undertaken when a full EIA is not needed:

EIA reference number: 00516

Date of production of EIA for publication: 11/12/2023

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

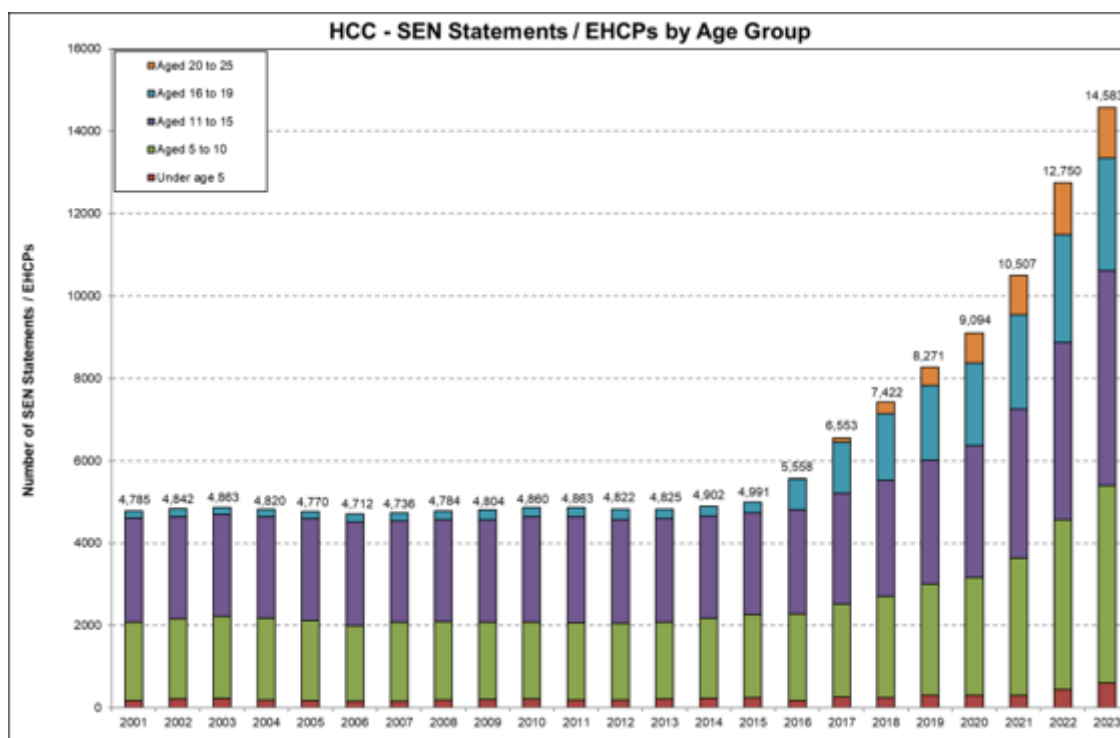
52. SEN remains under considerable pressure as a result in the significant increase in Education, Health and Care (EHC) plans. This growth is not anticipated to reduce going forward. It is the statutory responsibility of the local authority to process, review and maintain all EHC Plans, and the local 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</p> <p>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</p> <p>Cabinet – 10 October 2023 / County Council – 9 November 2023</p> <p>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> <table> <tr> <td><u>Document</u></td><td><u>Location</u></td></tr> <tr> <td>None</td><td></td></tr> </table>		<u>Document</u>	<u>Location</u>	None	
<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)
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Partnerships	3,421	5,229
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Non-Schools	313,045	335,428
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Children's Services	1,388,721	1,388,225
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Children's Services Trading Units	(289)	(342)
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Children's Services Total	1,388,432	1,387,883
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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
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Non-Schools	313,045	355,570
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Children's Services	1,388,721	1,499,892
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Children's Services Trading Units	(289)	230
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Children's Services Total	1,388,432	1,500,122
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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

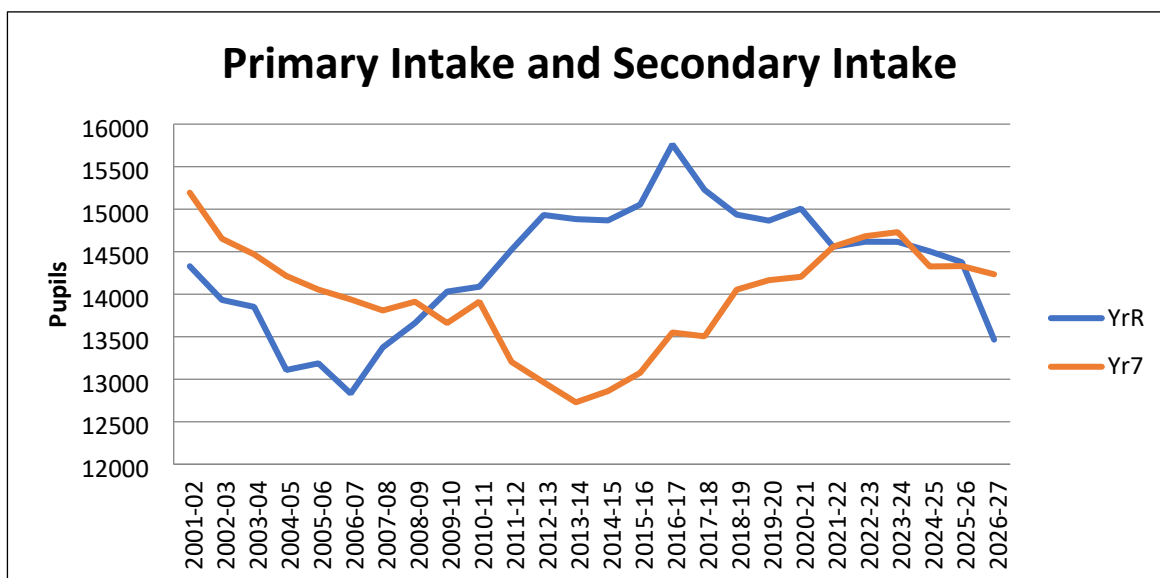
31. The planned investment programme continues with a focus on school places and school condition. The 2025/26 onwards programme is indicative and subject to change.

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 place 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 new9 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
Hounsme 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 Waterloo 2 nd 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

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.)

Document

Location

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.

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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 Waterloo 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	Hounsme 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
12	Special School Improvements	858	142	0	1,000	0	20	Owned	Various	Various	Refurbishment of special schools.
13	Hollywater School, Bordon	172	28	0	200	0	4	Owned	2	3	School improvements.
14	Samuel Cody School, Farnborough	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.
18	School Suitability Programme	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

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Children's Services

Capital Programme 2025/26

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

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Children's Services

Capital Programme 2026/27

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
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controlled on an accrued expenditure basis

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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	243
	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	

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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

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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 aquisition	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

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Hampshire School Places Plan 2024 - 2028

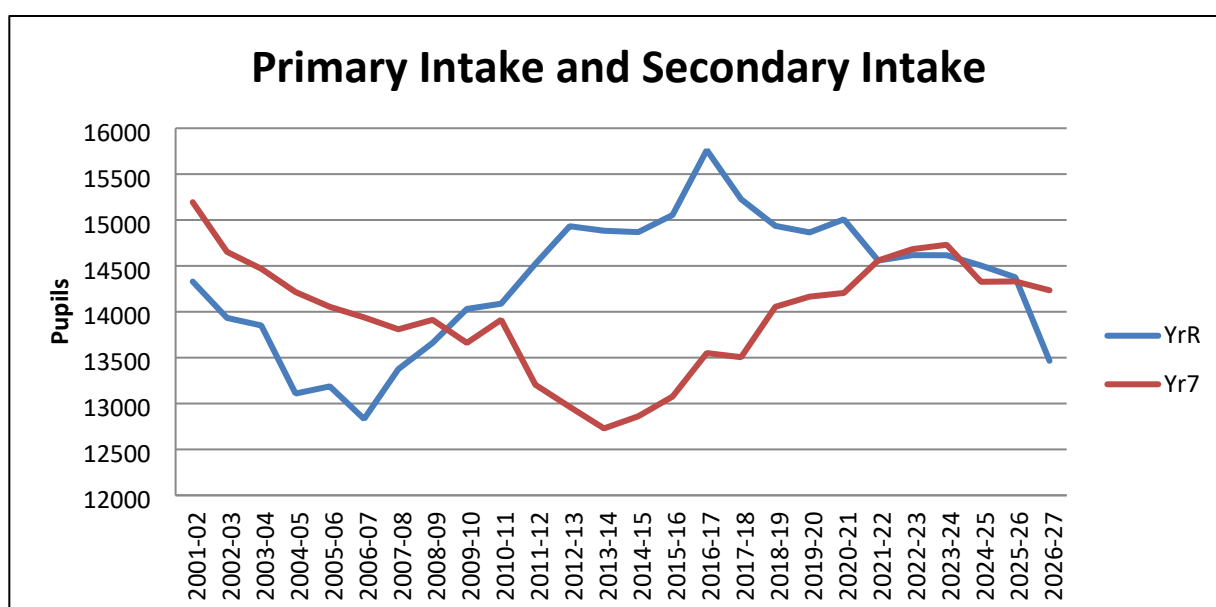
Executive Summary

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 Hounsme 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 Cufade 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:

- Hounsme 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/Lockswood Road (157 dwellings granted)
- Heath Road (70 dwellings granted)

Fareham Central/East:

- Funtley Road South (125 dwellings granted)

Portchester:

- Seafeld 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 Waterloooville 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)

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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

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Children's Services
Date:	19 January 2024
Title:	The Future of Ampfield Church of England Primary School
Report From:	Director of Children's Services

Contact name Mark Saunders

Email: Mark.saunders@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to set out the feedback received and recommend a way forward, following a five-week period of pre-publication consultation, about the future of Ampfield Church of England Primary School.

Recommendation(s)

2. That approval is given to the publication of a Public Notice to close Ampfield Church of England Primary School with effect from 31 August 2024.

Executive Summary

3. Following a request from the governing body, on 14 July 2023 a pre-publication consultation on the future of Ampfield Church of England Primary School was approved by the Director of Children's Services and the Executive Lead Member for Children's Services. This consultation ran from 29 September 2023 until 3 November 2023. Public meetings were held at Ampfield Church of England Primary School on 9 October 2023 and John Keble Church of England Primary School, on 10 October 2023. Ampfield CE Primary and John Keble CE Primary Schools are Federated. These meetings allowed parents and other stakeholders to put forward their views on the consultation directly to officers, offer alternate proposals and ask any questions.
4. This report sets out the feedback from that consultation, analyses that feedback and recommends that, on balance, the best way forward in terms

of the education of children in this area, is to close Ampfield Church of England Primary School and to expand the catchment area of John Keble Church of England Primary School to accommodate the current Ampfield catchment area.

5. This report therefore seeks approval to publish a Public Notice to close Ampfield Church of England Primary School with effect from 31 August 2024.

Contextual information

6. Ampfield CE Primary School is an 84-place primary school for pupils aged 4-11 (12 children per year group). The school had 26 pupils on roll as of September 2023, two of whom live in the Ampfield catchment area. The school is currently operating a KS1 class of 7 pupils and a KS2 class of 19 pupils. The County Council aims to provide local places for local children as far as is possible, to ensure schools can meet the demand from local communities and to reduce journeys to school.
7. The new National Curriculum is a knowledge-based curriculum in which children are taught sequences of knowledge, which can present some challenges. Whilst teaching the national curriculum in mixed age classes is not unusual, teaching across more than one key stage, or across 3 or 4 year groups is both complex and challenging. This is made more difficult in that each teacher “stands alone” as they have no year group or even key stage partner with whom to work. Ofsted judged the school to be Good following an inspection in June 2018.
8. Ampfield Church of England Primary School is federated with John Keble Church of England Primary School located in the village of Hursley approximately two miles away by road. John Keble Church of England Primary School is rated as Good by Ofsted following a short inspection in October 2017. This reinforced the previous Ofsted judgement of Good in June 2013. John Keble Church of England Primary School is also facing declining pupil numbers. There are 133 pupils on roll for the current 2023/24 academic year against a capacity of 210 pupils (Published Admission Number of 30).
9. A reduction in the birth rate nationally over recent years together with a lack of housing developments within the Ampfield catchment area has led to falling school rolls. Ampfield CE Primary School has one of the lowest numbers on roll in the county and has had a consistently low intake in recent years. The table below shows how the numbers in the school have changed over the past three years, with the total number on roll set to reduce further as the larger cohorts leave the school.

	2020/21	2021/22	2022/23	2023/24
YR	7	2	2	3
Y1	1	12	2	3
Y2	5	2	8	1
Y3	4	5	2	6
Y4	6	8	5	2
Y5	4	6	11	2
Y6	10	5	7	9
Total	37	40	37	26

10. Of the primary age pupils currently living in Ampfield, only two children attend Ampfield Church of England Primary. This indicates that many parents are already choosing a school other than Ampfield Church of England Primary for their children. It has historically been the case that for the school to be full it has needed to attract children from out of its catchment area. Of the primary school age children currently living within the Ampfield catchment area, eight chose to attend Cupernham Junior and five to attend John Keble Church of England Primary School.
11. The pupil forecast for Ampfield Church of England Primary School shows a continued fall in pupil numbers based on the historic trend of recruitment for reception year pupils. The forecast which derives from birth and vaccination data shared by the NHS, suggests that there are a maximum of six pupils living in the catchment of the school over the next five years and historic patterns suggest that not all parents living in catchment will choose to send their child to the school.
12. Several options have been considered in recent years to support Ampfield CE Primary School, including the Federation with John Keble CE Primary School, which was introduced in 2013, enabling the schools to share one governing body and leadership team. An alternative option would be academisation. It was concluded that the low number of families living in catchment and the low number of families making a preference for the school mean that concerns around the provision of education and the national curriculum would not be solved by conversion to an academy. It is also highly unlikely that a sponsor could be found due to the low pupil numbers and financial position of the school.

Finance

13. The table below shows the budgetary position for the Ampfield CE Primary School up until the financial year 2025/26.

<i>Financial year</i>	<i>Number on roll</i>	<i>In Year position (+surplus / -deficit) £</i>	<i>Cumulative position (+surplus / -deficit) £</i>
<i>Balance from 2022/23</i>			+69,262
<i>2023/24</i>	37	+20,103	+89,365
<i>2024/25</i>	26	-22,860	+66,506
<i>2025/26</i>	20	-38,044	+28,462

14. The forecast assumes that the school will continue to run two classes each year.

15. Set out in the table below is the budgetary position for the John Keble CE Primary School up until the financial year 2025/26.

<i>Financial year</i>	<i>Number on roll</i>	<i>In Year position (+surplus / -deficit) £</i>	<i>Cumulative position (+surplus / -deficit) £</i>
<i>Balance from 2022/23</i>			+98,139
<i>2023/24</i>	151	-18,835	+79,304
<i>2024/25</i>	132	-29,259	+50,045
<i>2025/26</i>	119	-56,965	-6,920

16. The forecast assumes the school will continue to run six classes each year. The Local Authority will continue to support the school with the on-going management of their budget, considering any future changes to the school's circumstances.

17. Both schools receive a lump sum of £129,040 with Ampfield CE Primary receiving additional sparsity funding of £32,919. Future inflationary pressures, government funding and the actual pupil in-take into year R are the primary risks to the current forecasts for each school.

18. Assumptions have been made on the future number on roll, pay and non-pay inflation based on the latest information available, and that both schools continue to run with their existing classroom structures.

Performance

19. In June 2018 Ampfield CE Primary School was categorised “Good” by Ofsted. This was the same Ofsted judgement that the school received in March 2014.
20. Under previous inspection arrangements and when the curriculum requirements were different, schools have been able to provide what was then considered an acceptable level of education in a two-class structure. Given the current inspection framework and the knowledge-based curriculum, which requires key knowledge to be taught in sequence, maintaining the required standards has become a significant challenge.
21. Hampshire Inspection and Advisory Service (HIAS) has supported Ampfield CE Primary School for over four years and will continue to support the school going forward. Subject inspectors have supported teachers and subject leaders with their curriculum development. Support has also been provided to leaders in coaching teachers to teach to develop their practice.
22. The low number of pupils in the school presents leaders and governors with challenges around delivering the curriculum, effective leadership and management of the workload and wellbeing of individual staff. There are also implications for children of attending a school of this size, not least the social and emotional effects of a reduced peer group or, of being the only child in the school in a year group. Wider opportunities, such as participation in sports teams, requires a substantially larger cohort.

Consultation and Equalities

23. A pre-publication consultation was conducted from 29 September to 3 November 2023 which included an on-line survey and two public meetings, one at Ampfield Church of England Primary School and one at John Keble Church of England Primary School. People and groups consulted included the parents of the pupils attending Ampfield Church of England Primary School and John Keble Church of England Primary Schools, the Member of Parliament, Parish Councils, local councillors, and Trade Unions (Appendix A).
24. In total 41 responses were received from different sources including email, online survey and from the drop in events. Five responses were received via email (Appendix B). 34 responses were received via the online survey and

two written at the drop-in events. (Appendix C). 21 did not support a closure, 13 responses received were in support of a closure, three were unsure and four were not offering a view about the closure.

25. The comments received during the consultation process are shared in full at Appendix B. Common themes are outlined below including commentary:

- ***Comment: There is a lack of school places within the local area***

Response: There are some children on roll at Ampfield Primary School who struggled to obtain a school place elsewhere. Of the examples given, this was children in the upper year groups who had either moved into the area or changed schools. Due to falling numbers on roll, there are increasingly surplus places in local schools, particularly in the lower year groups. John Keble CE Primary School has spaces available in all year groups.

- ***Comment: Ampfield offers a specialist education due to the small class sizes and mixed cohorts.***

Response: several people commented on how the school caters for children who cannot cope in larger settings and how the SEND support at Ampfield CE Primary School had enabled their children to thrive. There were concerns about the impact a closure would have on individual children with SEND. Ampfield CE Primary School does not specialise in SEND and is therefore not funded as such. Nor do the teachers have specialist SEND training, but it does have the teacher to student ratio that only comes with such a small school.

- ***Comment: Having to move schools will have a detrimental impact on vulnerable children***

Response: concern was expressed about the impact on the current children on roll at Ampfield CE Primary School, and particularly those who are vulnerable or have SEND. The impact on Ampfield pupils could be reduced through the option to transfer to John Keble CE Primary School which is within the same federation, with the same headteacher and governing body and the same Christian ethos. John Keble CE Primary School is a small one form entry school with 210 places. Children who choose to seek a place at a different school will be fully supported by Hampshire County Council's Admissions team and where required other specialist services.

- ***Comment: If Ampfield CE Primary School does close, a SEND provision should be considered in its place***

Response: several comments were received suggesting that if approval is granted to close the school, then the building should be used to create a new SEND provision due to its size and location. Future use of the site, which is held by the Diocese, will be fully considered once a decision has been taken on the proposed closure of Ampfield CE Primary School. SEND will form a part of those discussions.

- ***Comment: A local school is important***

Response: Hampshire County Council aims to provide local schools for local children. However, at Ampfield CE Primary School only two children currently attend from within the catchment area and pupil forecasts are such that this is unlikely to change over the coming years.

- **Comment: Money and fears of Ofsted should not drive the decision**

Response: several respondents questioned the justification for the consultation and suggested that additional funding and support be provided to Ampfield CE Primary School to enable it to continue. School revenue funding is determined by central government and the County Council is not, therefore, in a position to provide the school with long-term additional funding. The quality of education able to be offered is the concern. Yes, this is likely to cause concern in an Ofsted inspection too but this is not a driver for the proposal.

- **Comment: How will the staff be supported?**

Response: staff affected by a closure will be provided with redeployment support, in anticipation of them securing alternative employment in another Hampshire school.

- **Comment: One possibility would be for Ampfield to become a nursery**

Response: no potential use of the site, which is held by the Diocese, has been investigated while the consultation on potential closure is on-going.

- **Comment: The consultation event was poorly presented, with insufficient time and inadequate statistics**

Response: every effort was made to provide the community with an opportunity to comment on the consultation. This is a pre-publication consultation prior to seeking authority to publish a statutory proposal. The information shared at the public meeting focused around current and recent numbers on roll and accurately reflected the position at Ampfield CE Primary School.

- **Comment: The school has always struggled for numbers and the finances are not viable. Resources would be better spent elsewhere.**

Response: several respondents were in support of the proposed closure, commenting that the school does not appear financially viable. The consultation process outlined the financial pressure at Ampfield CE Primary School. Should the school close, the revenue funding would follow the pupils to their subsequent schools.

- **Comment: Children are not getting the education and opportunities that they would in a bigger school and staff and resources are too thinly spread**

Response: a number of comments were received suggesting that the number on roll at Ampfield CE Primary School could not provide children with the educational experience that they deserve.

26. Some protected characteristics have been identified as equality impacts:

- **Age** – A negative/low public impact has been identified for some children aged between 4 and 11 years as if the school were to close, the primary aged children would be required to attend an alternative provision. Parents and children may have to travel further to receive their education, though some will be eligible for School Transport. Moving to an alternative school will increase the opportunities for pupils to learn and play with children their own age. A negative/low impact has also been identified for staff members. Hampshire County Council's Education Personnel Service will work with and support all members of staff in line with all appropriate policies, regardless of their age, to assist with finding alternative employment elsewhere if required.

- **Religion or belief** - Ampfield School is a Church of England primary school with a religious characteristic. Some parents select this school as a preference due to this, so a negative/low public impact has been identified. The Local Authority and Diocese are reassured that there are two other such schools local to Ampfield, although these would need to be applied for in line with published arrangements and places cannot be guaranteed. It is recognised that staff employed in Ampfield Church of England Primary School may have chosen employment due to religion or belief and therefore the impact has been assessed as negative/low for staff. Hampshire County Council's Education Personnel Service will work and support all members of staff in line with all appropriate policies, regardless of their religion or belief, to assist with finding alternative employment elsewhere if required.

- **Poverty** - The closure of Ampfield CE Primary School and the subsequent relocation of pupils to John Keble CE Primary School will not necessarily increase the overall use of the motor vehicle for the school run, and therefore cost of travel, as a majority of children are already travelling to school from outside of the catchment area. All children's eligibility for School Transport will be assessed in line with the School Transport Policy and all eligible children will be provided with School Transport assistance.

- **Rurality** - It is proposed that the John Keble Church of England Primary School catchment area will be extended to incorporate the existing Ampfield Church of England Primary School catchment area, subject to future approvals. This has identified a negative/low public impact due to the rural nature of Ampfield Village. The closure of Ampfield CE Primary School can be mitigated by the proposed relocation of pupils to John Keble Church of England Primary School if parents wish to have their children educated at the school. School transport will be available for those children who are eligible for assistance. Each child's transport eligibility will be assessed, in line with the School Transport policy, based on their home address and the school they attend.

Legal Implications

27. Any proposal that requires a school to close will need to consider the statutory guidance 'Opening and closing maintained schools' updated in January 2023. Ampfield Church of England Primary School is designated as a rural primary school as referred to in the Designation of Rural Primary Schools (England) Order.
28. The guidance states that the Council should adopt a presumption against the closure of rural schools. However, this does not mean that a rural school will never close, but the case for closure should be strong and a proposal must be clearly in the best interests of educational provision in the area. When producing a proposal to close a rural primary school, the proposer must consider:

the likely effect of the closure of the school on the local community;

- the closure of Ampfield Church of England Primary School can be mitigated by the proposed relocation of pupils on roll in years 1-6 in September 2024 to John Keble Church of England Primary School if parents wish to have their children educated at that school. Alternatively, parents can apply for other school places at any time and those applications will be processed in accordance with the school's published admissions policy. Parents of children who will be Year R in September 2024, could name John Keble Church of England Primary School as one of their preferences on their main round application form.

the proportion of pupils attending the school from within the local community, i.e. is the school being used by the local community;

- Ampfield Church of England Primary School is not the school of preference for the majority of its community. As of September 2023, only two children that were on roll at the school lived in the village of Ampfield.

educational standards at the school and the likely effect on standards at neighbouring schools;

- Running one class across three (KS1) or four (KS2) year groups, as is necessary currently to teach the 26 children on roll, impacts on the breadth of curriculum that can be offered at the school. As mentioned earlier in the report, this causes challenges for the teaching staff as they are having to cover multiple sequences of the curriculum

simultaneously and is beginning to impact on the educational standards at the school.

- The low number of pupils in the school presents leaders and governors with challenges around effective leadership and management of the workload and wellbeing of individual staff. There are also implications for the social and emotional effects of a reduced peer group or, of being the only child in the school in a year group. Wider opportunities, such as participation in sports teams, requires a substantially larger cohort.

29. Closing Ampfield will have no impact on educational standards at neighbouring schools. John Keble CE Primary School, which is the proposed new catchment school for the Ampfield area, is rated Good by Ofsted.

whether the school is now surplus to requirements (e.g. because there are surplus places elsewhere in the local area which can accommodate displaced pupils, and there is no predicted demand for the school in the medium or long term);

- There are surplus places within the planning area and due to declining birth rates, the predicted demand for school places in the long term is low. Displaced children will have the opportunity to apply for a place at any other local school of their choosing.

any increase in the use of motor vehicles which is likely to result from the closure of the school, and the likely effects of any such increases;

- As of September 2023, only two in catchment children attend the school. This means that the other 24 children on roll attend from out of catchment and travel into Ampfield for school. The closure of the school would not therefore necessarily increase the use of motor vehicles.

any alternatives to the closure of the school (including academy conversion, federation, or extending the school to provide local community facilities);

- A number of alternatives have been considered by the local authority and diocese and it is concluded that the closure of Ampfield Church of England Primary School provides the best opportunity to stabilise the educational offer for children in Ampfield.
- Ampfield CE Primary School is already federated with John Keble CE Primary School. Academy conversation was considered by the County

Council and The Diocese of Winchester. It was concluded that the low number of families living in catchment and the low number of families making a preference for the school mean that concerns around the provision of education and the national curriculum would not be solved by conversion to an academy. It is also highly unlikely that a sponsor could be found due to the low pupil numbers and financial position of the school.

- Future use of the site, which is held by the Diocese, will be fully considered once a decision has been taken on the proposed closure of Ampfield CE Primary School. Community use will form a part of those discussions.

transport implications i.e., the availability, and likely cost of transport to other schools and sustainability issues;

- Pupils living with Ampfield could be entitled to local authority funded transport if they are eligible under the School Transport Policy, to what becomes their nearest school should Ampfield Church of England Primary School close.

the size of the school and whether it puts the children at an educational disadvantage e.g., in terms of breadth of curriculum or resources available;

- The school currently has 26 children on roll therefore it is only operating two classes, one for Key Stage 1 pupils and the other for Key Stage 2 pupils. Running one class across three (KS1) or four (KS2) year groups impacts on the breadth of curriculum that can be offered at the school. As mentioned earlier in the report, this causes challenges for the teaching staff as they are having to cover multiple sequences of the curriculum simultaneously.

the overall and long-term impact on the local community of the closure of the village school and of the loss of the building as a community facility;

- No decision has been made about the future of the Ampfield Church of England Primary School site. The Diocese of Winchester holds the building and land and therefore any future use of the site would be at their discretion.

wider school organisation and capacity of good schools in the area to accommodate displaced pupils;

- pupil numbers in the planning area are forecast to reduce over the coming years therefore, it is anticipated that there will be places

available at good schools in the area, including at John Keble Church of England Primary School.

Personnel Implications

30. Staffing implications will be considered subject to the outcome of the consultation/representation period. This will be done in accordance with the framework for school closures outlined in the School's Manual of Personnel Practice with a local procedure developed and consulted upon with both staff affected and trade union representatives. Staff affected by a closure will be provided with redeployment support, in anticipation of them securing alternative employment in another Hampshire maintained school or within the County Council.

Admissions

31. The number of pupils offered a place for Year R in September 2023 for Ampfield Church of England Primary School was four (against a PAN of 12). The number of pupils offered a place for Year R in September 2023 for John Keble Church of England Primary School was 15 (against a PAN of 30).
32. The Year R main admissions round in Hampshire opened on 1 November 2023, with a closing date of 15 January 2024. Parents and carers can make amendments to any application up to 15 January 2024. Any applications received after 15 January 2024, will be considered late applications. All applications will be processed in line with published policies.
33. Children currently attending Ampfield Church of England Primary School and those who will still be on roll in years 1-6 in September 2024, could be accommodated at John Keble CE Primary School which has been agreed by the school. Parents can express preferences for other school places at any time and those applications will be processed in line with published policies.

Transport

34. Subject to the outcome of the consultation any transport issues arising will be managed in-line with the County Council's School Transport policy.

Conclusions

35. That the Executive Lead Member for Children's Services gives approval to proceed to the formal consultation stage with the publication of a Public Notice to close Ampfield Church of England Primary School with effect from 31 August 2024.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	No
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:

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 Impact Assessment

What is an Equality Impact Assessment (EIA) and why does the County Council do them?

The [Public Sector Equality Duty](#) (PSED) is an obligation within the [Equality Act 2010](#) ("the Act"), which asks public authorities, like Hampshire County Council, to give 'due regard' to equality considerations, in particular to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.

This includes assessing the impact of policies and practices on individuals and communities with a protected characteristic, as defined in the Act and some other specific groups. The County Council uses EIAs to ensure it has paid 'due regard' to equalities considerations when there are changes to a service or policy, a new project or certain decisions.

EIA author	Position & Department	Contact
Amy Chambers	Project Officer Children's Services	amy.chambers@hants.gov.uk Tel:03707 798802

Title:	The Future of Ampfield Church of England Primary School (2023)
Related EIAs:	None

EIA for Savings Programme:	No
Service affected	Children's Services - Ampfield Church of England Primary School
Description of the service/policy/project/project phase	<p>Ampfield Church of England Primary School is a small rural school located to the south-west of Winchester. It is federated with John Keble Church of England Primary School which is approximately two miles away in the village of Hursley. Ampfield Church of England Primary School currently has a Published Admissions Number (PAN) of 12 and a total capacity of 84 pupils across its seven year groups. At the time of writing this EIA, the school has 26 pupils on roll, 2 of whom live in the Ampfield catchment area. Because of the low numbers of children on roll, they are currently operating a KS1 class of 7 pupils and a KS2 class of 19 pupils. A reduction in the birth rate nationally over recent years together with the slowing down of house building in some areas has led to falling school rolls. Ampfield CE Primary School has one of the lowest numbers on roll in the county and has had a consistently low intake in recent years. The low number of pupils in the school presents leaders and governors with challenges around delivering the curriculum, effective leadership and management of the workload and wellbeing of individual staff. There are also implications for children attending a school of this size, not least the social and emotional effects of a reduced peer group or, of being the only child in the school in a year group. Ofsted judged the school to be Good following a visit in June 2018 and it is anticipated that the school will be inspected again before July 2024. The new National Curriculum is a knowledge based curriculum in which children are taught sequences of knowledge, which can present some challenges. There is concern from governors that the school will be unable to sustain the quality of this delivery to groups of children across a considerable age range, resulting in an unsatisfactory Ofsted judgement. This view is shared by the Local Authority and the Diocese.</p>
New/changed service/policy/project	<p>Earlier this year, the full governing body of the Ampfield CE Primary School and John Keble CE Primary School Federation, the Local Authority and the Diocese of Winchester met to discuss the education outcomes for children and the future financial viability of Ampfield CE Primary School. As a result of this meeting the Governing Body wrote to the Local Authority seeking their support for a consultation to be held with the local community on</p>

the potential closure of Ampfield CE Primary School. If the proposal to close Ampfield CE Primary School is approved, then the school would close as of 31 August 2024 after the current academic year ends. John Keble CE Primary School would expand their catchment area to include Ampfield CE Primary School and children currently attending Ampfield Church of England Primary School and those who will still be on roll in years 1-6 in September 2024, could be accommodated at John Keble CE Primary School which has been agreed by the school. Parents can express preferences for other school places at any time and those applications will be processed in line with published policies. There are some children on roll at Ampfield Primary School who struggled to obtain a school place elsewhere. Of the examples given, this was children in the upper year groups who had either moved into the area or changed schools. Due to falling numbers on roll, there are increasingly surplus places in local schools, particularly in the lower year groups. John Keble CE Primary School has spaces available in all year groups. The Hampshire County Council Human Resources department will work with and support all members of staff in line with all appropriate policies to assist with finding alternative employment elsewhere. Future use of the site, which is held by the Diocese, will be fully considered once a decision has been taken on the proposed closure of Ampfield CE Primary School.

Engagement

The closure of Ampfield Church of England Aided Primary School is being proposed due to continuing challenges the school are facing, therefore the public notice will recommend the closure of Ampfield Church of England Primary School with effect from 31 August 2024.

Recent Consultation/Engagement:

The Director of Children's Services, in discussion with the Executive Lead Member for Children's Services, approved a period of public consultation on the proposed closure of Ampfield CE Primary School from 31 August 2024. Where a Local Authority proposes to make significant changes to a school, including closure, it must follow relevant guidelines as set out by the Department for Education.

This initial consultation ran from Friday 29 September 2023 until Friday 3 November 2023, and included two public meetings. The meetings were held on:

- 09 October between 7-8.30pm at Ampfield Church of England Primary School
- 10 October between 7-8.30pm at John Keble Church of England Primary School

In line with the two public meetings that were held, the proposal was included on the Hampshire County Council's

(HCC) consultation website: <http://consultations.hants.gov.uk/active.aspx>

During the consultation period, the future of Ampfield Church of England Primary School was discussed with stakeholders who were given the opportunity to comment and feedback on the proposal. The detailed outcome of that consultation can be found in the Executive Lead Member for Children's Services (ELMCS) report that this EIA is attached to. The non-statutory consultation concluded on 3 November 2023 and a report is being taken to the Executive Lead Member for Children's Services on 19 January 2024.

In the report it is recommended that a public notice be published for a minimum period of 4 weeks between 26 January and 29 February 2024. After the public notice period and if, at this stage, a decision to proceed with the closure is made, a report would be taken to the Executive Lead Member for Children's Services for final approval.

Equalities considerations - Impact Assessment

Age

Impact on public	Negative - Low
Impact on staff	Negative - Low
Rationale	As a primary school attended by children aged 4-11 the impact on this protected characteristic has been assessed as negative low. If the school were to close, the primary aged children would be required to attend an alternative provision.
Mitigation	<p>Currently there are 26 children attending the school across the 7 year groups who would be required to submit an application to another primary school. There are a number of schools in the local area that are rated as "good" by Ofsted so parents will have the opportunity to apply for a place at any of those schools. Applications will be processed in accordance with the school's published admissions policy.</p> <p>Moving to an alternative school will increase the opportunities for pupils to learn and play with children their own age.</p> <p>Parents and children may have to travel further to receive their education, though some will be eligible for Home to School Transport. All children's eligibility for Home to School</p>

	<p>Transport will be assessed in line with the Home to School Transport Policy and all eligible children will be provided with to Home to School Transport assistance. Further information on assistance with Home to School Transport can be found here: https://documents.hants.gov.uk/transport-home-to-school/HTST-Policy-2021.docx</p> <p>The Hampshire County Council Human Resources department will work with and support all members of staff in line with all appropriate policies, regardless of their age, to assist with finding alternative employment elsewhere.</p>
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Disability

Impact on public	Neutral
Impact on staff	Neutral
Rationale	<p>Number of children with EHCP's - 8% (summer term 2023)</p> <p>The proposed change is expected to have a neutral impact on people who share disability as a protected characteristic. Alternative schools will have a policy which protects this characteristic which will be adhered to if required.</p>
Mitigation	

Gender Reassignment

Impact on public	Neutral
Impact on staff	Neutral
Rationale	<p>The proposed change is expected to have a neutral impact on people who share gender reassignment as a protected characteristic. Alternative schools will have a policy in relation to this protected characteristic which will be adhered to if required.</p>

	The Hampshire County Council Human Resources department will support and work with all members of staff in line with all appropriate policies, regardless of gender reassignment, to assist with finding alternative employment elsewhere.
Mitigation	

Pregnancy and Maternity

Impact on public	Neutral
Impact on staff	Neutral
Rationale	<p>The proposed change is expected to have a neutral impact on people who share pregnancy and maternity as a protected characteristic. Alternative schools will have a policy in relation to this protected characteristic which will be adhered to if required.</p> <p>The Hampshire County Council Human Resources department will support and work with all members of staff in line with all appropriate policies, including those on maternity or paternity leave, to assist with finding alternative employment elsewhere.</p>
Mitigation	

Race

Impact on public	Neutral
Impact on staff	Neutral
Rationale	<p>The proposed change is expected to have a neutral impact on people who share race as a protected characteristic. Alternative schools will have a policy which protects this characteristic which will be adhered to if required.</p>

	The Hampshire County Council Human Resources department will support and work with all members of staff in line with all appropriate policies, regardless of their race, to assist with finding alternative employment elsewhere.
Mitigation	

Religion or Belief

Impact on public	Negative - Low
Impact on staff	Negative - Low
Rationale	Ampfield School is a Church of England primary school with a religious characteristic. Some parents select this school as a preference due to this and others select it as it is their local school.
Mitigation	<p>The LA and Diocese value the provision of Church Schools for children of all faiths and none, but appreciate some parents particularly want their children to attend a school with a distinctively Christian ethos. Parents wishing to apply for places in such schools are assured that the School Admissions Team will support them in identifying those schools, and will be able to confirm at the time if those schools have places. Alternatively, parents can contact those schools direct. The LA and Diocese are reassured that there are at least two such schools reasonably local to Ampfield, although these would need to be applied for in line with published arrangements and places cannot be guaranteed.</p> <p>It is recognised that staff employed in Ampfield Church of England Primary School may have chosen employment due to religion or belief and therefore the impact has been assessed as low negative for staff. The Hampshire County Council Human Resources department will work and support all members of staff in line with all appropriate policies, regardless of their religion or belief, to assist with finding alternative employment elsewhere.</p>

Sex

Impact on public	Neutral
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Impact on staff	Neutral
Rationale	<p>The proposed change is expected to have a neutral impact on people who share sex as a protected characteristic. Alternative schools will have a policy which protects this characteristic which will be adhered to if required.</p> <p>The Hampshire County Council Human Resources department will support and work with all members of staff in line with all appropriate policies, regardless of their sex, to assist with finding alternative employment elsewhere.</p>
Mitigation	

Sexual Orientation

Impact on public	Neutral
Impact on staff	Neutral
Rationale	<p>The proposed change is expected to have a neutral impact on people who share sexual orientation as a protected characteristic. Schools will have a policy which protects this characteristic which will be adhered to if required.</p> <p>The Hampshire County Council Human Resources department will support and work with all members of staff in line with all appropriate policies, regardless of their sexual orientation, to assist with finding alternative employment elsewhere.</p>
Mitigation	

Marriage and Civil Partnership

Impact on public	Neutral
Impact on staff	Neutral

Rationale	<p>The proposed change is expected to have a neutral impact on people who share marriage and civil partnership as a protected characteristic. Schools will have a policy which protects this characteristic which will be adhered to if required.</p> <p>The Hampshire County Council Human Resources department will work with all members of staff in line with all appropriate policies, regardless of their marital status, to assist with finding alternative employment elsewhere.</p>
Mitigation	

Poverty

Impact on public	Neutral
Impact on staff	Negative - Low
Rationale	<p>Number of children registered for free school meals - 47% (summer term 2023) . Note: every child in YR, 1 & 2 is entitled to free school meals.</p> <p>Number of children who are eligible for pupil premium - 35% (summer term 2023)</p>
Mitigation	<p>The closure of Ampfield CE Primary School and the subsequent relocation of pupils to John Keble CE Primary School will not necessarily increase the overall use of the motor vehicle for the school run, and therefore cost of travel, as a majority of children are already travelling to school from outside of the catchment area. All children's eligibility for Home to School Transport will be assessed in line with the Home to School Transport Policy and all eligible children will be provided with to Home to School Transport assistance.</p> <p>The Hampshire County Council Human Resources department will support and work with all members of staff in line with all appropriate policies, regardless of their salary or grade, to assist with finding alternative employment elsewhere.</p>

Rurality

Impact on public	Negative - Low
Impact on staff	Neutral
Rationale	<p>It is proposed that the John Keble Church of England Primary School catchment area will be extended to incorporate the existing Ampfield Church of England Primary School catchment area, subject to approvals.</p> <p>The Hampshire County Council school transport policy provides local authority funded transport to the nearest school with a space when the home to school journey is more than the statutory distance or if the journey is less than the statutory distance but the route is unsafe. The statutory distance is 2 miles for a child who is 7 years or under and rises to 3 miles for children aged 8 or over. 3 For each child, who is a resident in the Hampshire County Council Local Authority administrative area, who moves school following a school closure an individual transport assessment would be required based on their home address and the journey to their new school.</p>
Mitigation	<p>The closure of Ampfield CE Primary School can be mitigated by the proposed relocation of pupils to John Keble Church of England Primary School if parents wish to have their children educated at the school. Home to school transport will be available for those children who are eligible for assistance. Each child's transport eligibility will be assessed, in line with the Home to School Transport policy, based on their home address and the school they attend.</p> <p>Further information in relation to Home to School Transport eligibility can be found here: https://documents.hants.gov.uk/transport-home-to-school/HTST-Policy-2021.docx</p> <p>It is recognised that alternative employment may require staff to travel further or less than they travel currently and therefore the impact on staff for rurality has been considered neutral. The Hampshire County Council Human Resources department will support and work with all members of staff in line with all appropriate policies, regardless of the home location, to assist with finding alternative employment elsewhere.</p>

Geographical Impact: Test Valley, Winchester

Equality Statement

Additional information:

The consultation documents were available online and could also be requested in paper form. Responses were collated via survey, email, post and in person at the consultation drop ins held at both Ampfield Church of England Primary School and John Keble Church of England Primary School. Every effort has been made to ensure that key stakeholders are able to access and comment on the public notice.

Overview Statement:

A summary assessment to show that due regard to the Public Sector Equality Duty has been paid, which is undertaken when a full EIA is not needed:

EIA reference number: 00489

Date of production of EIA for publication: 30/11/2023

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.

Carbon Mitigation

Due to the relocation of pupils, there may be an increase in carbon dioxide emissions as some pupils may need to travel by motor vehicle due to an increased distance and inaccessibility of the proposed new catchment school, John Keble CE Primary School. However, the relocation of pupils may mean that some are able to travel to school by active travel (walking, cycling, etc.) as they now live closer. This would therefore help to offset the additional carbon emissions produced from other pupils now having to use motor vehicles to travel.

There may be carbon emissions that need to be mitigated but it is dependent on where current students on roll live in relation to Ampfield, and which school they subsequently choose to relocate to, should a decision be taken to close Ampfield CE Primary School.

Should approval eventually be granted to close the school, the decision would support the strategic priority of ensuring people in Hampshire live safe, healthy, and independent lives is met.

Appendix A



*Children's Services Department
Elizabeth II Court North,
Winchester
Hampshire SO23 8UG*

Telephone 0300 555 1384
Fax 01962 842355
Textphone 0845 603 5625

Enquiries to Mark Saunders

My reference

Direct Line

Your reference

Date 29 September 2023

E-mail strategicplanningunit@hants.gov.uk

Dear Consultee

The Future of Ampfield Church of England Primary School, Knapp Lane, Ampfield

Hampshire County Council is consulting on the future of Ampfield Church of England Primary School.

The full governing body of the Ampfield CE Primary School and John Keble CE Primary School Federation, the Local Authority and the Diocese of Winchester met to discuss the education outcomes for children and the future financial viability of Ampfield CE Primary School. As a result of this meeting the Governing Body wrote to the Local Authority seeking their support for a consultation to be held with the local community on the potential closure of Ampfield CE Primary School.

Reason for proposal

The Director of Children's Services, in discussion with the Executive Lead Member for Children's Services, has approved a period of public consultation on the proposed closure of Ampfield CE Primary School from 31 August 2024. Where a Local Authority proposes to make significant changes to a school, including closure, it must follow relevant guidelines as set out by the Department for Education. This information and some Frequently Asked Questions are available on the following website:

<https://www.hants.gov.uk/aboutthecouncil/haveyoursay/consultations/>

Director of Children's Services
Stuart Ashley



Providing an outstanding service to children and families

Contextual Information

Ampfield CE Primary School is an 84-place primary school for pupils aged 4-11 (12 children per year group). It is federated with John Keble CE Primary School located in the village of Hursley approximately two miles away. The school had 26 pupils on roll in September 2023, 2 of whom live in the Ampfield catchment area. Ofsted judged the school to be Good following a visit in June 2018 and it is anticipated that the school will be inspected again before July 2024.

The new National Curriculum is a knowledge based curriculum in which children are taught sequences of knowledge, which can present some challenges. There is concern from governors that the school will be unable to sustain the quality of this delivery to groups of children across a considerable age range, resulting in an unsatisfactory Ofsted judgement. This view is shared by the Local Authority and the Diocese. All parties are committed to ensuring that children in Hampshire receive the very best education and teachers at the school will continue to work hard to provide this. While teaching the national curriculum in mixed age classes is not unusual, teaching across more than one key stage, or across 3 or 4 year groups is complex and challenging. This is made more difficult in that each teacher “stands alone” as they have no year group or even key stage partner with whom to work.

John Keble CE Primary School is rated as Good by Ofsted following a short inspection in October 2017. This reinforced the previous Ofsted judgement of Good in June 2013. John Keble CE Primary School is currently supported by the Local Authority and are expected to achieve a good judgement when next inspected by Ofsted.

A reduction in the birth rate nationally over recent years together with the slowing down of house building in some areas has led to falling school rolls. Ampfield CE Primary School has one of the lowest numbers on roll in the county and has had a consistently low intake in recent years. As school revenue budgets are directly aligned with numbers on roll, that puts significant pressure on the school's finances. A school with such significant surplus places is not sustainable financially and cannot continue to provide the breadth of curriculum required by pupils.

The table below shows how the numbers in the school have changed over the past three years, with the total number on roll reducing as the larger cohorts leave the school.

	2020/21	2021/22	2022/23	September 2023
YR	7	2	2	3
Y1	1	12	2	3
Y2	5	2	8	1
Y3	4	5	2	6
Y4	6	8	5	2
Y5	4	6	11	2
Y6	10	5	7	9
Total	37	40	37	26

The pupil forecast for Ampfield shows a continued fall in pupil numbers based on the historic trend of recruitment for reception year pupils. The forecast suggests that there are a maximum of six pupils living in the catchment of the school over the next 5 years and not all parents living in catchment are choosing to send their child to the school.

The Consultation

The purpose of this consultation is to seek the view of all stakeholders on the proposed closure of Ampfield CE Primary School from August 31 2024. The decision-making process is outlined below:

- This initial consultation will run from Friday 29 September 2023 until Friday 3 November 2023, including two public meetings, detailed below.
- A report setting-out the consultation responses received will be taken to the Executive Lead Member for Children's Services in January 2024 to decide if the proposal should continue to the formal statutory consultation stage.
- If approved, a statutory Public Notice would be published for a period of four weeks during which representations can be made to the Local Authority.
- If, at this stage, a decision is taken to proceed with the closure, a report would be taken to the Executive Lead Member for Children's Services for final approval.

How to take part in the consultation

A public meeting has been arranged and will provide an opportunity for parents/carers/stakeholders to raise their views directly with council officers.

The meetings are to be held:

- 09 October between 7-8.30pm at Ampfield Church of England Primary School
- 10 October between 7-8.30pm at John Keble Church of England Primary School

A website has also been set up with the details of the consultation which includes a link to the survey (<https://forms.office.com/e/jxysTPv3KG>) and also some 'Frequently Asked Questions' that may address any queries you have. To access this website please follow the link below:

<https://www.hants.gov.uk/aboutthecouncil/haveyoursay/consultations/>


If you would like to speak to an Officer, please make that request by email to strategicplanningunit@hants.gov.uk briefly outlining your query so we can arrange a mutually convenient time for you to speak to an appropriate officer either via conference call or telephone.

If you are unable to email or visit the above website and wish to make a comment, please write to Mark Saunders, Senior Strategic Development Officer, Children's

Services Department, EII Court North, Winchester, Hampshire SO23 8UG by Friday 3 November 2023.

Thank you for taking the time to give us your comments. Your response will be carefully considered as part of the consultation.

Yours sincerely



Mark Saunders
Senior Strategic Development Officer
Children's Services Department

The data you provide as part of your consultation response will be treated in accordance with UK Data Protection Legislation, and may be used as part of aggregated information published in a decision report. Any personal data provided will be removed before any publication. Your data will be retained in line with the County Council's retention strategy. The legal basis for our use of this information is the compliance with our 'public task' duty. You have some legal rights in respect of the personal information we collect from you. Please see the supporting details for further information: <https://hants.sharepoint.com/sites/Chil8684/Shared%20Documents/Forms/AllItems.aspx?id=%2Fsites%2FChil8684%2FShared%20Documents%2FGDPRCSPN%2DSDCD%2DSchool%20Closure%20Consultations%20Privacy%20Notice%2Epdf&parent=%2Fsites%2FChil8684%2FShared%20Documents&p=true&ga=1>. You can contact the County Council's Data Protection Officer at data.protection@hants.gov.uk, if you have a concern about the way we are collecting or using your personal data. You should raise your concern with us in the first instance or directly to the Information Commissioner's Office at <https://ico.org.uk/concerns/>

Appendix B

1

[REDACTED]

From: [REDACTED]
Sent: 29 September 2023 09:26
To: Strategic Planning Unit
Subject: Ampfield closing

Categories: Consultation

Caution: This is an external email and could contain malicious content. Do not open any links or attachments if you were not expecting them. If the e-mail looks suspicious, please report via the 'Report Phishing' Button found on your toolbar.

Hi,

First of all I'm disgusted that in an area where there are no spaces available you're thinking of closing the only school with spaces. Are you insane?

Please can someone contact me to discuss what happens to us when there are no spaces available at all? Not to mention the impact on my child with special needs?

[REDACTED]

2

[REDACTED]

From: [REDACTED]
Sent: 05 October 2023 08:34
To: Strategic Planning Unit
Cc: [REDACTED]
Subject: Ampfield School Site

Categories: Consultation

Caution: This is an external email and could contain malicious content. Do not open any links or attachments if you were not expecting them. If the e-mail looks suspicious, please report via the 'Report Phishing' Button found on your toolbar.

Hello

I own and manage [REDACTED] and have heard about the potential closure of Ampfield School. If the school were to close, I would be very interested in knowing more about the site, as we are currently over subscribed and actively looking for additional premises in the local area.
As and when you have any further details, please can you let me know?

Kind regards

[REDACTED]

[REDACTED]

Ampfield Church of England Primary School - Consultation 2023

Hampshire County Council is consulting on the future of Ampfield Church of England Primary School. The Director of Children's Services, in discussion with the Executive Lead Member for Children's Services, has approved a period of public consultation on the proposed closure of Ampfield CE Primary School from 31 August 2024. Where a Local Authority proposes to make significant changes to a school, including closure, it must follow relevant guidelines as set out by the Department for Education.

This initial consultation will run from **Friday 29 September 2023 until Friday 3 November 2023**, including two public meetings. The meetings are to be held on:
09 October between 7-8.30pm at Ampfield Church of England Primary School
10 October between 7-8.30pm at John Keble Church of England Primary School

After that:

- A report setting-out the consultation responses received will be taken to the Executive Lead Member for Children's Services in January 2024 to decide if the proposal should continue to the formal statutory consultation stage.
- If approved, a statutory Public Notice would be published for a period of four weeks during which representations can be made to the Local Authority.
- If, at this stage, a decision is taken to proceed with the closure, a report would be taken to the Executive Lead Member for Children's Services for final approval.

1. Please indicate if you are a:

- ☒ Parent/ carer of a child at Ampfield Church of England Primary School
- ☐ Member of staff at Ampfield Church of England Primary School
- ☐ Pupil at Ampfield Church of England Primary School
- ☐ Governor at Ampfield Church of England Primary School
- ☐ Parent/ carer of a child at another school
- ☐ Ampfield resident
- ☐ Other

2. Do you support the proposal to close Ampfield Church of England Primary School?

- ☐ Yes
- ☒ No
- ☐ Unsure

3. Please provide a reason for your answer to question 2

Ampfield should be converted into specialist infant provision to help other families like ours that have needed a place for a child that would not cope with a more conventional school setting.

4. Additional comments:

Ampfield's Teachers have let two of our children know. Sending local children across the county to 'specialist schools' would not be suitable. i.e. children that have SEN on long commutes is not going to help them.

Thank you for your comments.

Your response will be considered as part of the consultation on the future of Ampfield Church of England Primary School. Responses will be used as part of a report that will be taken to a future decision day.

Ampfield Church of England Primary School - Consultation 2023

Hampshire County Council is consulting on the future of Ampfield Church of England Primary School. The Director of Children's Services, in discussion with the Executive Lead Member for Children's Services, has approved a period of public consultation on the proposed closure of Ampfield CE Primary School from 31 August 2024. Where a Local Authority proposes to make significant changes to a school, including closure, it must follow relevant guidelines as set out by the Department for Education.

This initial consultation will run from **Friday 29 September 2023 until Friday 3 November 2023**, including two public meetings. The meetings are to be held on:
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10 October between 7-8.30pm at John Keble Church of England Primary School

After that:

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- If approved, a statutory Public Notice would be published for a period of four weeks during which representations can be made to the Local Authority.
- If, at this stage, a decision is taken to proceed with the closure, a report would be taken to the Executive Lead Member for Children's Services for final approval.

1. Please indicate if you are a:

- Parent/ carer of a child at Ampfield Church of England Primary School
- Member of staff at Ampfield Church of England Primary School
- Pupil at Ampfield Church of England Primary School
- Governor at Ampfield Church of England Primary School
- Parent/ carer of a child at another school
- Ampfield resident
- Other

2. Do you support the proposal to close Ampfield Church of England Primary School?

☒ Yes
☐ No
☐ Unsure

3. Please provide a reason for your answer to question 2

But, It is a shame it can't be funded as
specialist provision

4. Additional comments:



Thank you for your comments.

Your response will be considered as part of the consultation on the future of Ampfield Church of England Primary School. Responses will be used as part of a report that will be taken to a future decision day.

5

[REDACTED]

From: [REDACTED]
Sent: 21 October 2023 17:11
To: Strategic Planning Unit
Subject: Support please re Ampfield Primary School

Categories: Consultation

Caution: This is an external email and could contain malicious content. Do not open any links or attachments if you were not expecting them. If the e-mail looks suspicious, please report via the 'Report Phishing' Button found on your toolbar.

Good afternoon

I am the [REDACTED] at this school, so I am going to be out of a job when this takes place and I am of the view that the school will close regardless of any opinions.

Nobody has been in touch with me at all to support me or discuss my options which I am not at all happy with.

Please can somebody from HR contact me as a matter of urgency. Presumably you have a duty of care towards your employees although when I asked this at the public meeting my question was brushed aside and nothing has happened.

My phone number is [REDACTED].

Yours sincerely

[REDACTED]

Sent from [Outlook for iOS](#)

6

[REDACTED]

From: [REDACTED]
Sent: 25 October 2023 10:34
To: Strategic Planning Unit; [REDACTED]
Subject: Ampfield Primary School

Categories: Consultation

Caution: This is an external email and could contain malicious content. Do not open any links or attachments if you were not expecting them. If the e-mail looks suspicious, please report via the 'Report Phishing' Button found on your toolbar.

Good morning,

We have been very sorry to hear of the potential closure of Ampfield Primary School. I am writing to you from Sherborne House School, a local independent school in Chandler's Ford. We currently have spaces so we would like to offer support by way of helping parents to choose their next school. We would very much welcome the opportunity to come and speak with parents about what Sherborne House has to offer or, indeed, provide guidance for other local primary schools so that they can find the best setting for their child.

We hope to hear from you soon and hope that this could be made possible.

Best wishes and kind regards,

--
[REDACTED]
[REDACTED]

Sherborne House
Lakewood Road | Chandler's Ford
Hampshire | SO53 1EU
T: 023 80 252440
W: [sherbornehouse.co.uk](https://www.sherbornehouse.co.uk)



7

From: [REDACTED] >
Sent: Friday, October 27, 2023 12:10 pm
To: Heron, Cllr E <edward.heron@hants.gov.uk>
Subject: Proposed Ampfield School Closure

Caution: This is an external email and could contain malicious content. Do not open any links or attachments if you were not expecting them. If the e-mail looks suspicious, please report via the 'Report Phishing' Button found on your toolbar.

Dear Councillor Heron.

I understand that you are the councillor who will review the evidence about the proposed closure of Ampfield C of E Primary School and who will make the final decision.

I would like to meet with you, please, to discuss this matter.

My interest is as a previous Head of Governors, an Ampfield parishioner and as a parent whose children attended the school.

Yours

[REDACTED]

[REDACTED]

Appendix C

ID	Please indicate if you are a :	Do you support the proposal to close Ampfield Church of England Primary School?	Please provide a reason for your answer to question 2.	Additional comments:
1	Parent/ carer of a child at Ampfield Church of England Primary School ;	No	This is a wonderful school, the children have an excellent relationship with their teachers and learning. They are all known personally when they arrive even just into the playground by all staff. They have a wonderful relationship on learning and include a forest school for the younger children one half day a week. I feel this would be an absolute shame for my child who's only just joined this September to have to move schools. We were torn between 3 really lovely schools and to us the small 1:1 relationship the children get here swung it for us	I don't feel the school should be closed and I feel the added pressure onto already full schools locally would really impact the children's learning and enjoyment in a settled school.
2	Parent/ carer of a child at Ampfield Church of England Primary School ;	No	Ampfield provides a safe space and wonderful education which is unmet by other local schools. We have no catchment spaces in our area (chandlers ford) and we're given ampfield. To start I was dubious but they have been amazing. My child with adhd struggled at his previous school but at Ampfield has thrived. I genuinely fear for his health if it closes. Not to mention there aren't spaces here anyway, so where are my children to go? You're closing down the only school that was available to me. The local authority has a duty to provide an education for my children and by closing would be breaching that. Funding should not be based on pupil numbers but need of the area. Maybe get some of those tax dodging politicians to pay their taxes and we'd not have this issue. I'm now in a panic over my child's wellbeing which is not what I need as a disabled parent.	Having been told Ampfield was the only school available, what are you going to do if you do close it? Just sack us off and abandon our children?
3	Parent/ carer of a child at another school ;	Yes	The small numbers do no justify the need for the school particularly where classes have such a broad range of ages.	<p>As a John Keble parent of a mixed Y1/Y2 class I believe this could and should be seen as an opportunity to improve John Keble school, a beautiful place to learn under the excellent leadership of Mrs Vidler.</p> <p>With it being a short distance away it makes sense to combine (NOT REMOVE) the funding and sale of the building/assets to improve facilities in JK, Hursley which at current needs more space and classrooms</p> <p>Extending the school to incorporate the "temporary" Y6 building/class and creating separate Y1 and Y2 classrooms would support the anticipated growth in children - perhaps with the purchase of the temporary IBM car park next to it. This move by Hampshire CC would show real intent for the future of children growing up in the area with increasing numbers at Hursley Nursery school.</p> <p>Those children attending Ampfield often join because of learning and social interaction difficulties, these must be taken into consideration with provision, facilities and support given to the school they move to.</p>

4	Governor at Ampfield Church of England Primary School ;	Unsure	It has the potential to be changed into a school which specialises in semh needs as it is a small setting of a lovely building	
5	Member of staff at Ampfield Church of England Primary School ;	No	These schools are needed to cater for children who cannot cope with larger primary schools, Ampfield caters for these children	Dedicated staff who look after children with educational needs and learning difficulties, sometimes these are not catered for in a larger school
6	Live close by ;	Yes	Clearly it's unsustainable.	
7	Ampfield resident ;Parent/ carer of a child at another school ;	Yes	Numbers are falling, Budget provision is worryingly short of what is needed. Teaching must be very difficult given the mixed classes. There appears to be no prospect of future growth of pupil population	
8	Former parent and staff member at John Keble;	Yes	Always struggled with numbers. Children would, on the whole, benefit from a larger school, with more opportunities for extra curricular activities, more opportunities to socialise with other children. A bigger school would also prepare children better for their transition to secondary school.	
9	Parent/ carer of a child at Ampfield Church of England Primary School ;	No	This school is very good for my child, he loves to be there.	
10	Parent/ carer of a child at Ampfield Church of England Primary School ;	Unsure	My child is a year 6 at Ampfield so not too affected but concerned about the children possibly needing to change schools if Ampfield closed due to the severe lack of spaces in schools locally.	Having been through the process of having to find space for my children to start in September 2020. It was really quite stressful due to lack of spaces at the time in any school close to me which is why we were offered Ampfield or John Keble. If these 2 schools are in fact a federation surely finding space or actually making space for these students should be a priority for John Keble school. The understanding is that current year 6's are the largest year group at Ampfield. Surely this means that there would be a maximum of 4 students per year group to find space at John Keble. This would mean a much smoother process for all involved. Speaking as a parent who has been through the extremely stressful process of 'in year' application, with the school closing, if there are not any schools close by it should not be acceptable to just provide a taxi for children to travel to their primary school with space. John Keble should be at least offering a space for pupils as a first instance. Ampfield has felt neglected as it is and not felt part of a federation, the newsletters for the past year will show that. As a federation, John Keble making it a priority to find a space for these pupils and families should be the least they can do.
11	Parent/ carer of a child at Ampfield Church of England Primary School ;	No	We do NOT support the proposal to close Ampfield school. Ampfield is a great school and my child loves attending, he is very upset with the proposal of its closure.	It will be such a shame to close a great school and a waste to the lovely school grounds to potentially turn into houses or flats.
12	Parent/ carer of a child at another school ;	Yes	I support the proposal to allow the resources to be consolidated for better effect of all the children at John Keble school.	

13	Ampfield resident ;	No	I believe that a local school is important for those living locally. The closure would result in a long distance having to be travelled to the next local school and this puts a strain on families time and finances in order to have to take them to school. This school is lovely and the children are happy who attend here as they have a small classroom and more one on one tuition than they would receive elsewhere. I am planning a family and would be heartbroken to not be able to go to a local school.	
14	Member of staff at Ampfield Church of England Primary School ;	No	The children are well provided for, safe and happy. They thrive in a small school environment and their parents have chosen this. It is disgusting and abhorrent to me that money and fears of Ofsted are taking priority over their wellbeing. Staff are being expected to do way more than the typical teacher job and this is done through good will. This proposal completely disregards and insults the work that the current staff do.	Extra funding should be made available to support continuation of the school and investment should be made into the building and staff. Small schools are needed. Not everything is about money.
15	Parent/ carer of a child at another school ;	Yes	The intake and classes are too small to be viable at Ampfield. Pupils, teachers and other resources should be redirected into John Keble which at last interim Ofsted inspection had issues itself - which I am led to believe would reduce John Keble's rating down from 'good'. The boost in more students, funding etc. would help both schools.	<p>Ampfield and John Keble are geographically very close so it would make sense to move students across. Ampfield and John Keble are in a federation so share resources etc. If Ampfield is closed, John Keble should not be detrimentally impacted in terms of budget, resources etc. - that would feel like making a bad situation worse.</p> <p>The new head teacher is effecting change at John Keble under difficult circumstances - her motivation and morale, and that of the rest of the teams at both schools should be closely monitored and supported.</p>
16	Ex pupil parent ;	No	The school is unique and very accepting nurturing and caring of every child's needs . The school strive's to meet every individual child's needs.	My [REDACTED] moved to Ampfield school from a well known large three intake primary school in Romsey . My daughter thrived at Ampfield, socially , emotionally and academically with smaller classes and the teaching style at Ampfield school

17	Ampfield resident ;	Yes	<p>The issue here is how best to provide high quality learning to the children at Ampfield PS, especially those who's learning was retarded by the lockdown.</p> <p>In a school with a roll of only 26 children, spread over all six year groups, and teaching resources severely limited by lack of funds, it is not possible for a teacher to give any child the teaching time it needs, provide adequate supervision, or to attend to safeguarding and PTSD, especially if any of the children have special needs. High quality outcomes are simply not possible in the situation Ampfield PS finds itself in. The data provided by the Education Authority is compelling, and cannot be</p> <p>As a former governor at a single form entry Primary School in Romsey, I know how the schools funding system works, and how difficult it is for a Head Teacher with a roll of around 200 to allocate adequate teaching resources to meet the needs of the children's education, let alone deal with all the safeguarding and special needs that schools are obliged to deal with. At Ampfield it would be impossible.</p> <p>If Ampfield were to close, there are several very good Primary schools in the area that would provide the children with a better quality of learning, with a lower risk of failure, such as John Keble, Halterworth, Cupernham, and Romsey Primary.</p> <p>No doubt there will be some people who will argue for a fresh start for Ampfield PS, but we have tried that before, and it failed. It will be sad to see this historic school close, but the facts are incontrovertible. Closure would be the rational decision in the best interests of the children's education.</p>	
18	Parent/ carer of a child at another school ;Needing a smaller setting for my son ;	No	No I do not support this. My [REDACTED] local school cannot meet his needs so he hasn't been able to attend school for 4 weeks!! This is due to him not having a diagnosis but yet needing extra support either from a smaller setting or sen school- in which there are not enough to support them all. After weeks and weeks of searching for a school I found Ampfield only to find they will close, which limits mine and other parents options.	There are not enough support schools local that can help a child who has learning difficulties but aren't classed as severe. Turning the school into a SEN school is a great idea and I'm sure funding would be available for such a good use!!
19	Parent/ carer of a child at another school ;	No	There is so many children struggling already, I think it should be considered to become an SEN school, due to the outcry from special needs school and the lack of schools available.	Please consider keeping the school open and making it as an SEN provision
20	Parent/ carer of a child at another school ;	Yes	<p>The school only provides education for 2 children within Ampfield. It is simply not viable. At this time of funding cuts and a struggle to find provision in nearby areas, the resources would be better used elsewhere.</p> <p>Both schools in the federation are under subscribed so there is no justification for it.</p>	<p>Staff turnover has been high at this school.</p> <p>Surely providing transport support for the two children in Ampfield and any others who express it as their 1st choice catchment school in the next round of admissions would be a better use of finding?</p> <p>It should also be noted that at teaching and management staff have changed several times since the most recent OFSTED inspection.</p>
21	Pupil at Ampfield Church of England Primary School ;	No	Small schools are needed. We don't want to to a bigger school	

22	Ampfield resident ;Pupil at Ampfield Church of England Primary School ;Parent/ carer of a child at Ampfield Church of England Primary School ;	No	WE DO NOT SUPPORT THIS CLOSURE. IF ANYTHING WE NEED MORE SCHOOLS AFTER ALL THESR HOUSES BEING BUILT TO HELP PROVIDE THESE EXTRA CHILDREN WITH EDUCATION . I ALSO FULLY SUPPORT THE SCHOOL BEING CONVERTED INTO A SEN SCHOOL AS MY NEPHEW HAS TO TRAVEL 24MILES TO HIS SEN SCHOOL	
23	Ampfield resident ;	Unsure	My own children do not attend the school as having moved here when they already attended a different school I did not wish to move them. The school with its very small size is not the right education setting for my children, however I firmly believe it is better than most schools for some children. I also feel it is important for local children to be able to attend a school within walking distance.	The smaller class groupings seem to work for some and a local educational facility is important for some families in the village.
24	A parent wanting to send their child to this school;	No	Would love for my child to go to CofE school that I smaller than most schools	
25	Regular member of Ampfield church;	Yes	I understand the concerns about being able to implement the new curriculum and the falling birth rate, so from a strategic point of view, it does make sense. However, both my [REDACTED] attended the school, in the nineties, and the eldest one particularly, needed a small school for his primary education and I am very grateful, they were able to attend this lovely school. Therefore, my heart wants it to stay open, but acknowledge that emotions are not helpful in this scenario.	I have a life long relationship with Ampfield church, which I have attended since birth, even though since marriage I have lived in Romsey, and strongly feel that the school is an integral part of the village. If the school closes, I feel very strongly that this beautiful building continues to be used as a community resource.
26	Ampfield Parish Council;	Yes	Whilst sad to see the closure of the school, with reference to the briefing paper we understand that for it to remain open is not financially justifiable.	We note that the land for the school was conveyed according to the School Sites Act 1841 and the School Sites Act 1844 and if the school is closed the site will return to the beneficiaries of Mr [REDACTED] who died on [REDACTED], with probate granted on [REDACTED]. If his beneficiaries cannot be found (unlikely), then the site will be owned by HM Treasury as bona vacantia land. The original conveyance states this and it was confirmed by [REDACTED] solicitors of [REDACTED] on [REDACTED] who wrote to [REDACTED] of [REDACTED].
27	Member of staff at Ampfield Church of England Primary School ;	No	The school provides a valuable resource for children who thrive in this small environment.	How will you support the staff? Nobody has contacted us at all.
28	Member of staff at Ampfield Church of England Primary School ;	No	The children at Ampfield are vulnerable for a number of reasons including SEND. Moving schools, potentially into much larger classes, will be detrimental to their education and well being.	
29	Hampshire resident;	Yes	Whilst it may be technically possible to construct a curriculum which enables coverage of the National Curriculum for all YR-6 children, it is difficult to see how the children can enjoy a range of social and sporting opportunities with so few pupils in a year group.	

30	Resident North Baddesley & former teacher in The Federation;	No	<p>I attended the poorly advertised Consultation Meeting held at Ampfield Primary, and raised some questions with the panel during the meeting.</p> <p>Ampfield Primary School is a unique school with a big heart for inclusion. It has a very caring Christian ethos providing the very best it can for every individual pupil beginning from where the children are personally, socially, emotionally and academically when they arrive in the school. Ampfield Primary has small classes which is where some children thrive. Busier, bigger environments do not suit every learner. Ampfield Primary has a very special purpose for every learner who goes there, many of whom have individual needs that require a bespoke individualised curriculum to enable them to be successful. Ampfield Primary can integrate these children and does very successfully because its classes are small. In recent years staff have been very experienced and thus able to differentiate effectively to meet the needs of all the learners in their class.</p> <p>I recognise that experienced staff are more expensive, but the LEA benefits from these people too. Professionals value the learning opportunities Ampfield Primary provides them with, and within the last five years 3 senior staff have become Headteachers in other local Primary Schools. The Management opportunities these people have had within The Federation of Ampfield and John Keble Schools are unique and challenging, yet incredibly rewarding when they see the differences they are making to the lives of the children. What they learnt here is no doubt proving very valuable to them as they now lead their own schools.</p> <p>I strongly believe that the school should be protected by the LEA who should recognise its unique strengths, sustain them and develop them, most importantly for the children the school serves. Ampfield champions providing the very best for all of its learners, many of whom are in some way vulnerable.</p>	<p>Interestingly since the meeting I have seen this article in the National Press. Look what a small caring environment did for this pupil. https://www.bbc.com/news/uk-england-cambridgeshire-67124263</p>
30 (cntd.)			<p>I understand what is being said about the budget yet recognise this is part of a national difficulty currently within the education system. This is not a reason to close a small school. Maybe with the full commitment of the LEA, The Federation of Ampfield and John Keble CofE Primary Schools should be looking for a new way forward. Ampfield School could become a specialised unit within The Federation that is designed to meet the needs of the children who naturally gravitate here. This would take 100% commitment from the LEA, but I believe more provision for these children is required within the area, as the education of every child in the wider locality than Ampfield's catchment area is important.</p> <p>Another possibility is for Ampfield Primary to become a Nursery with The Federation. Again this would take commitment from the LEA, but as one who now works in this sector, it pains me to see how far some 2/3/4 year olds travel to Nursery, especially when they have already identified individual needs. Ampfield Primary is perfectly located on the main road from Romsey to Winchester with many parents with young children in their cars already driving past it twice a day. I sincerely hope that the outcome of this consultation will be to find a way forward so that children can still be educated at Ampfield Primary School. With the LEA, the Federation of Ampfield and John Keble schools and the local community all being proud of the very valuable contribution this little school with a very big Christian heart makes for all its pupils.</p>	

31 Member of the public;	No	Closing the school with have a detrimental impact on the pupils attending the school.	
32 Ampfield resident ;Governor at Ampfield Church of England Primary School ;Former Chairman of Governors, Ampfield;	No	LEA - incompetent statistics; badly publicised meeting, little public consultation time, no marketing help given to keep school open, LEA will decide behind closed doors.	<p>On October 9th Hampshire Local Education Authority visited Ampfield School and delivered an ill prepared presentation about the process they were going to follow to close down Ampfield C of E Primary School.</p> <p>This team had given minimal notice, so the audience was small, the statistics they presented were derisory and would not have met the standards laid down by any self respecting statistician or the Market Research Society's exacting requirements. They failed to show that they had examined alternatives and every optimistic, constructive suggestion from the audience was dismissed with body language and answers that indicated they had come with a pre-ordained brief to close the school.</p> <p>They explained the very short process for consultation and said that the matter would be decided by one individual in the LEA and that that individual would not be available for face to face questioning by parents, staff, governors or other interested parties.</p> <p>Parents and staff explained the unique offers that this small school gives to children from as far away as Millbrook and the value of small classes, yet the LEA hit team were only interested in the catchment area of a few square miles between Hursley, Braishfield and Ampfield.</p> <p>In today's world the smaller classes offered by private schools is valued yet this team want to force the sensitive pupils of Ampfield with special needs into unsuitable, larger classes.</p> <p>The team said that one of the problems in schools was the lack of teachers. In their team there were two former teachers. Rather than trying to shut down Hampshire's 'uneconomic' schools they should be seconded to Ampfield for twelve months and help turn it around.</p>
32 (cntd.)			<p>In a lifetime of business, this was one of the most egregious, incompetent presentations that I have attended; it was an exercise in steamrollering.</p> <p>The LEA in their arrogance is judge, jury and executioner. Their attitude was disgraceful and disrespectful to all who work so hard at Ampfield School.</p>
33 Member of staff at Ampfield Church of England Primary School ;	Yes	Children are not getting the best education they deserve, staff are thinly spread and need is not being met.	
34 Local resident;	Yes	Whilst it would be great to keep a school like Ampfield open, the reality is that with the number of pupils, it just is not feasible. They are not getting the education that they deserve and would get in a bigger school. We should consider the needs of the children as our utmost priority.	I can understand the sentiment in keeping the school open, but as above it just is not feasible, or fair to the children

Appendix D – Comments received after the consultation ended

ID	Please indicate if you are Do you support	Please provide a reason for your answer to question 2.	Additional comments:
35 Parent/ carer of a child at Ampfield Church of England Primary School ;	No	<p>As a parent to a child in Ampfield, this is such a fantastic and special school run by incredibly talented and dedicated staff.</p> <p>An environment that's really helped the development of our children. Two of our sons with complex development delays have been supported through this school, with one currently in Ampfield infants.</p> <p>It provides an unique part of Hampshire's provision because it caters for children that wouldn't fit in to the larger class sizes, and helping those that that really benefit from the multi-age group classes. The incredible teachers are able to meet each child's needs where they are at in their development.</p> <p>It is a particularly important resource for children with special educational needs,</p> <p>1. Ampfield's multi-age classes are able to meet the needs of these pupils prior to getting an EHCP. It seems to takes years to get an EHCP, and there can also be a long delay working out why a child is not coping in a more normal class. Ampfield provide that space to work out what the need is before the EHCP.</p> <p>2. It is ideal for children that would otherwise need to be in specialist provision. It provides a place where their needs can be met, through the multi-year classes.</p> <p>By meeting the needs in this caring and small environment, they can access the work, develop at the pace they are capable of and be happy. The alternative of a child unable to cope in a more conventional setting would result in negative behaviours.</p>	Specialist schools are provided with extra support and funding. Ampfield (in particular infants) should be recognised as the specialist provision that it is, and given the support needed to thrive in that role. So that it can continue to support other local families that are on a similar journey to ours.
35 (cntd.)		<p>The alternative to Ampfield in our case would likely be specialist provision. However, we are being told there is no availability. It is difficult to see that special provision schools can be provided at remote locations, naturally these need to be local, to avoid sending SEN children that struggle (for example with toileting) long commuting distances.</p> <p>Our son in infants has received such fantastic teaching from an incredible teacher and assistant, that have really helped him to thrive there.</p>	
36 Ampfield resident ;	Yes	This is a very very small school and for my child who is due to start school is September this is not an appropriate school for her development and learning in primary education. This is our only school within catchment area and is not a fair school for learning and teaching on all levels based on the levels of schools that art near by, Cupernham, Hiltingbury & John Keble	

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)

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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”.**

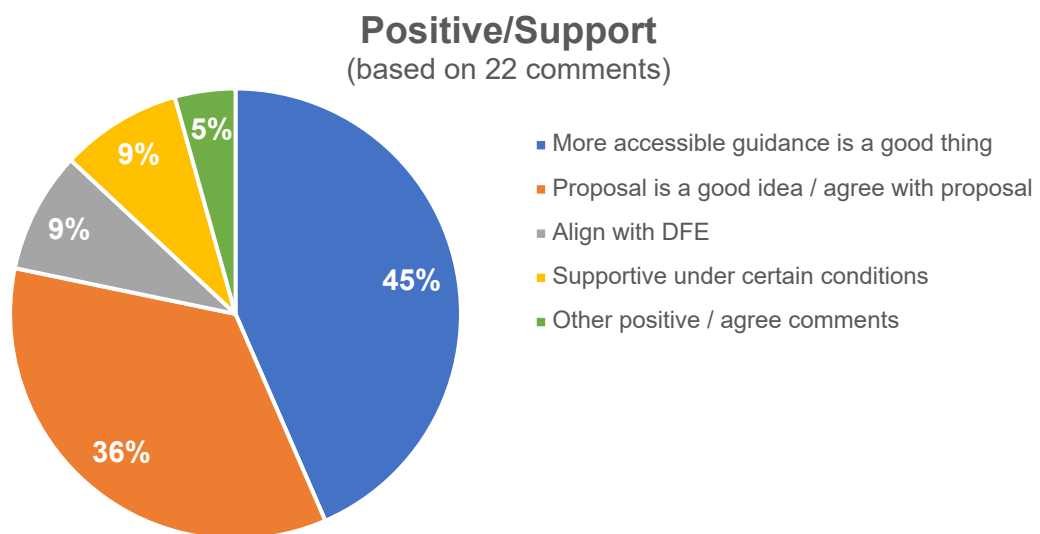
97. Respondents were asked to provide any feedback that they had on the changes to the Policy. Respondents were generally positive about making the

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.

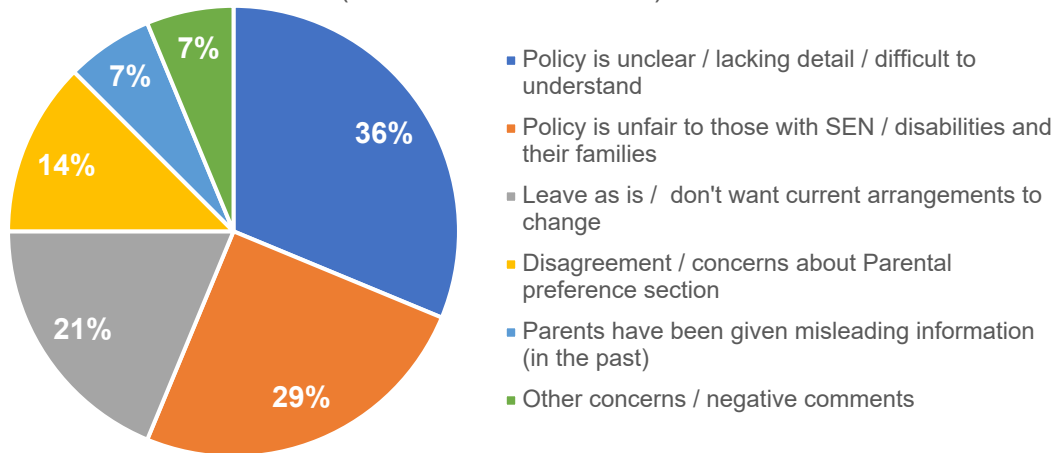
98. 70 comments were provided in response to Proposal 5 and have been tagged as 'positive', 'negative', or 'other'. Comments often include multiple topics, and therefore may fall under more than one category (for example, a mix of positive and negative comments):

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

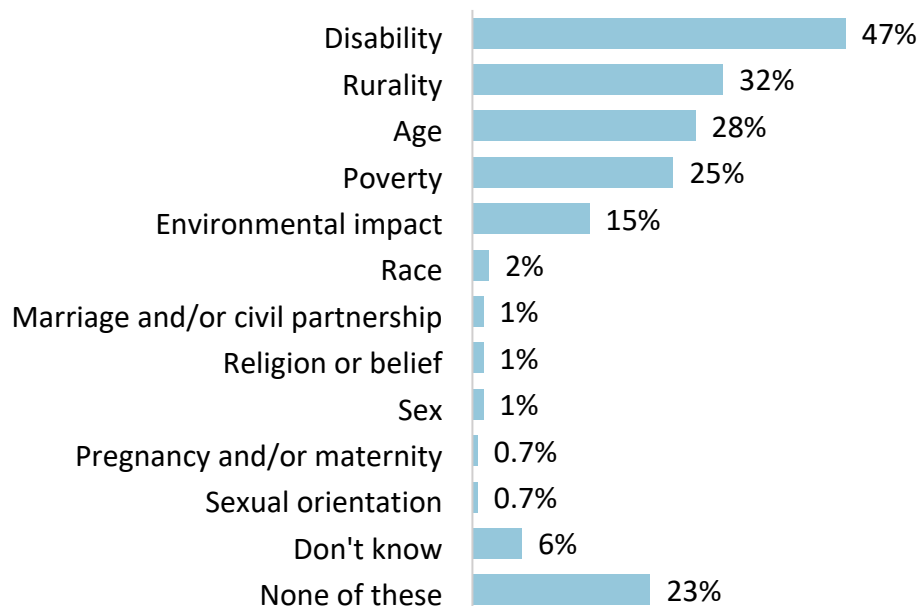
- Impact on children with SEN/additional needs

- 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

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: 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 2023².
- 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.

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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/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 \(hants.gov.uk\)](#)

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/non 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 persentage 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 compared to any other county? £1800 a year is too much for most parents when we can only choose a college that meets a SEND child's 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 having 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 subsidise 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 go 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 minibuss 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 were 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 the 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 completing 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.

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School Transport Policy 2023 consultation

Summary of headline findings

Insight contact	Nikki Lloyd, Dave Foley, Katharine Hughes
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Reference	IEU200

Page 291

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

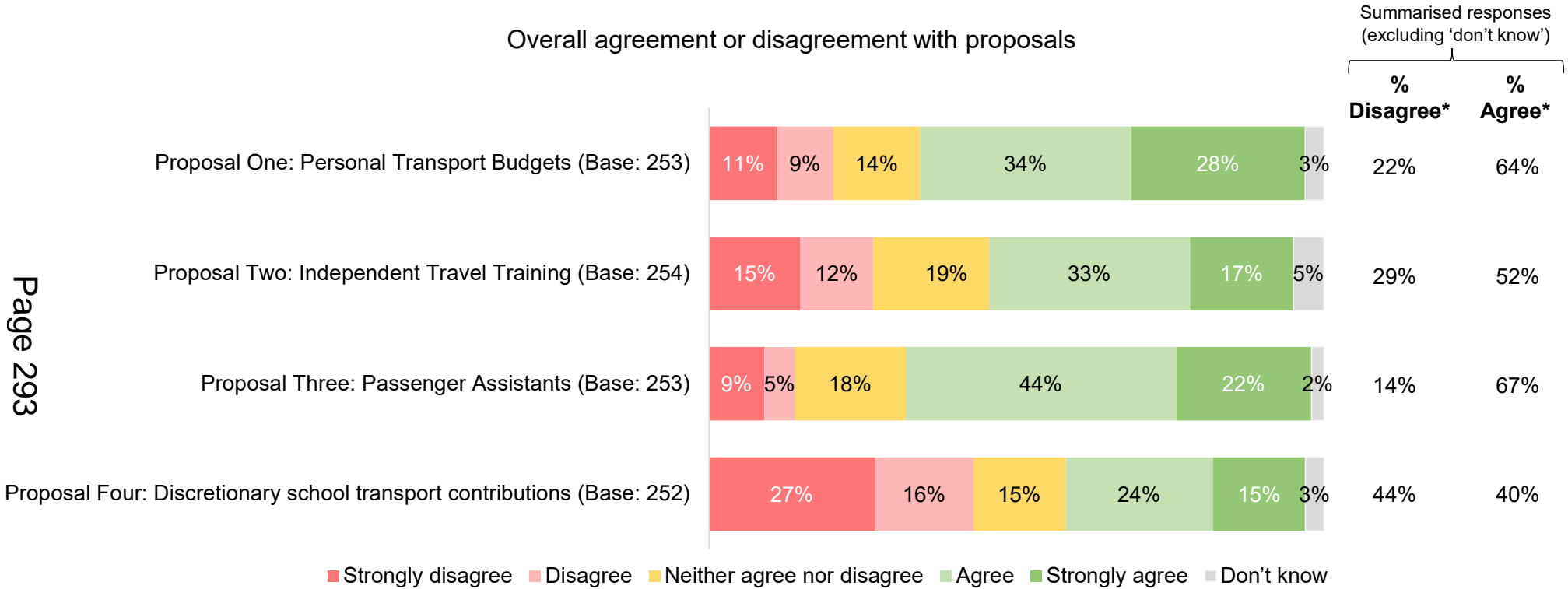
A consultation was held between 30 October and 6 December 2023 to understand the views and feedback from parents, children and young people who may be affected by these proposals, as well as any other Hampshire residents or stakeholders with an interest. 265 responses were received in total (262 via 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



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.

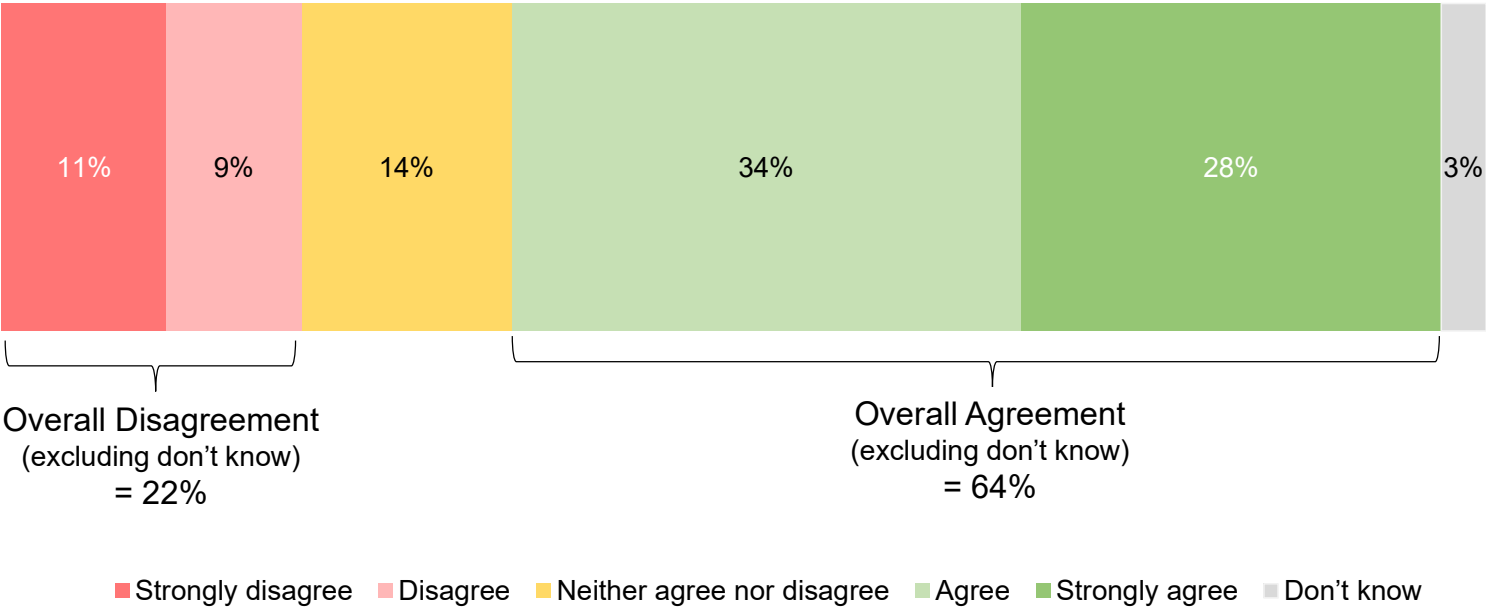
Overall impacts

- 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

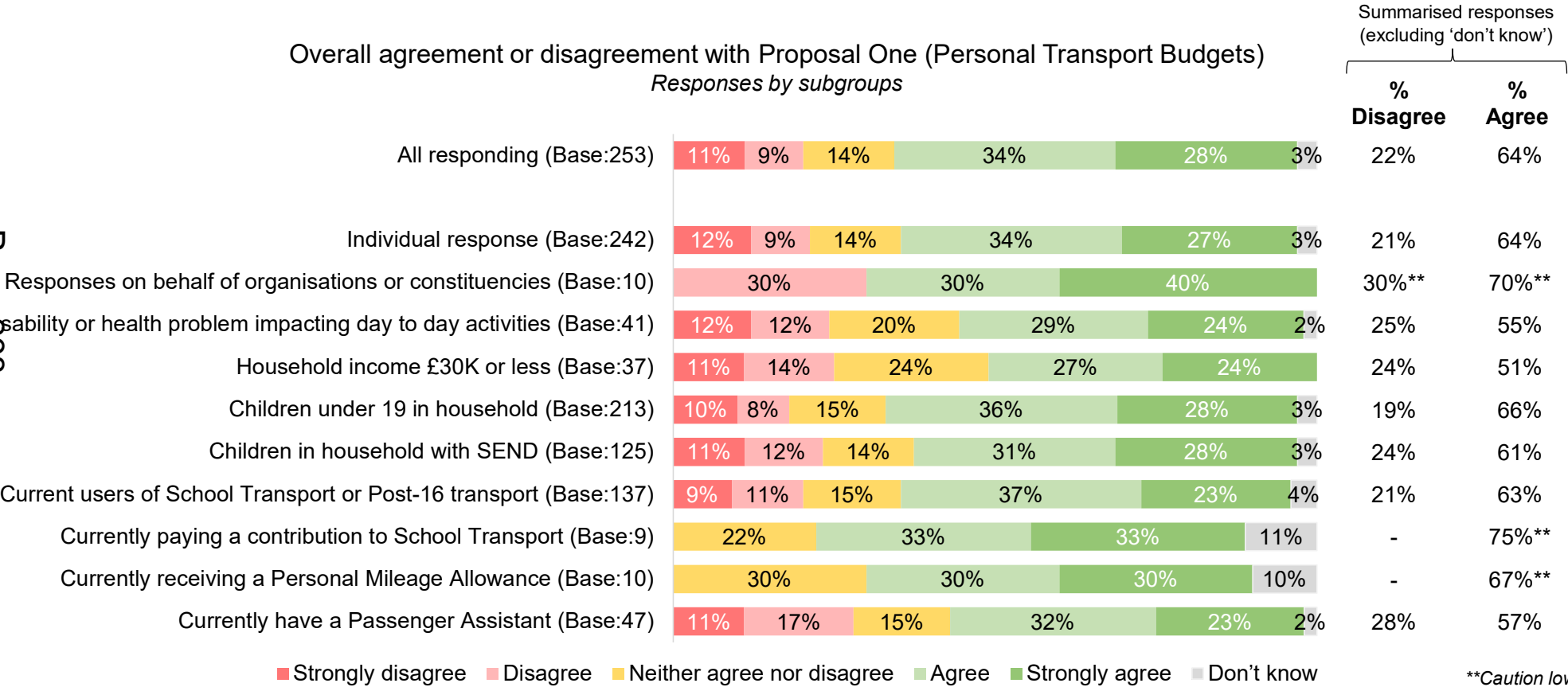
Agreement with Proposal One: Almost two-thirds (64%) of respondents who expressed an opinion agreed with the proposal for Personal Transport Budgets (PTB) to be available to families where a child or young person’s needs or circumstances mean that suitable transport is difficult to find, or not available 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.

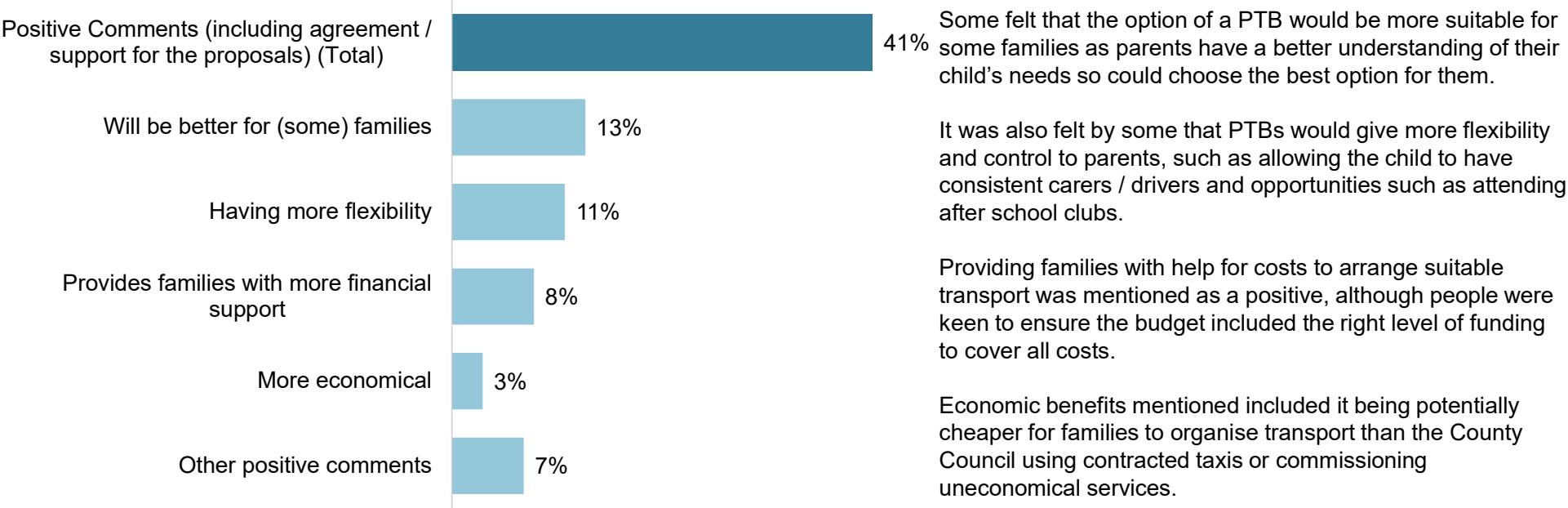
Page 98



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)

Page 299



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

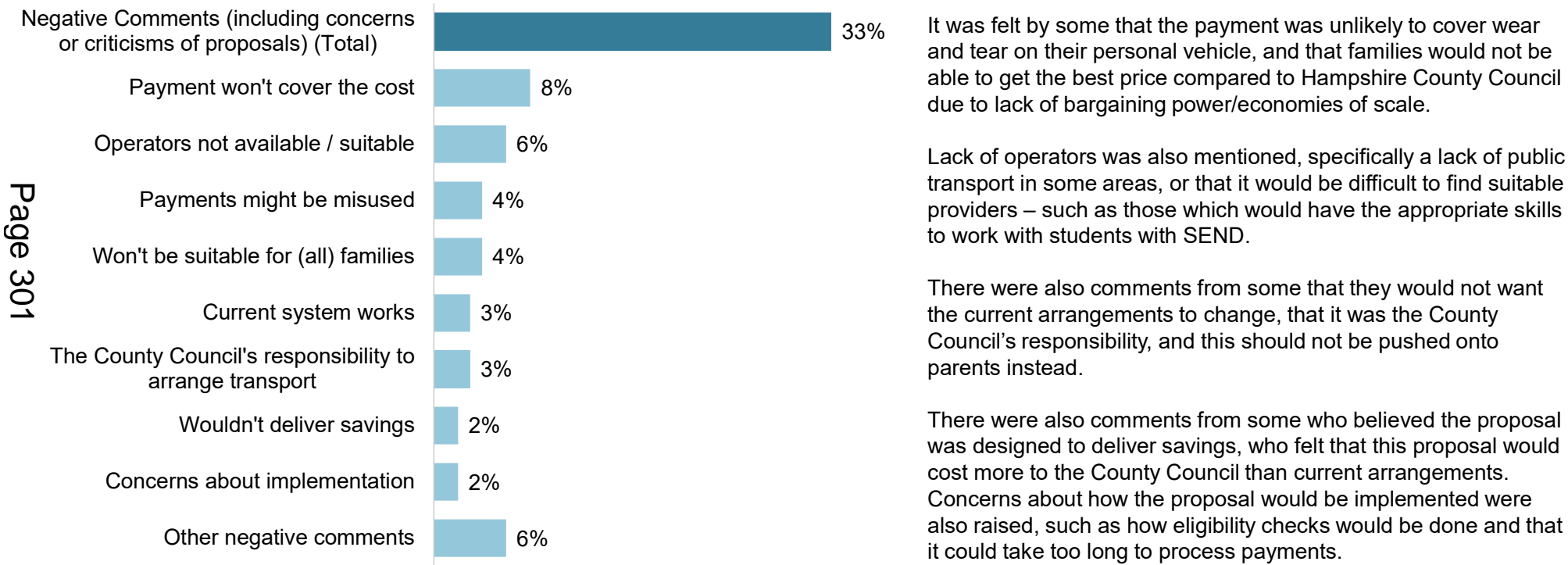
HK0 0

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)

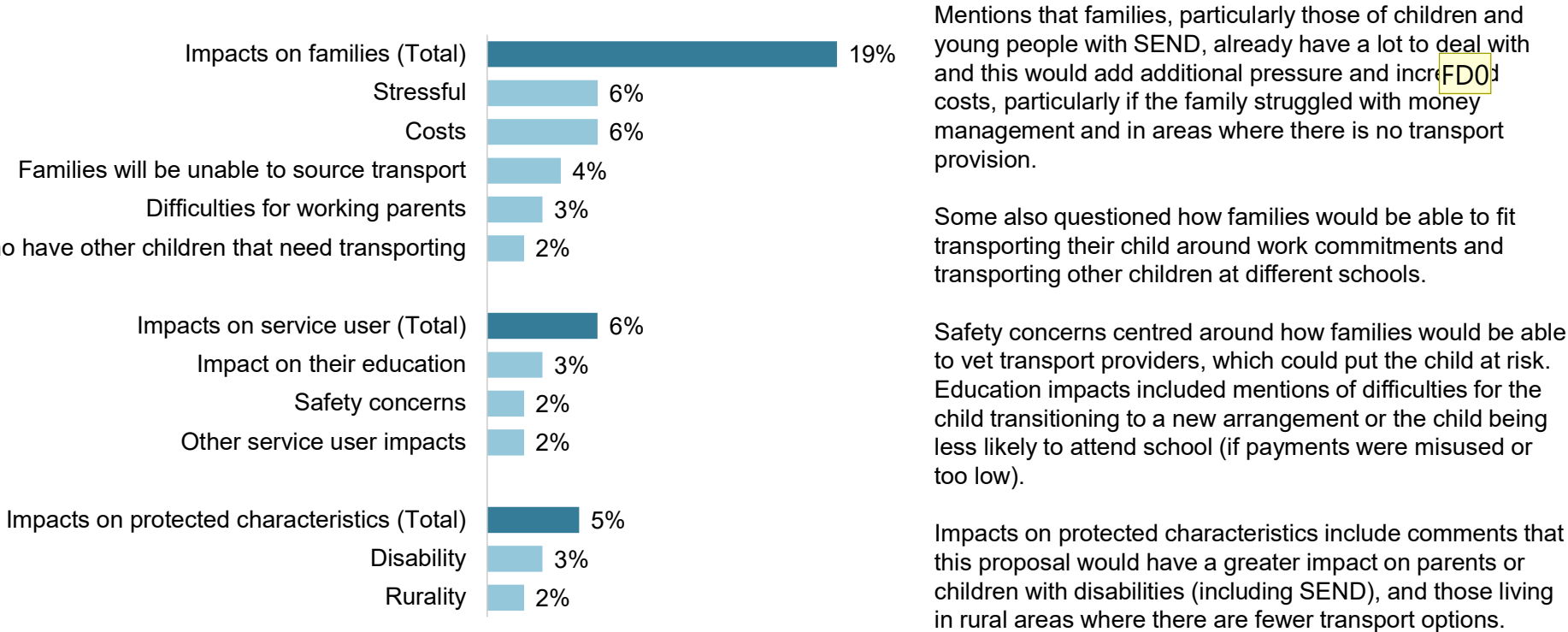


All comments have been read, analysed and provided to the School Transport Service.

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)

Page 302



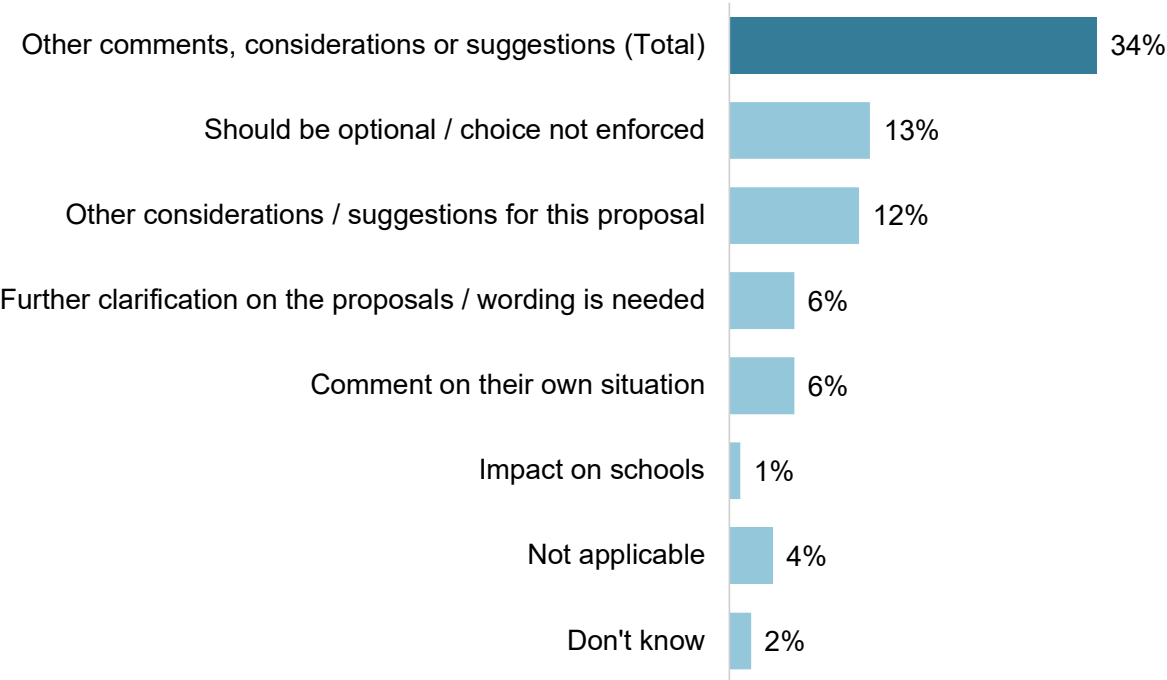
All comments have been read, analysed and provided to the School Transport Service.

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.

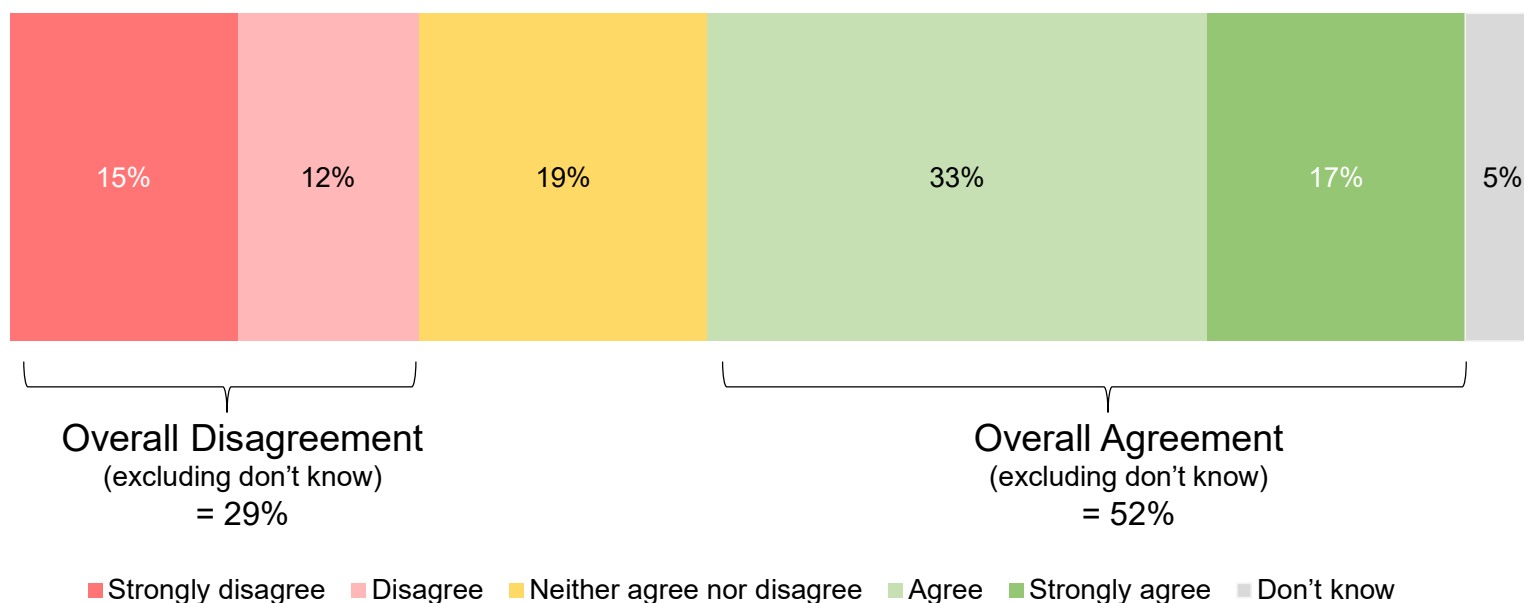
Requests for further clarification included: more on the difference between PTB and Personal Mileage Allowance (PMA), more detail on how it would save money, how would 'suitable' be defined, what are the reasons why the County Council would not be able to find transport, how would this proposal improve 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.

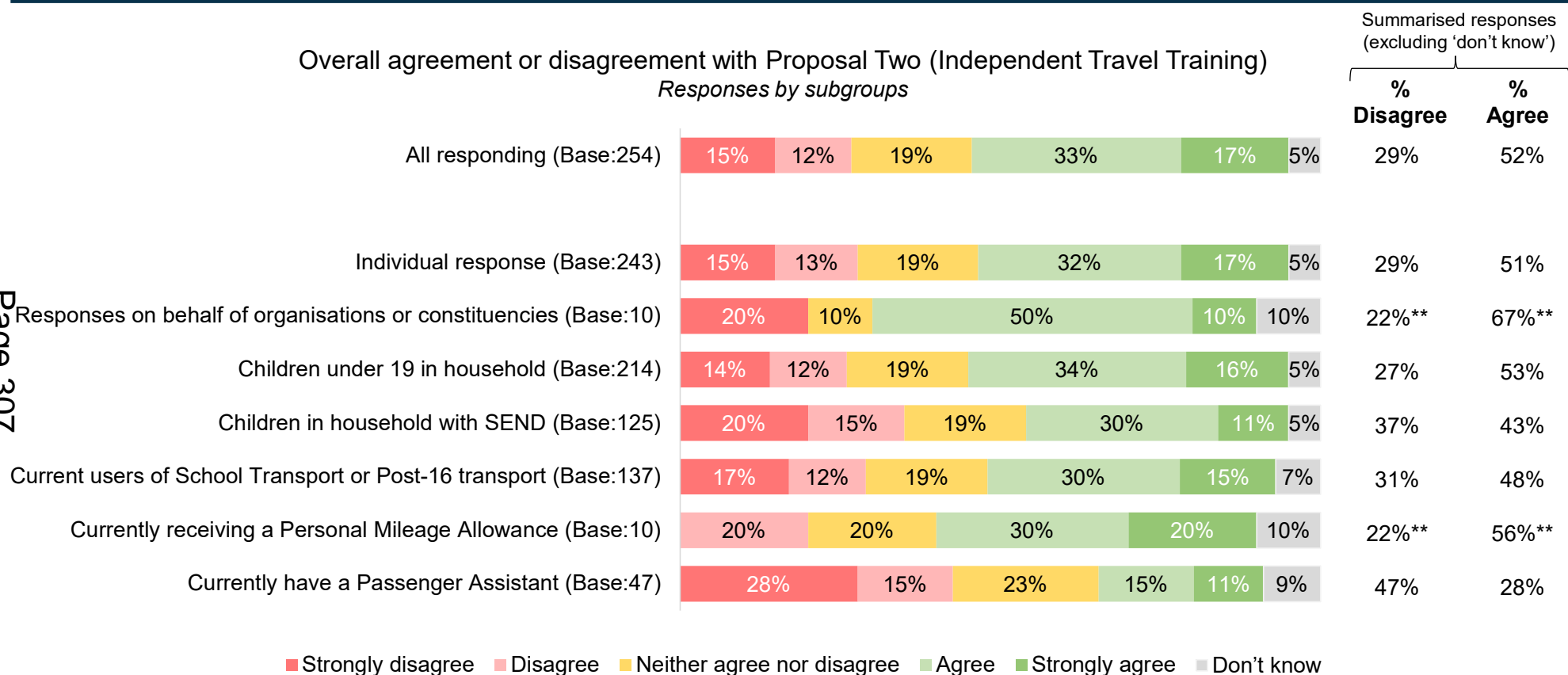
Overall agreement or disagreement with Proposal Two (Independent Travel Training)
All responding (Base: 254)



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.

Page 307

Overall agreement or disagreement with Proposal Two (Independent Travel Training)
Responses by subgroups

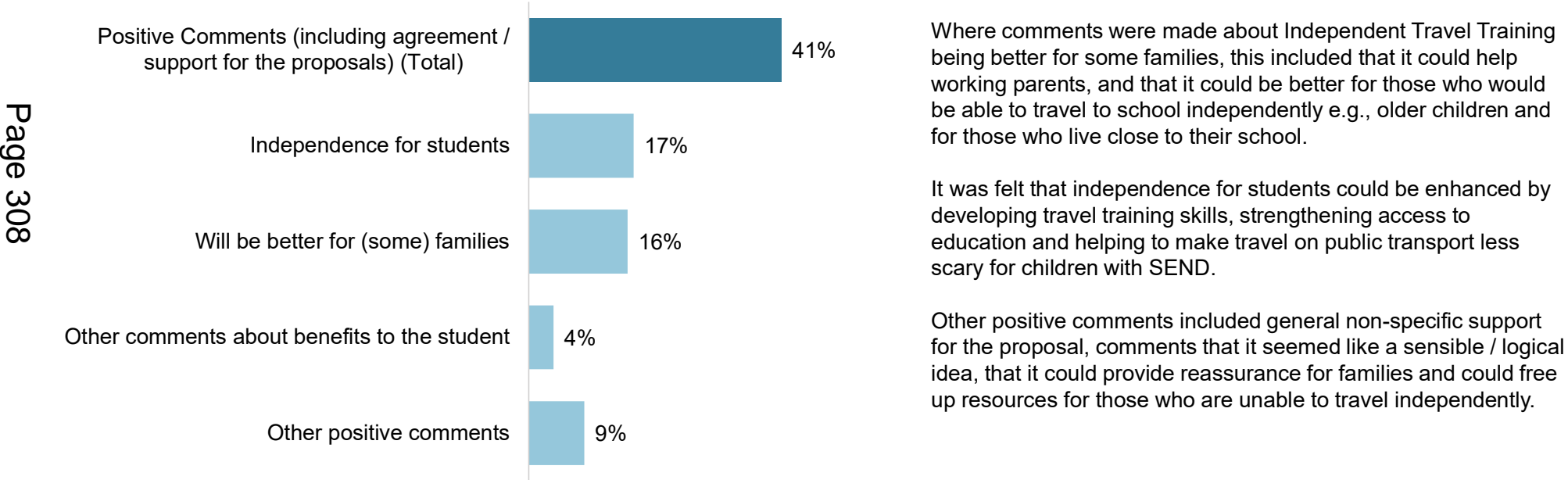


**Caution low base size

* 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.

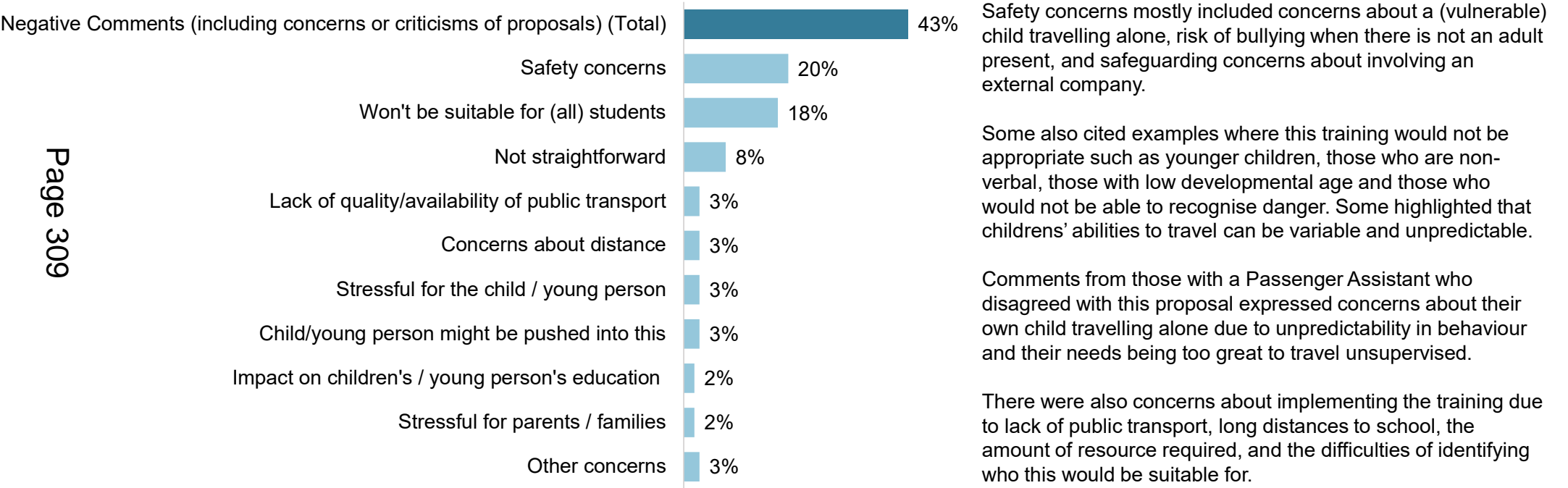
Reason(s) for answer to Proposal Two (Independent Travel Training)
(Quantified verbatim - multi-code, Base: 120)



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.

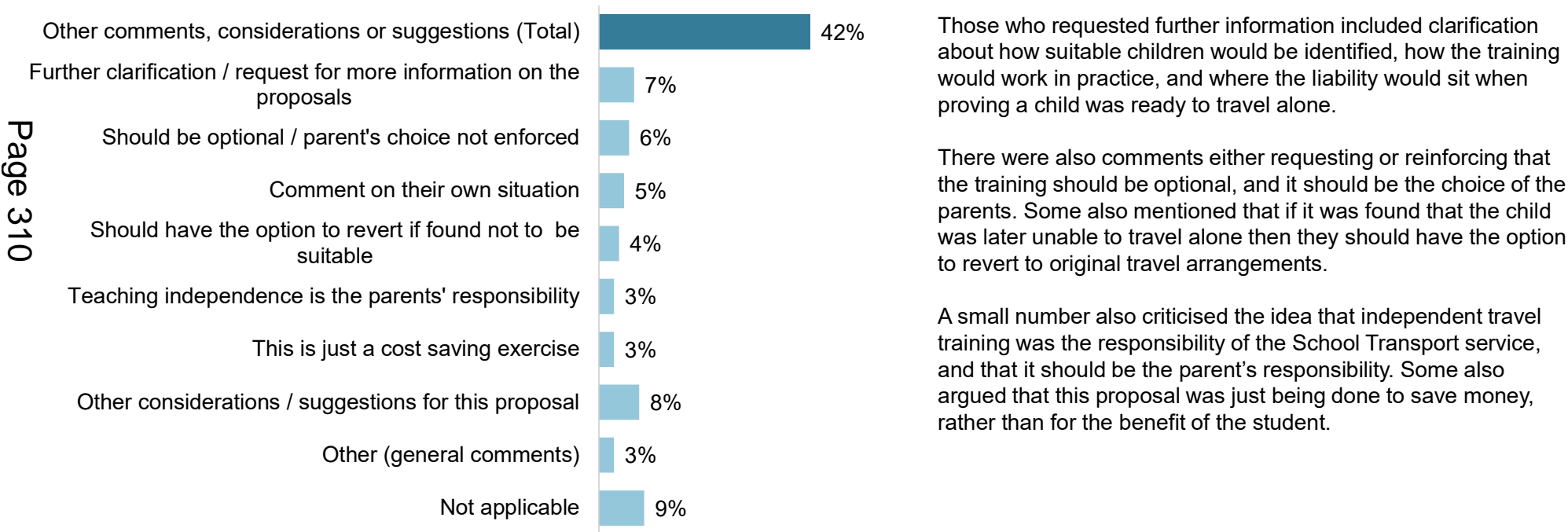
Reason(s) for answer to Proposal Two (Independent Travel Training)
(Quantified verbatim - multi-code, Base: 120)



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)

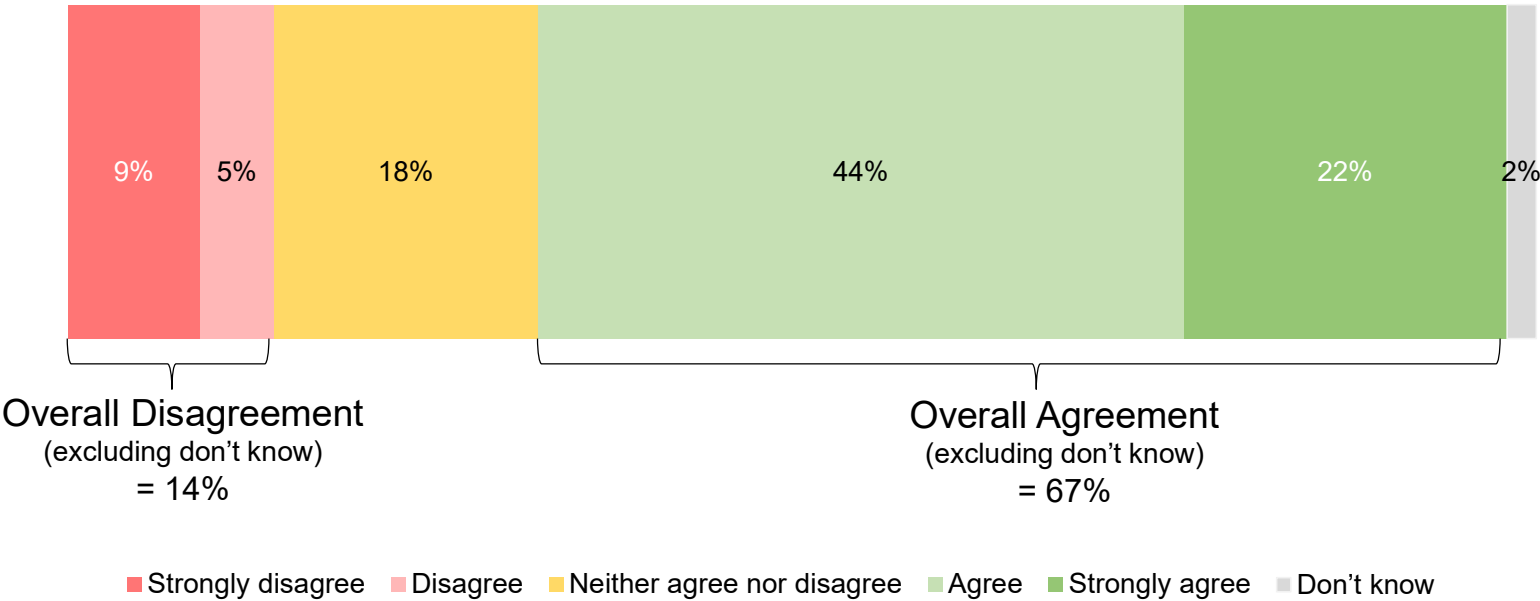


All comments have been read, analysed and provided to the School Transport Service.

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.

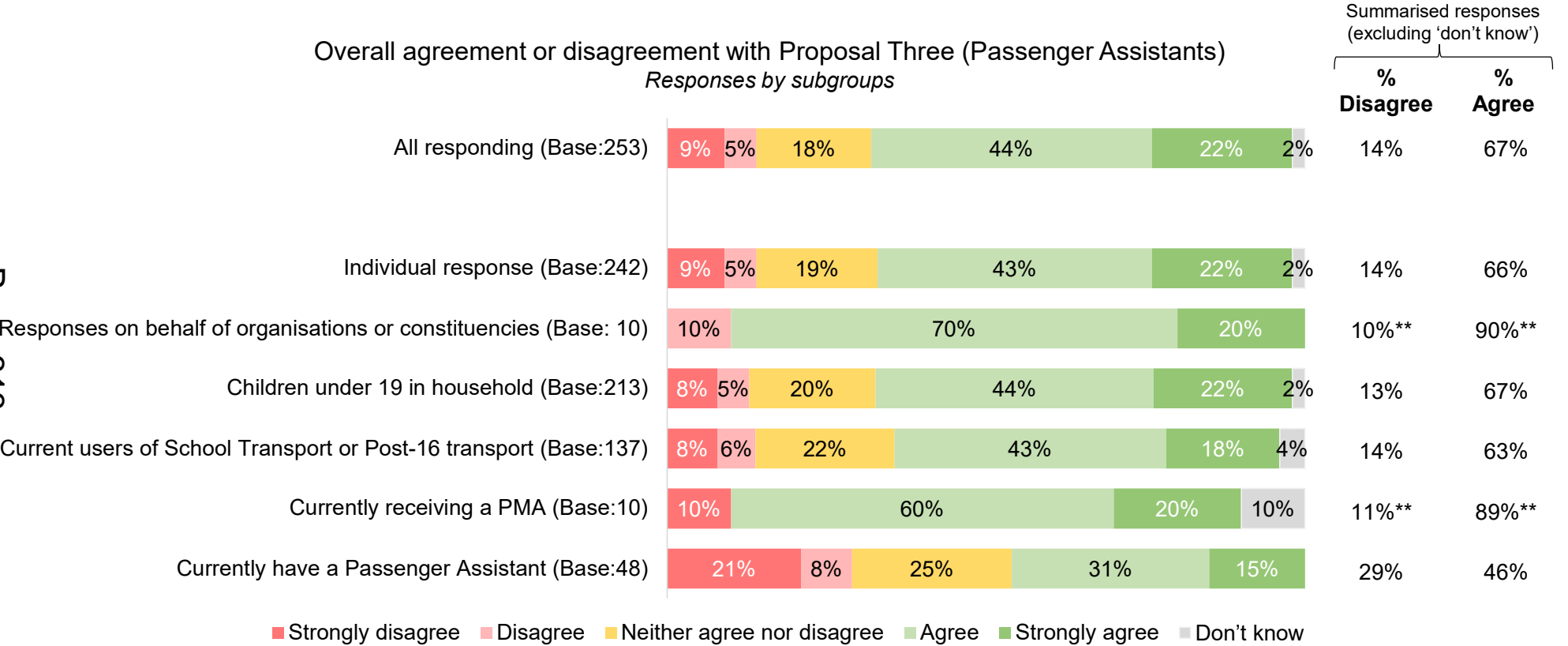
Overall agreement or disagreement with Proposal Three (Passenger Assistants)
All responding (Base:253)



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.

FD0

Page 313



**Caution low base size

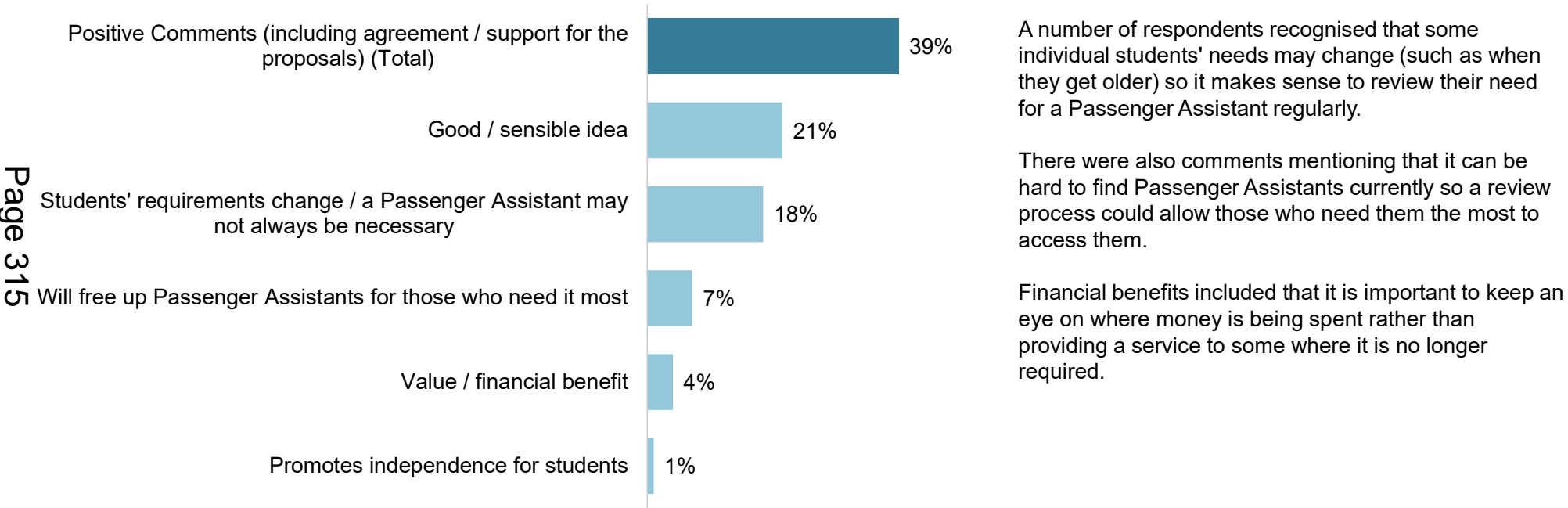
FD0

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.

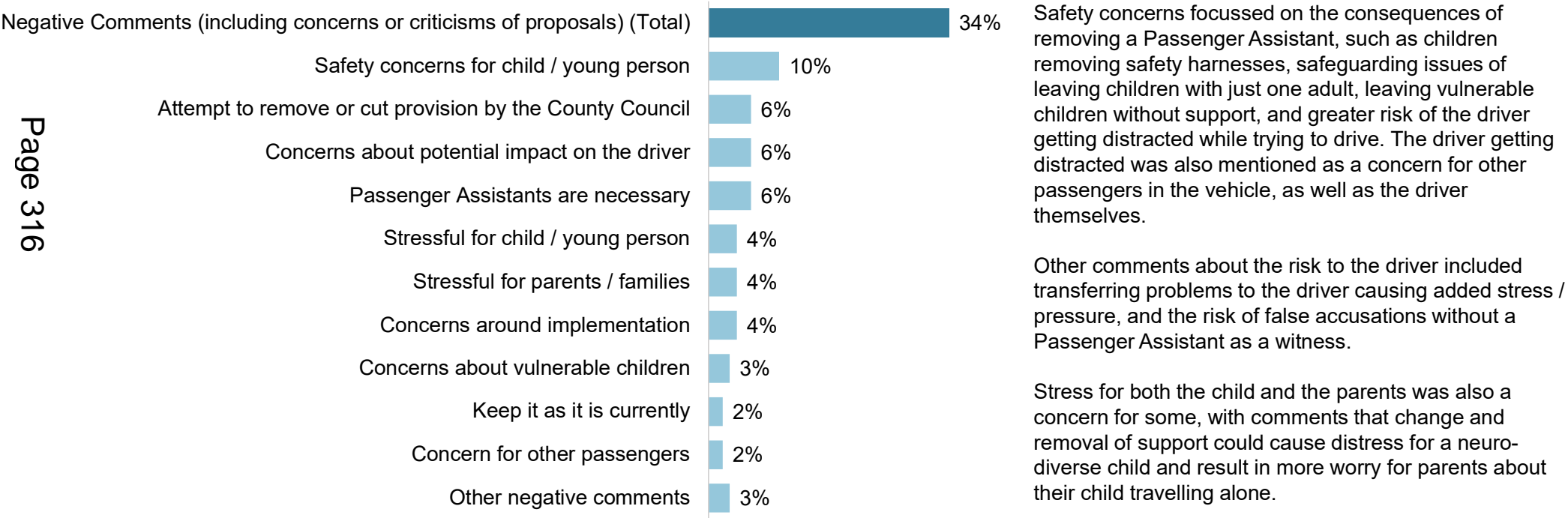
Reason(s) for answer to Proposal Three (Passenger Assistants)
(Quantified verbatim - multi-code, Base: 102)



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.

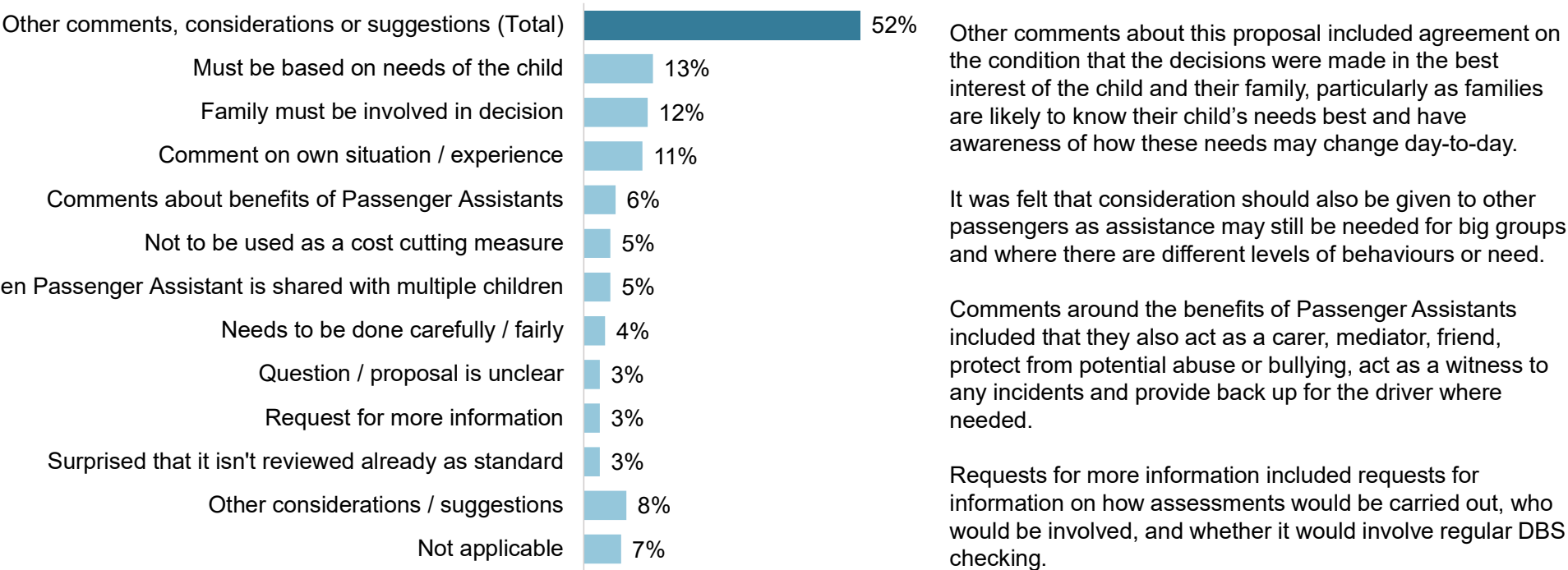
Reason(s) for answer to Proposal Three (Passenger Assistants)
(Quantified verbatim - multi-code, Base: 102)



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)

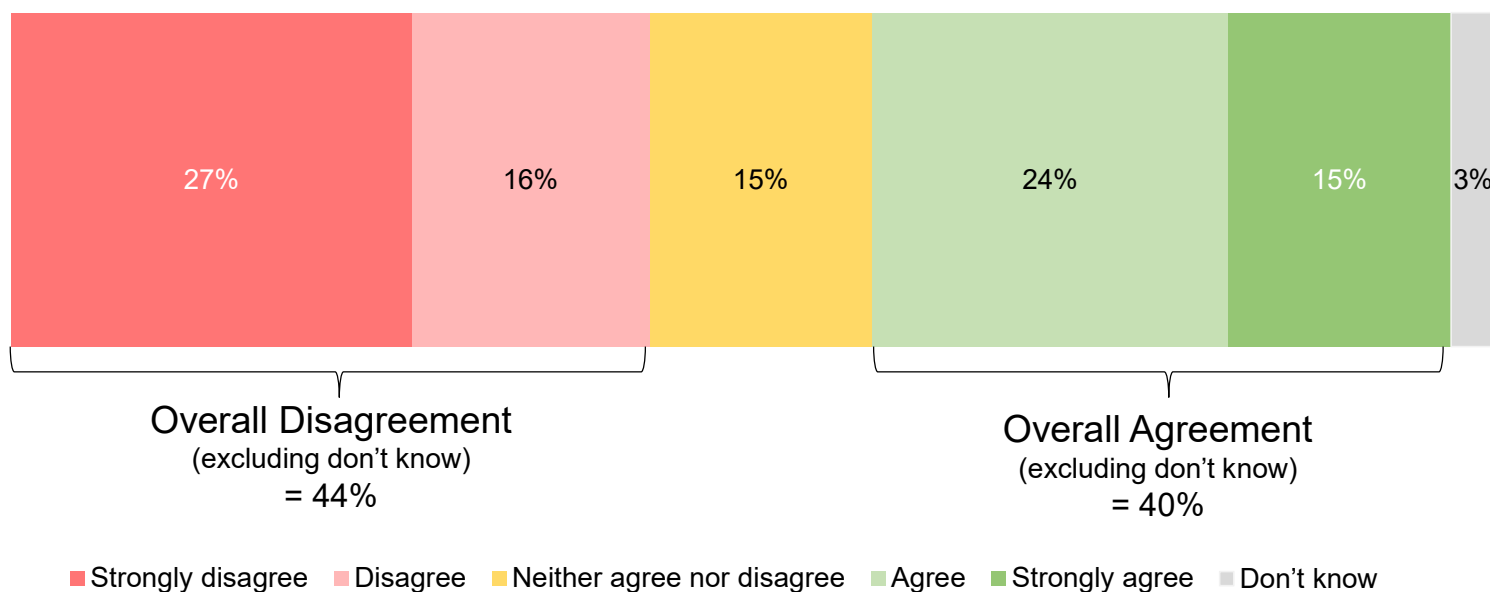


All comments have been read, analysed and provided to the School Transport Service.

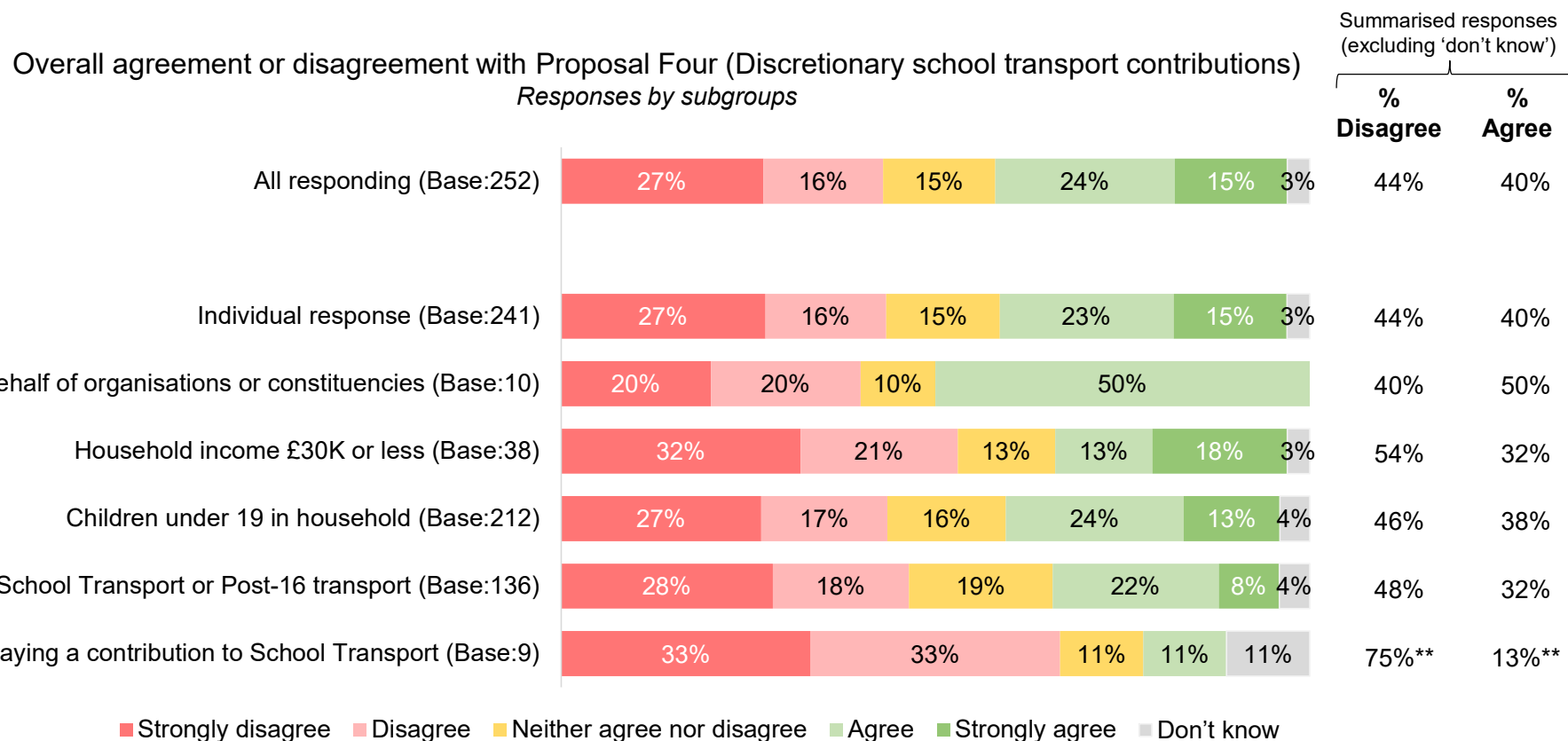
Proposal Four: Where parents are required to make a financial contribution towards discretionary school transport arrangements, to increase this contribution in line with inflation (Consumer Price Index (CPI)) from September 2024, with inflation-linked increases also being applied in future years

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)



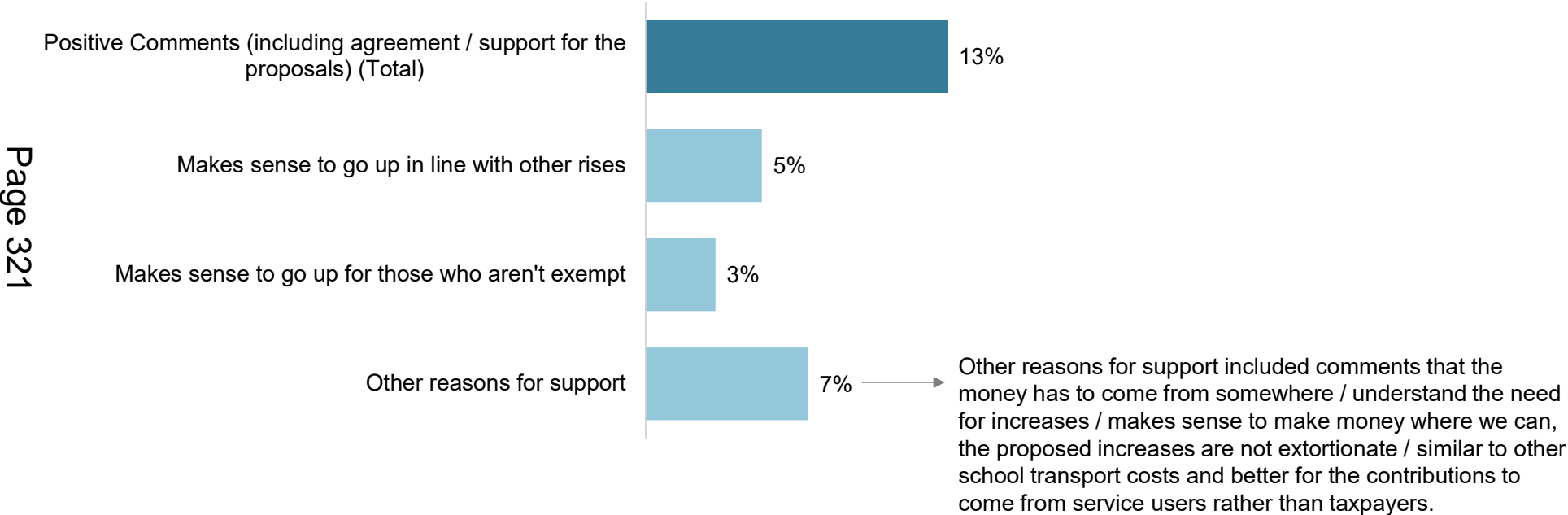
Agreement with Proposal Four (Discretionary school transport contributions): Current users of School or Post-16 Transport were slightly less likely to agree with this proposal (32% versus 40% overall). Those currently paying a contribution to School Transport had the lowest level of agreement (13%). However, the base size for this group was very low.



**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.

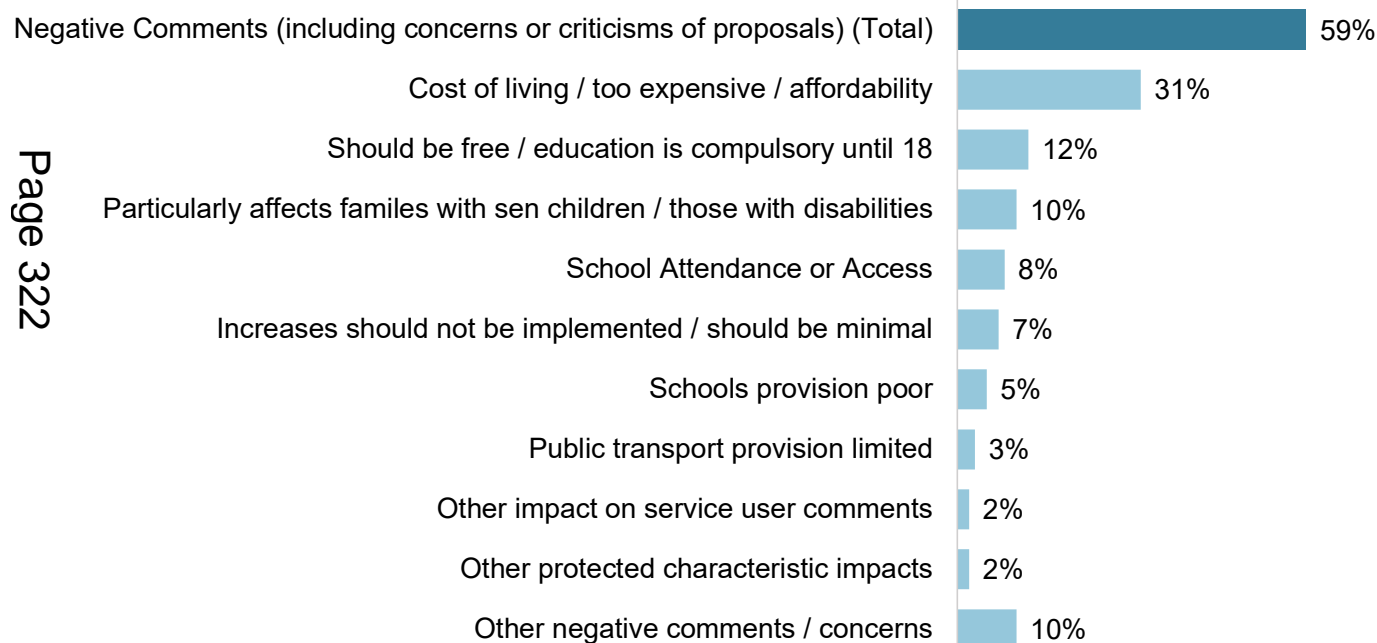
Reason(s) for answers to Proposal Four (Discretionary school transport contributions)
(Quantified verbatim - multi-code, Base: 86)



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)



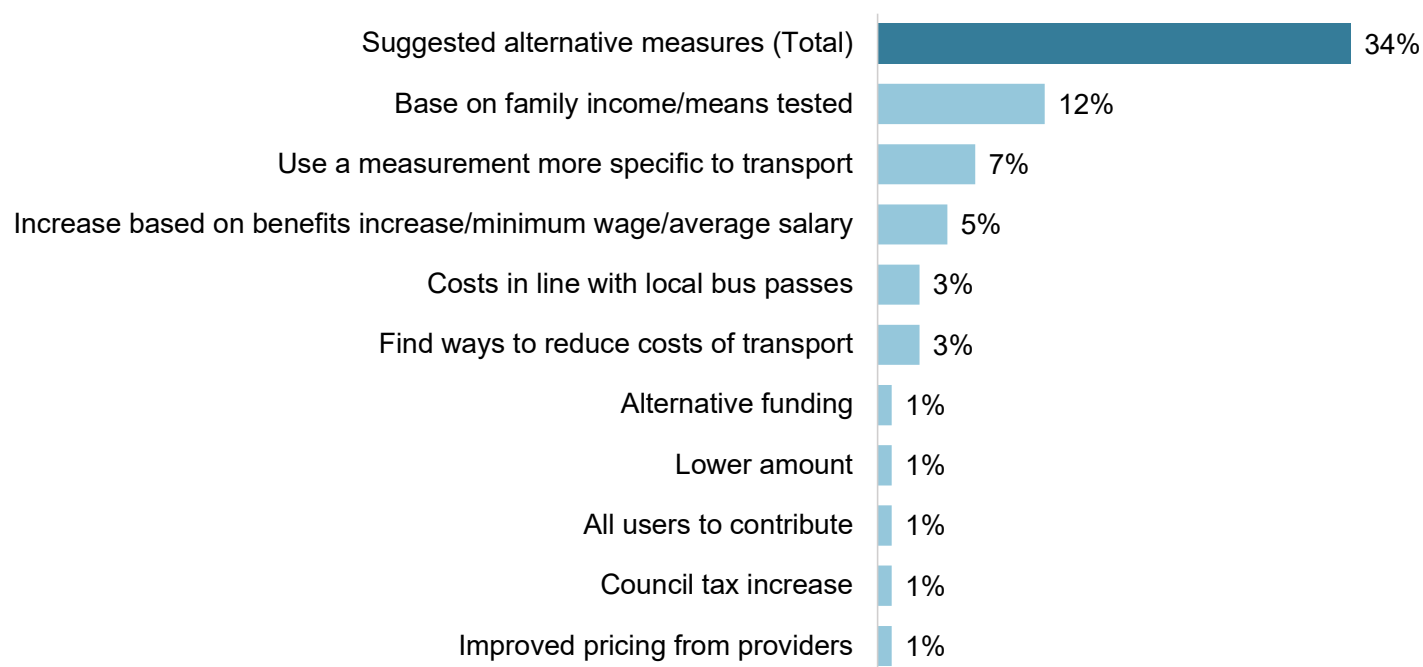
Comments included mentions that families were already struggling with the cost of living as it is and that the increases could mean transport was no longer affordable for families. Some mentioned this could result in reduced attendance at school / access to education, particularly as there was a lack 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.

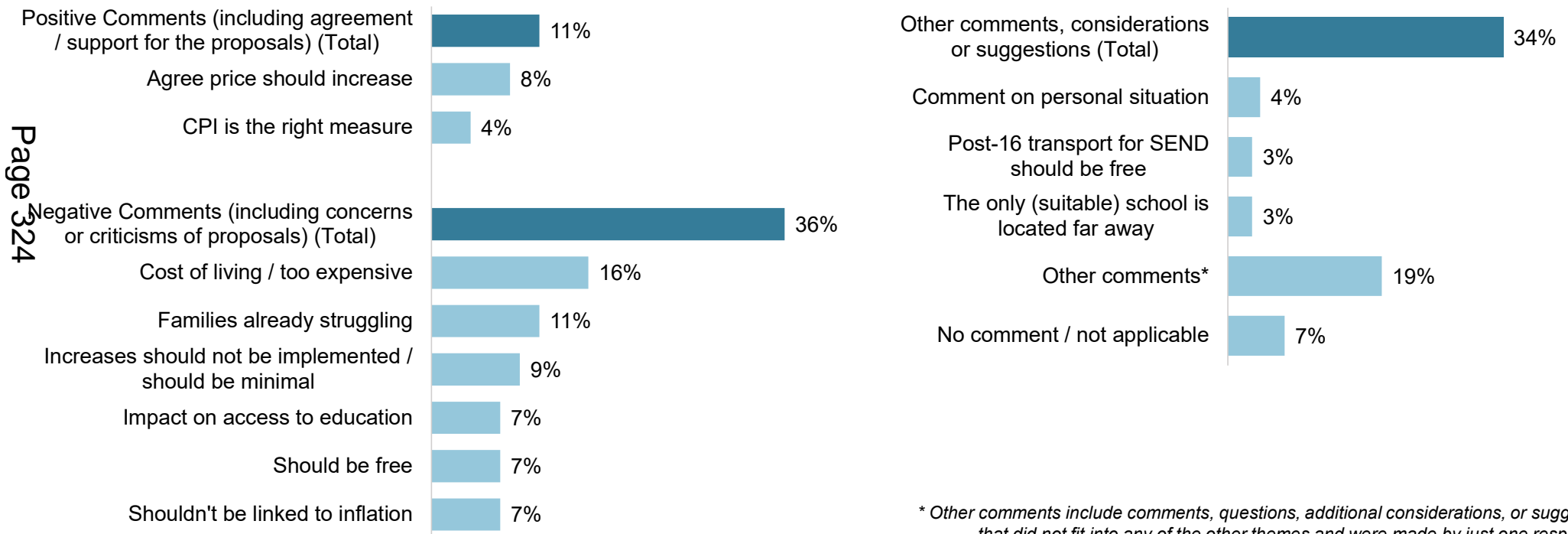
Suggested alternative measures to calculate any increases for discretionary school transport contributions
(Quantified verbatim - multi-code, Base: 74)



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.

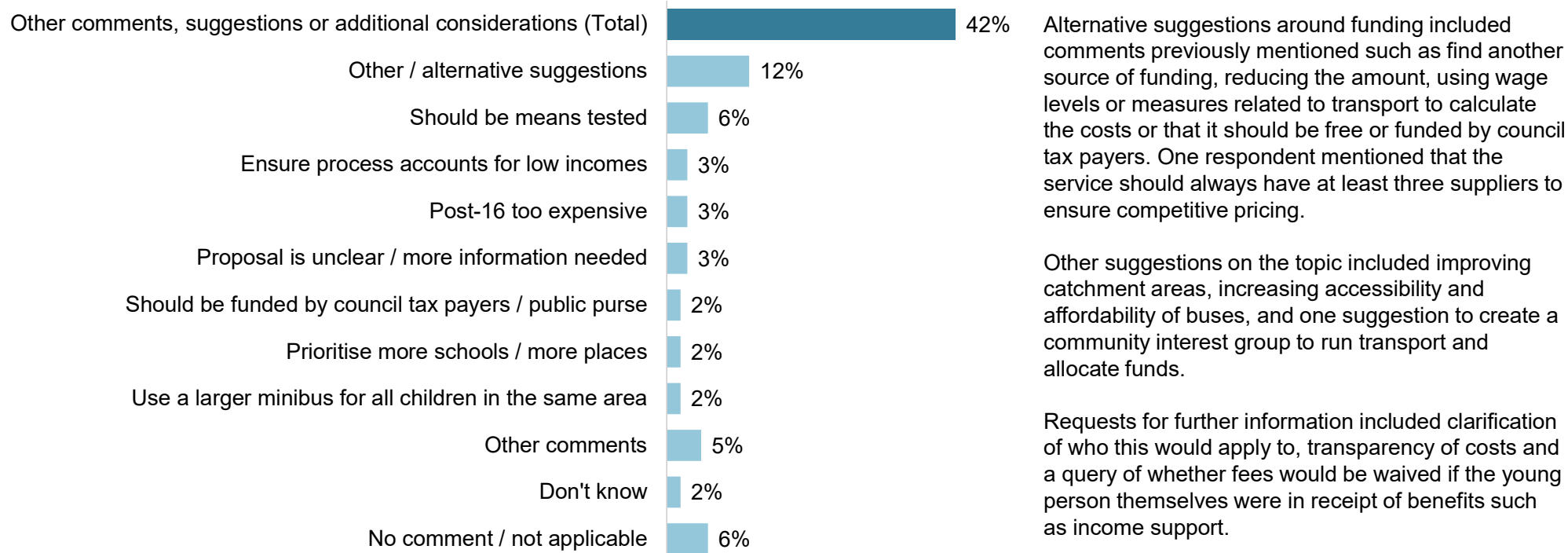
Suggested alternative measures to calculate any increases for discretionary school transport contributions – other feedback
(Quantified verbatim - multi-code, Base: 74)



* 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)

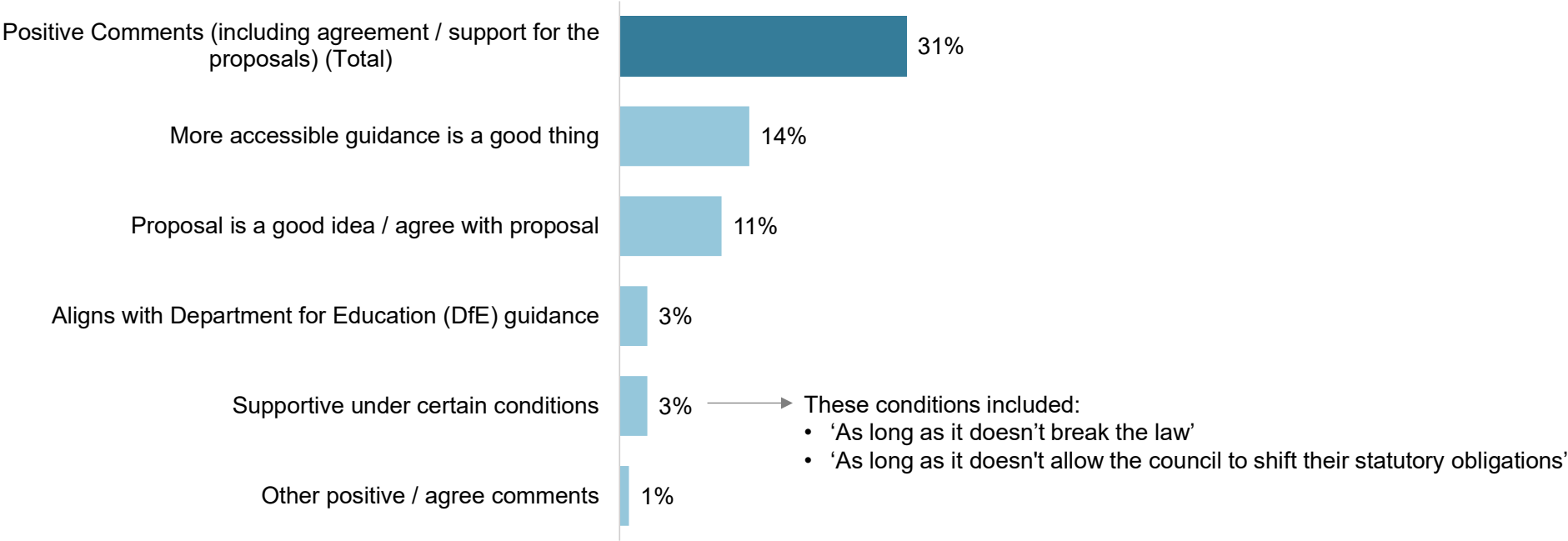


All comments have been read, analysed and provided to the School Transport Service.

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.

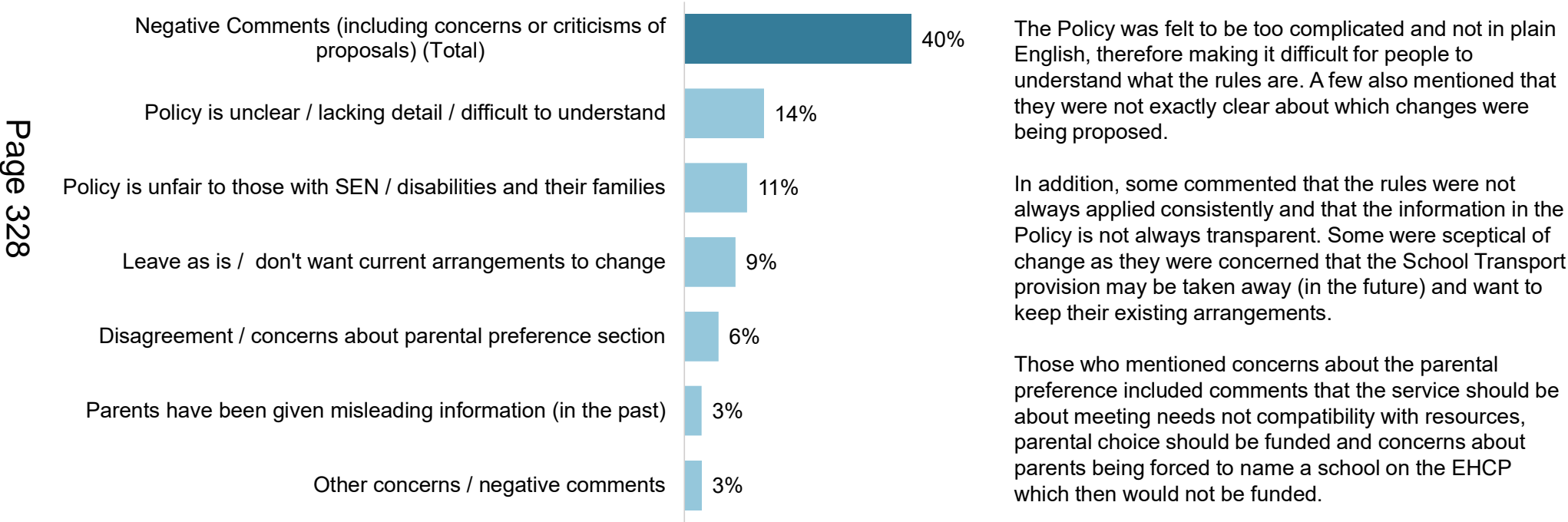
Reason(s) for answers to Proposal Five (Updating the School Transport Policy)
(Quantified verbatim - multi-code, Base: 70)



All comments have been read, analysed and provided to the School Transport Service.

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.

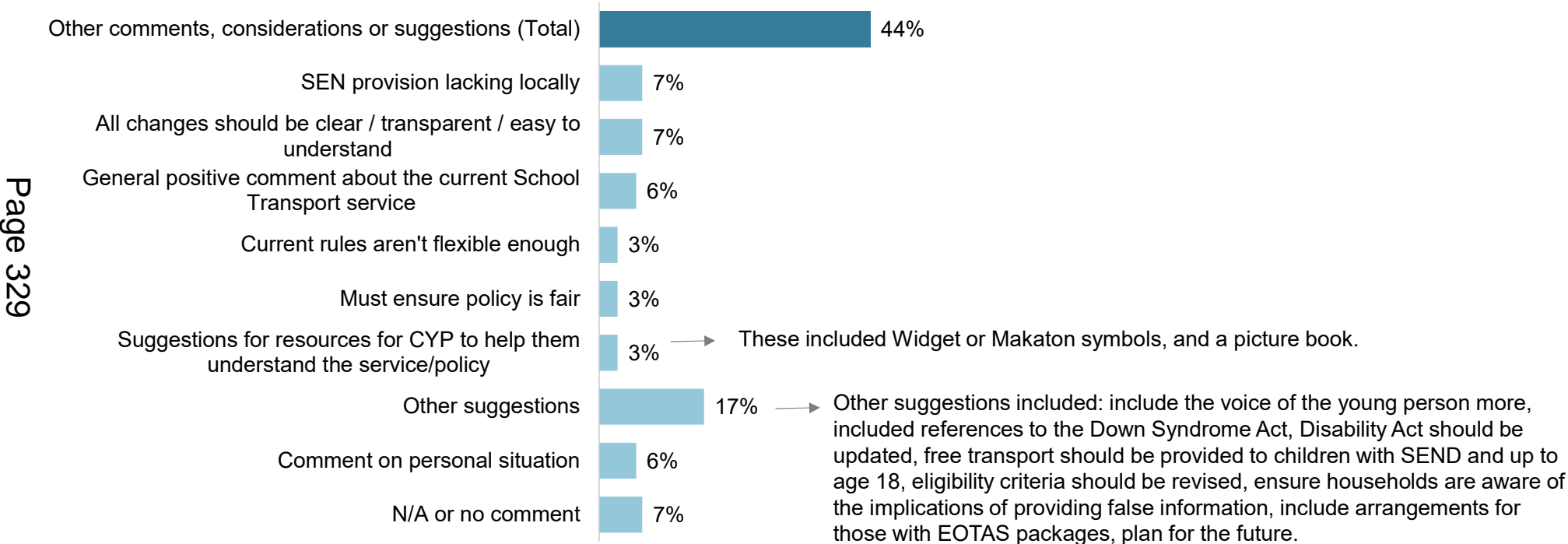
Feedback on Proposal Five (Updating the School Transport Policy)
(Quantified verbatim - multi-code, Base: 70)



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)



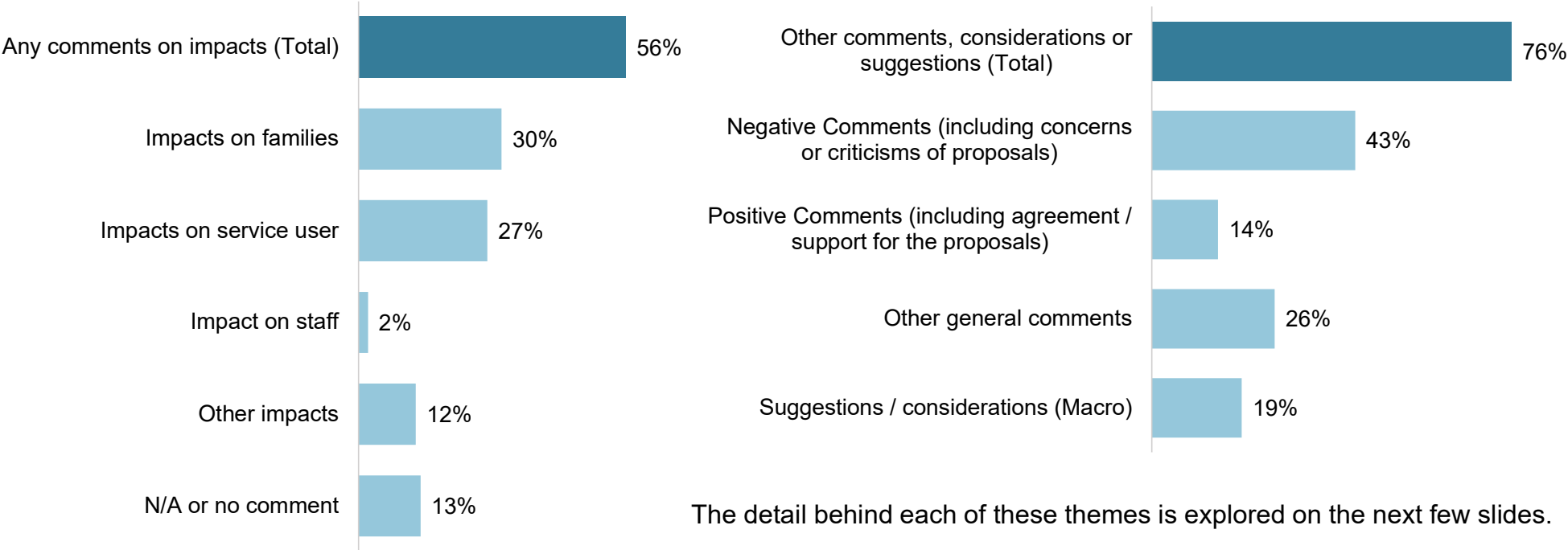
All comments have been read, analysed and provided to the School Transport Service.

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)

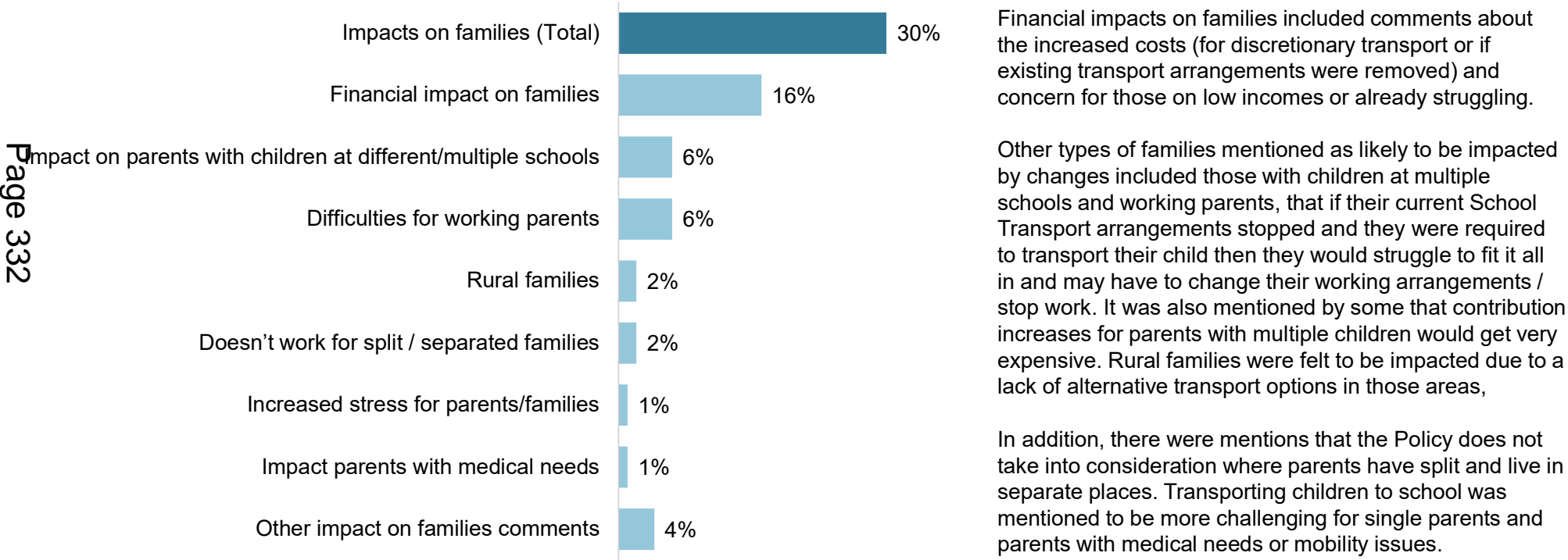
Page 331



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.

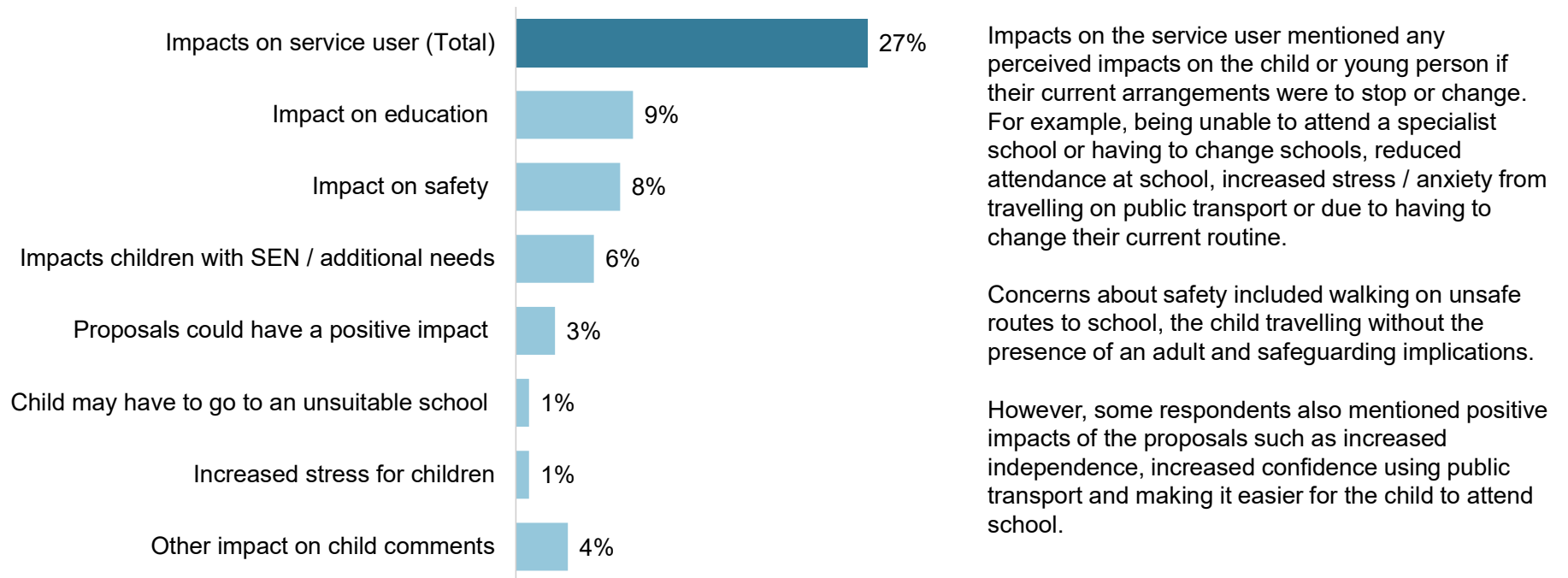
Perceived impacts the Policy for School Transport provisions in Hampshire may have
(Quantified verbatim - multi-code, Base: 142)



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.

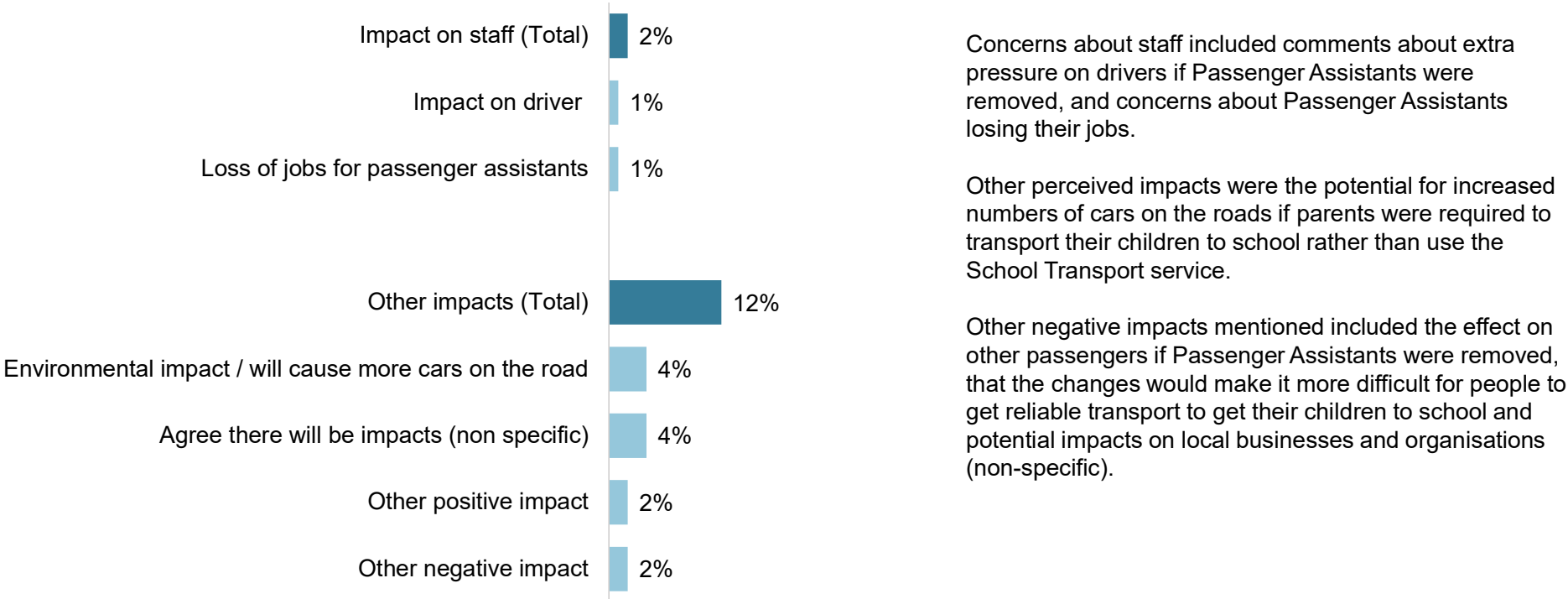
Perceived impacts the Policy for School Transport provisions in Hampshire may have
(Quantified verbatim - multi-code, Base: 142)



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.

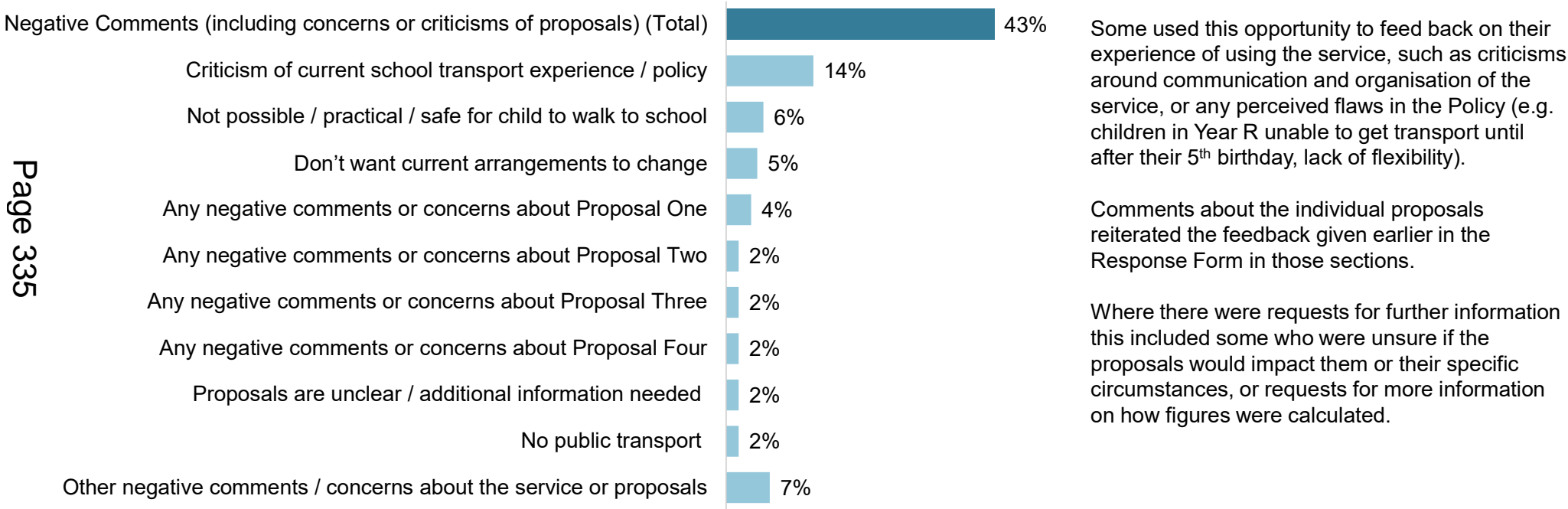
Perceived impacts the Policy for School Transport provisions in Hampshire may have
(Quantified verbatim - multi-code, Base: 142)



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.

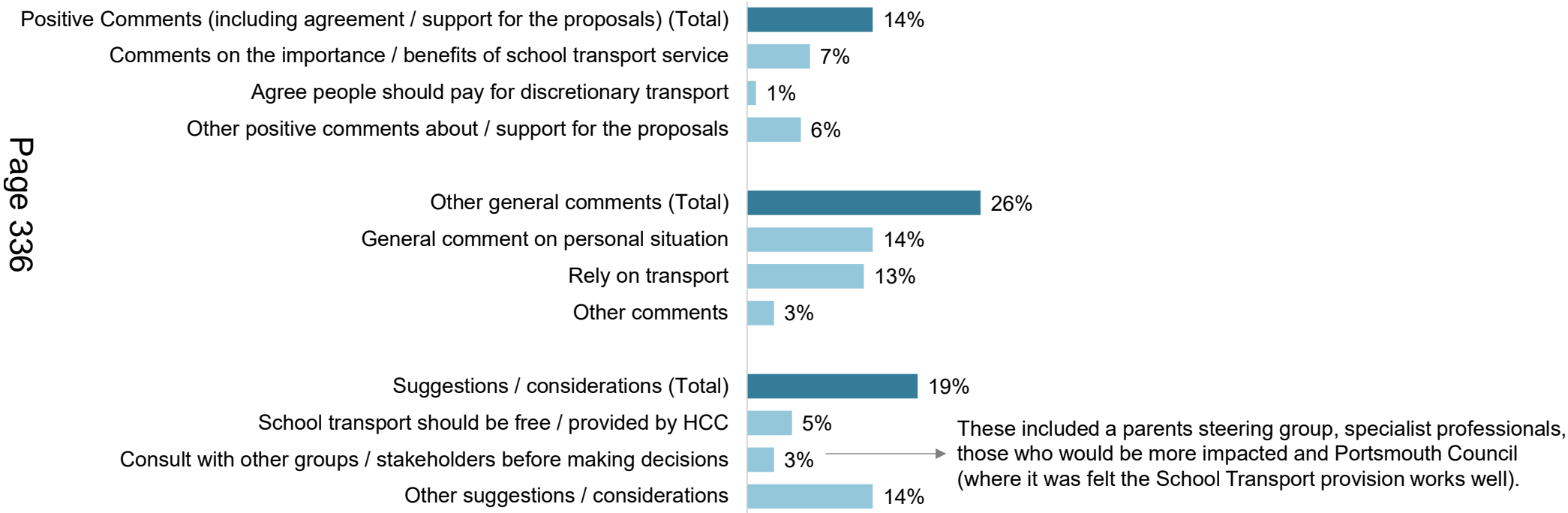
Perceived impacts the Policy for School Transport provisions in Hampshire may have – other comments
(Quantified verbatim - multi-code, Base: 142)



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.

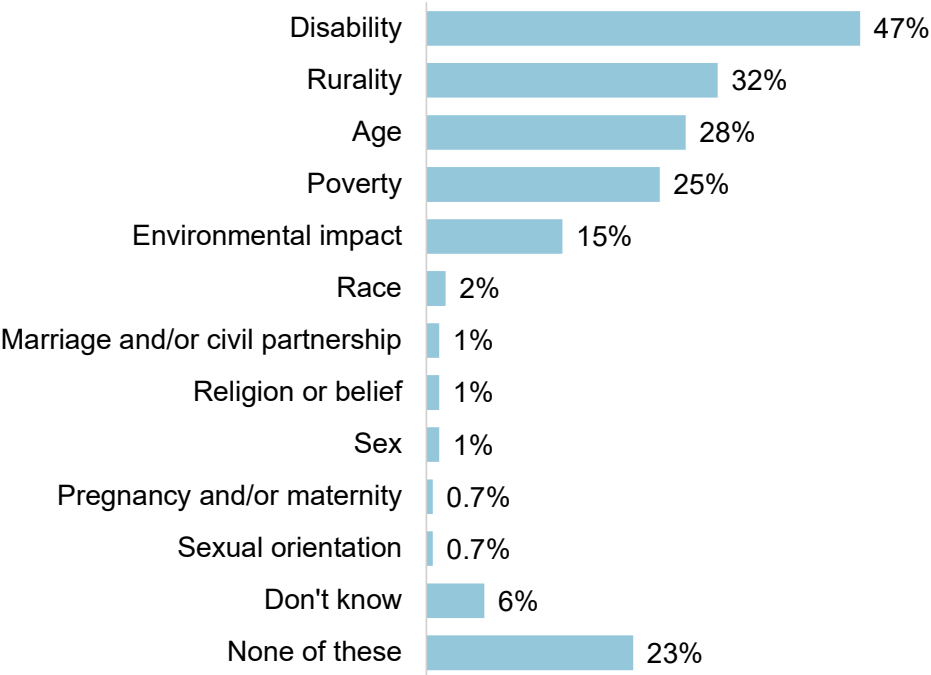
Perceived impacts the Policy for School Transport provisions in Hampshire may have – other comments
(Quantified verbatim - multi-code, Base: 142)



All comments have been read, analysed and provided to the School Transport Service.

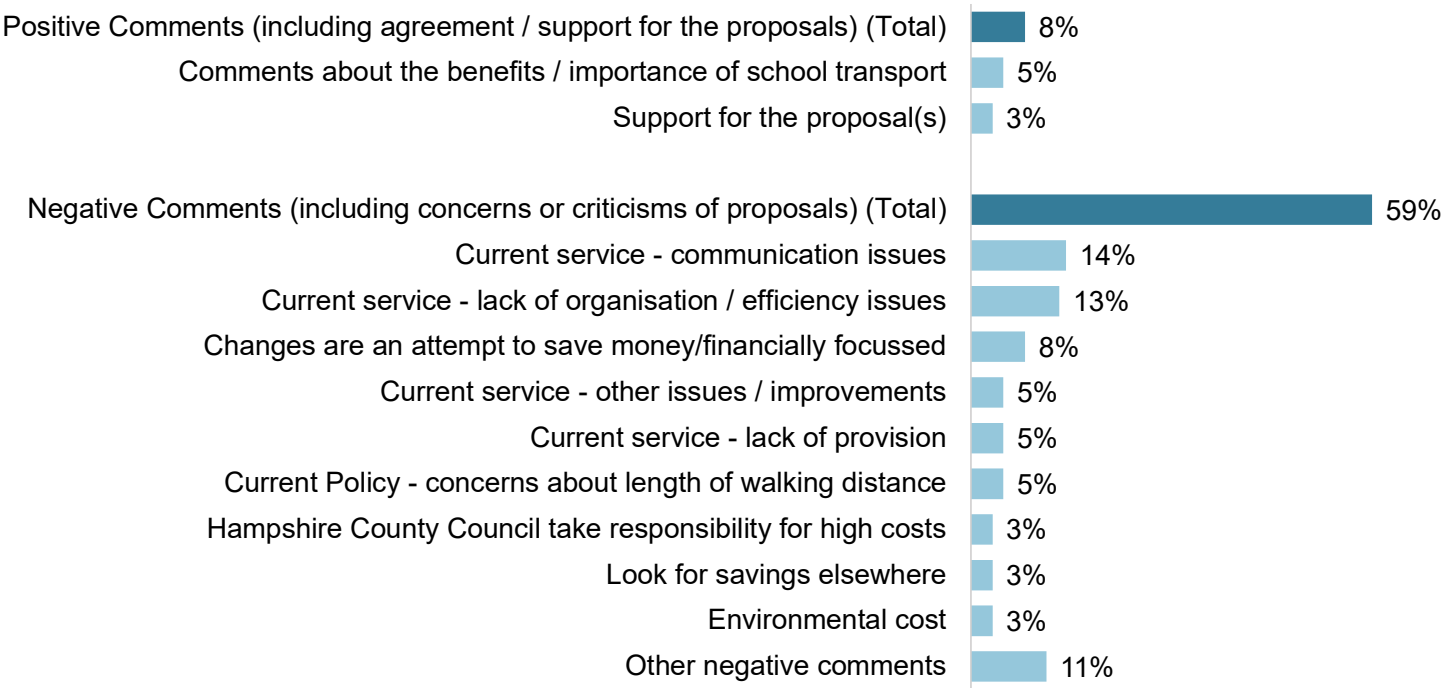
Perceived impacts of proposals on protected characteristics: When prompted with a list of protected characteristics, nearly half (47%) of those responding selected that the impacts would relate to those with disabilities. Rurality, age, poverty and environmental impacts were also often selected.

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.

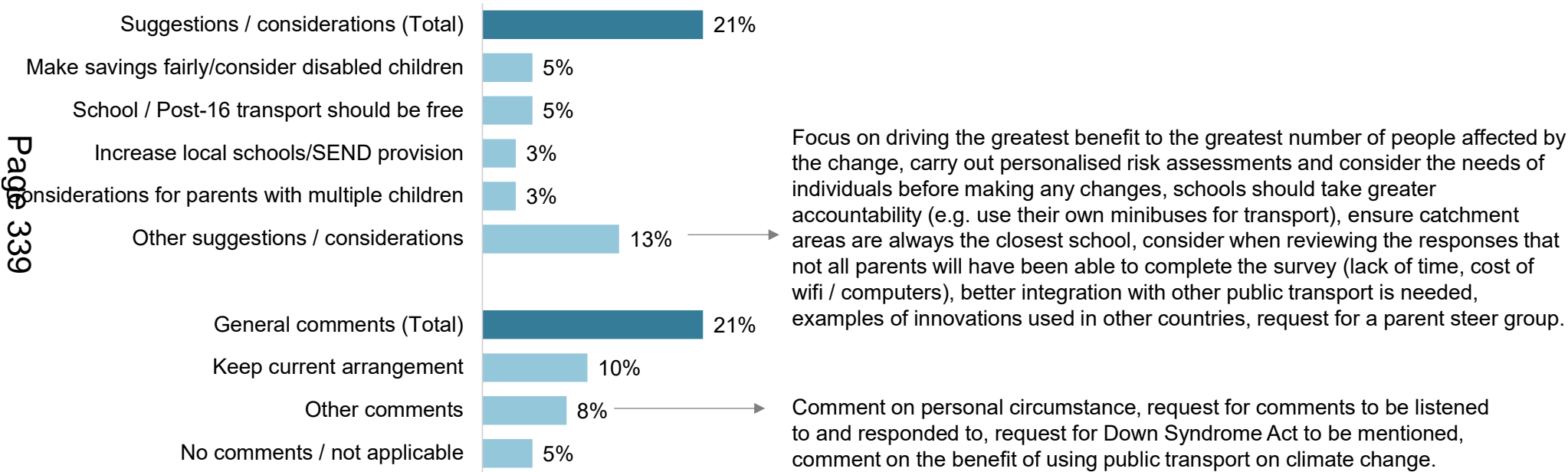
Further comments or suggestions regarding the proposed changes to the Policy for School Transport provision in Hampshire
(Multi-code, Base: 63)



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)



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 340 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?

LNO

Feedback from providers included comments about the tendering process, self-employed drivers and criticism about communication.

Slide 49

LN0

@ 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

SP0 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:

- 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.

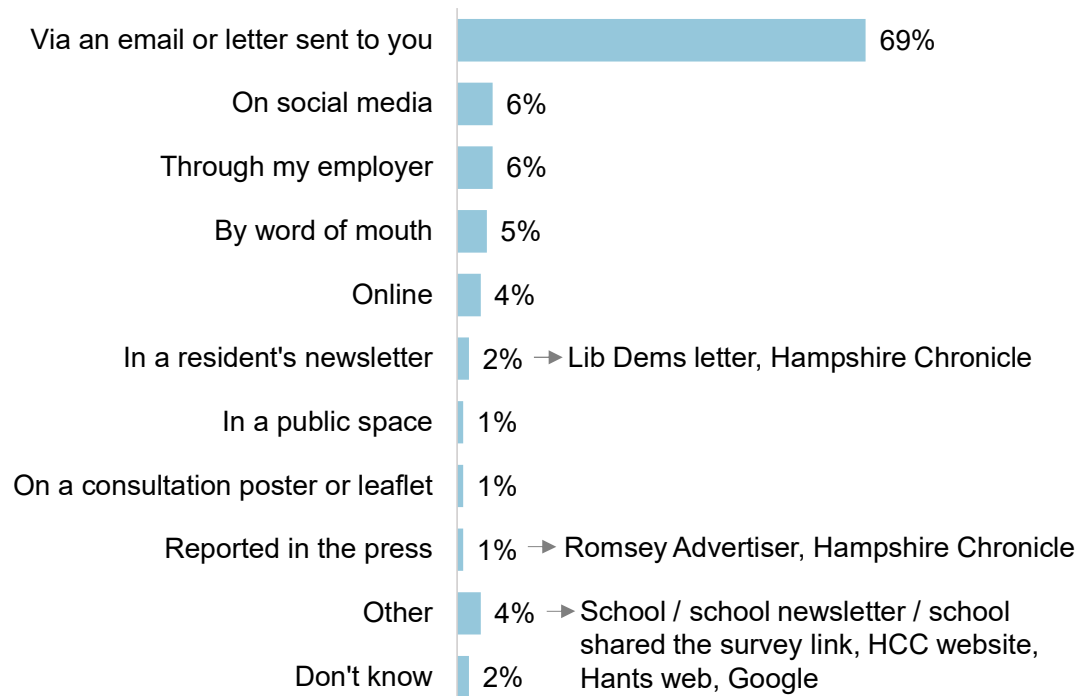
The number of people who coded the open-ended responses was kept to a minimum to ensure a consistent approach. All of the comments (including the glossaries for the macro and micro themes for each question) and unstructured responses received through the consultation were also shared directly with the 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)

Please tell us where you first heard about this consultation
(Base: 250)



- 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

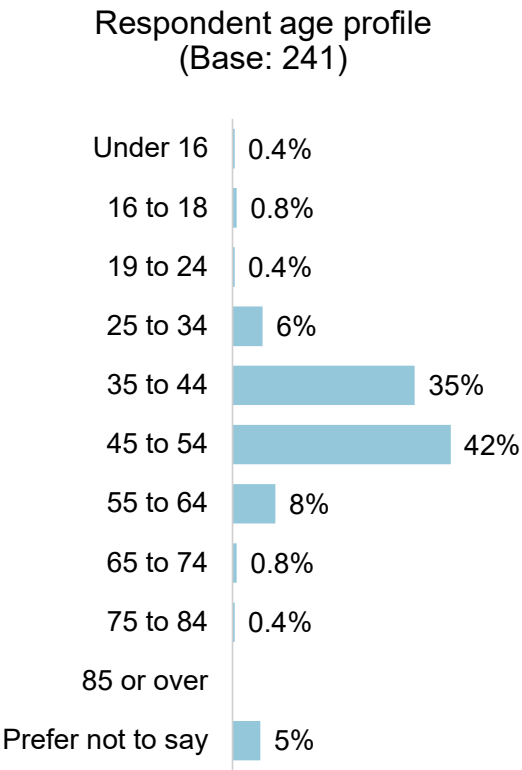
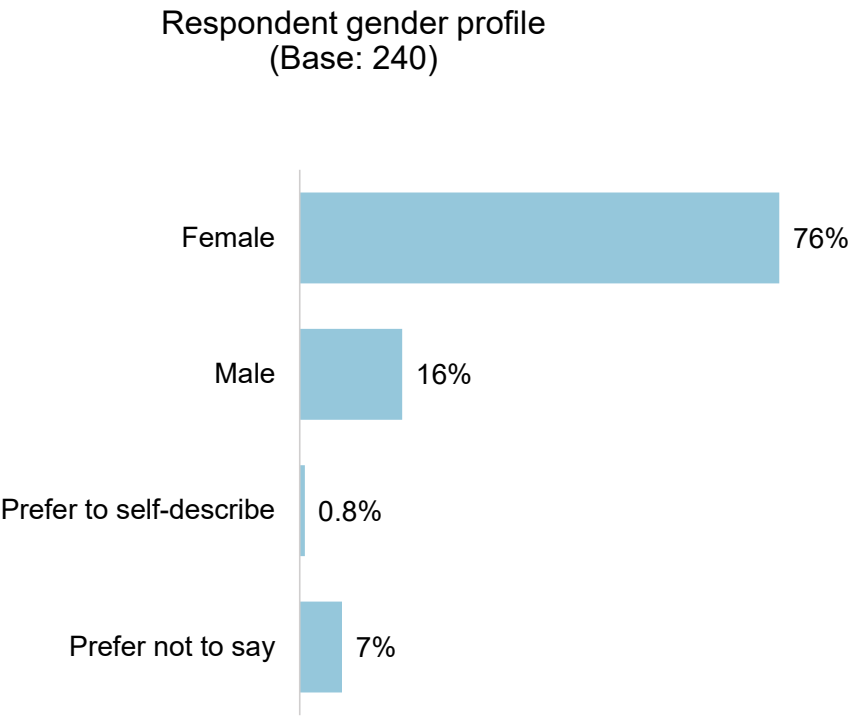
Now added
Lloyd, Nikki, 2024-01-08T12:47:26.288

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.

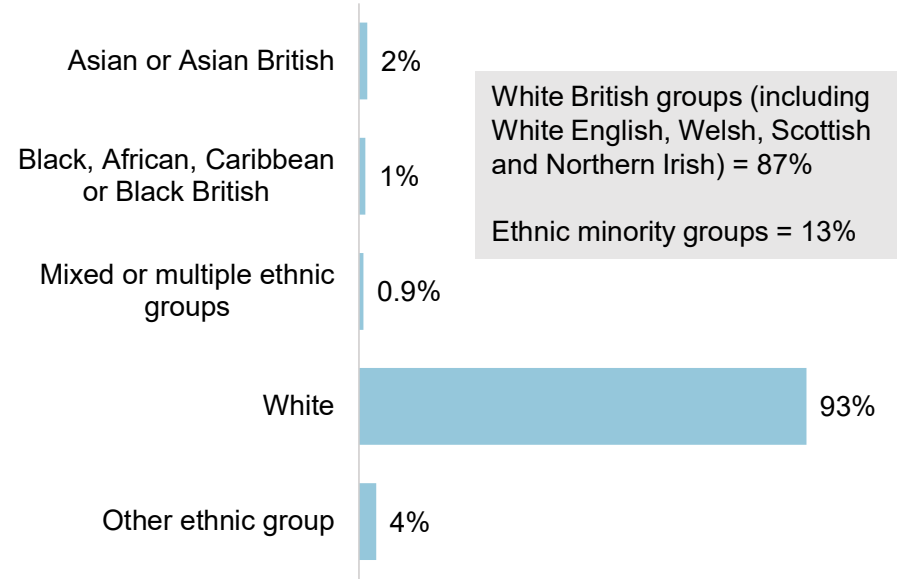
Who responded? Age and gender of individual respondents



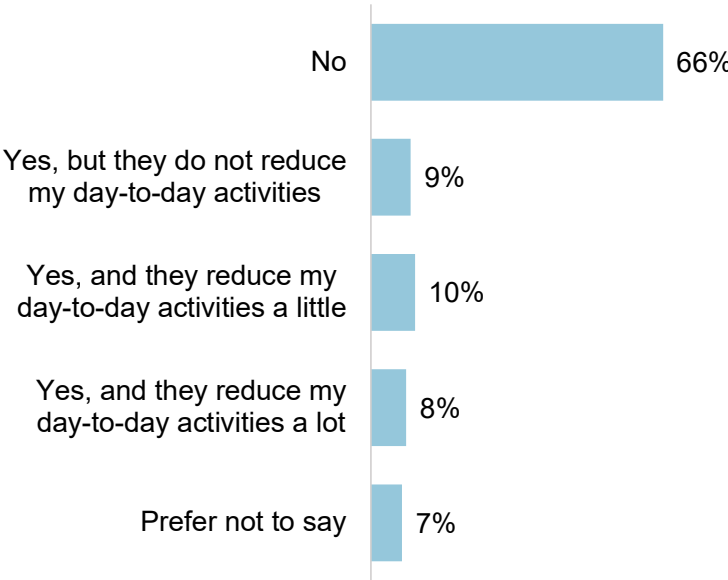
Who responded? Ethnicity and health status of individual respondents

Page 351

Respondent ethnicity profile
(Base: 230)

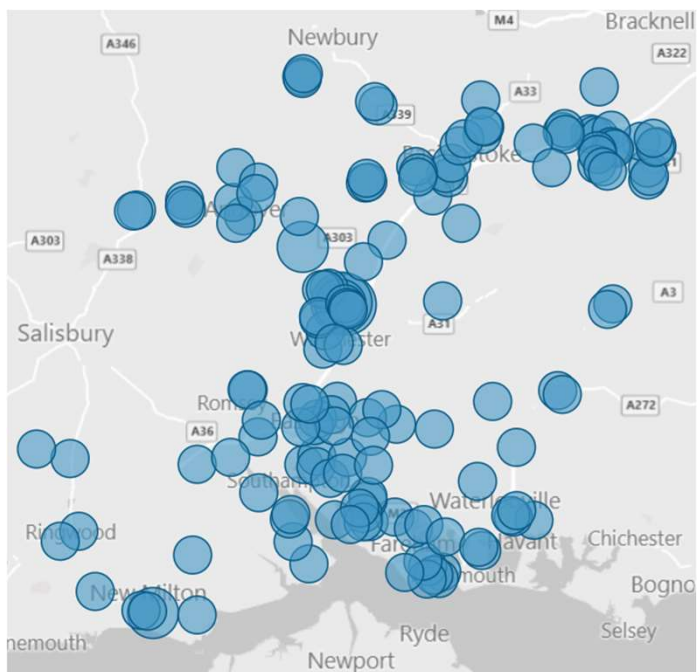


Any physical or mental health conditions or illnesses lasting or expected to last 12 months or more
(Base: 239)

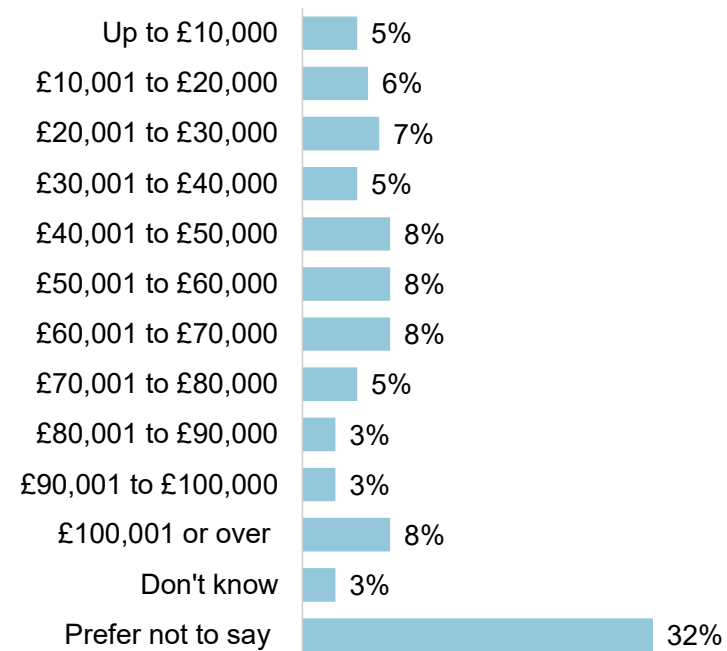


Who responded? Location and annual household income

Respondent location
(Base: 167 valid postcodes*)



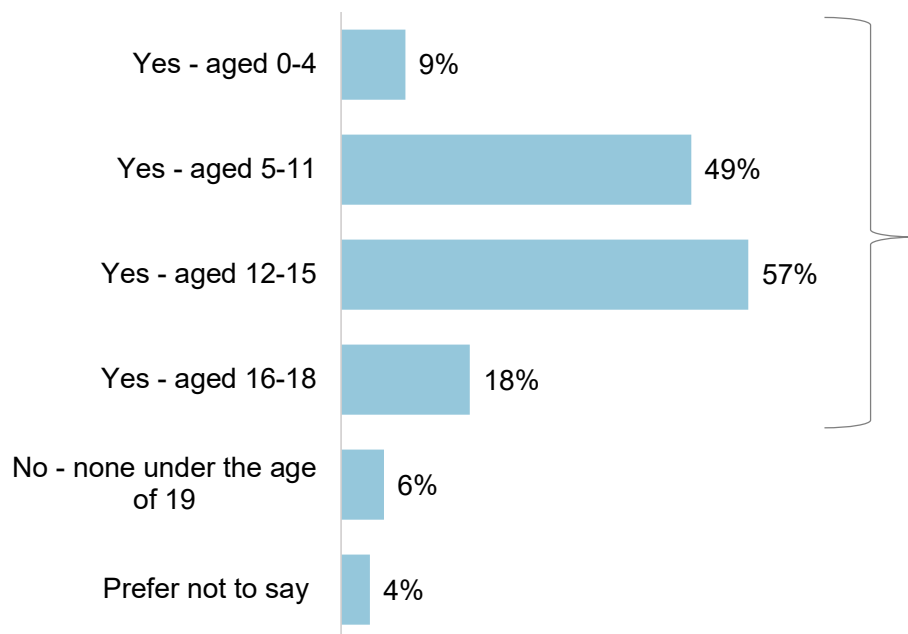
Respondent household income
(Base: 239)



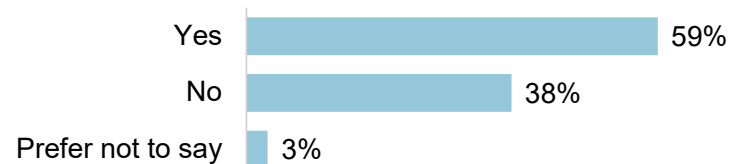
* Includes postcodes from individual responses and postcodes from organisations, groups or businesses.

Who responded? Details of children and young people in respondents' households

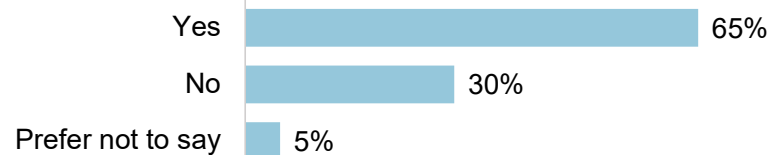
Are there any children or young people under the age of 19 living in your household (including yourself)?
(Multi-code, Base: 244)



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)

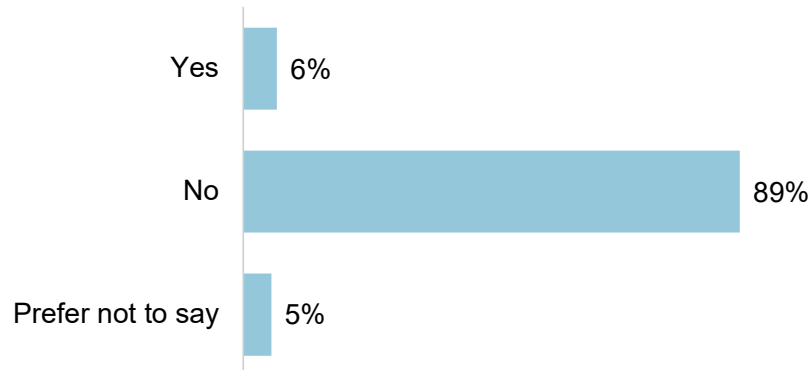


Who responded? Proportion of respondents who were service users of School or Post-16 transport

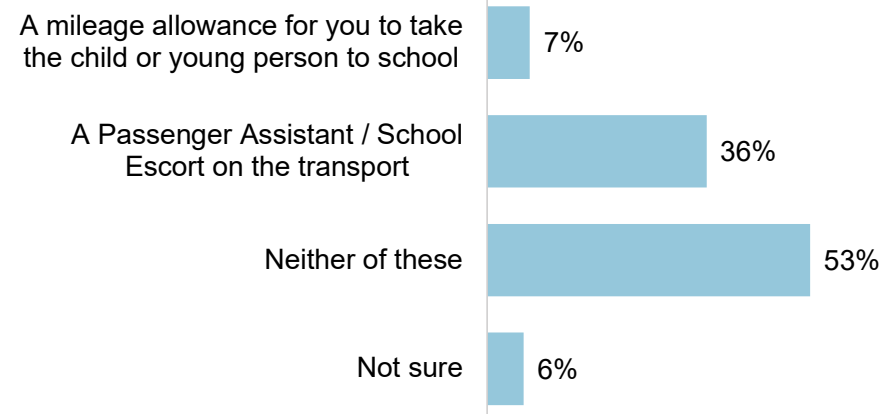
Out of the total 262 responses received via the consultation Response Form, 142 (54%) reported that children or young people in their household currently receive School or Post-16 Transport provided by Hampshire County Council.

Details of the type of School or Post-16 Transport support received are reported below:

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

HAMPSHIRE COUNTY COUNCIL

Report

Decision Maker/Committee/Panel:	Executive Member for Education
Date:	19 January 2024
Title:	Standing Advisory Council on Religious Education Annual Report 2022-2023
Report From:	Director of Childrens Services

Contact name: Justine Ball

Email: justine.ball@hants.gov.uk

Purpose of this Report

1. The purpose of this report is for the Executive Member for Education to receive the Standing Advisory Council on Religious Education's Annual Report.

Recommendation(s)

2. That the Executive Member for Education notes the contents of the Standing Advisory Council on Religious Education's Annual Report 2022-2023.

Contextual information

3. The Standing Advisory Council on Religious Education's (SACRE) role is to advise the authority on how best to improve the provision of religious education (RE) and collective worship for schools in Hampshire, as RE is not part of the National Curriculum. Through SACRE, local communities and teachers can influence and support its provision.
4. SACRE carries out its role by requiring the Local Authority to review its agreed syllabus when thought necessary and by considering applications to modify the 'wholly or mainly of a broadly Christian character' requirement for collective worship, known as a determination.

5. SACRE has a duty to provide a report on its activities each year. This report is provided to the National Association of SACREs, the Department for Education and Ofsted alongside the Children's Services Directorate's management team and the authorities' Councillors.
6. The Annual Report detailing SACRE's work in 2022-2023 was agreed by SACRE at its meeting on 7 November 2023 and is attached at Appendix 1.

Consultation and Equalities

7. No consultation has been required.

Climate Change Impact Assessment

8. 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 and Mitigation

9. The carbon mitigation tool and climate change adaptation tools were not applicable on this occasion because the decision relates to a programme that is strategic/administrative in nature.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	No
People in Hampshire live safe, healthy and independent lives:	No
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> Standing Advisory Council on Religious Education	<u>Date:</u> 7 November
Direct links to specific legislation or Government Directives	
Education Act 1996	<u>Date</u>

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.)

Document

Location

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:

This report is not proposing any action that will lead to any impact in this area.



**HAMPSHIRE
STANDING ADVISORY COUNCIL FOR
RELIGIOUS EDUCATION**

ANNUAL REPORT 2022/23

Glossary of Terms

AREIAC	Association of Religious Education Inspectors Advisers and Consultants
AULRE	Association of University Lecturers in Religious Education
CPD	Continuing Professional Development
CoRE	Commission on Religious Education
E Bacc	English Baccalaureate: Secondary schools in England are measured on the number of young people who are entered for the E Bacc. The E Bacc is a set of GCSE (or other approved qualifications) in subjects as defined by the Department for Education (DfE). The subjects that comprise the EBacc are : English (both literature and language), mathematics, history or geography, two sciences (which could include computing science) and an ancient or modern foreign language
EMTAS	Ethnic Minority and Travellers Achievement Services
GCSE	General Certificate of Secondary Education
HIAS	Hampshire Inspection and Advisory Services
ICT	Information and Communication Technology
KS	Key Stage
LA	Local Authority
NASACRE	National Association of Standing Advisory Councils for Religious Education
NATRE	National Association of Teachers of Religious Education
NQT	Newly Qualified Teacher
OFSTED	Office for Standards in Education
PGCE	Post Graduate Certificate of Education
PPA	Planning, Preparation and Assessment
QCDA	Qualifications and Curriculum Development Agency
RE	Religious Education
REC	Religious Education Council
SACRE	Standing Advisory Council for Religious Education
SAPERE	Society for the Advancement of Philosophical Enquiry and Reflection in Education
SCITT	School Centred Initial Teacher Training
SEF	Self Evaluation Form
SIP	School Improvement Partner
SMSC	Spiritual, Moral, Social and Cultural
VLE	Virtual Learning Environment
WRAP	Workshop to Raise Awareness of Prevent

HAMPSHIRE SACRE ANNUAL REPORT 2022/23

Introduction from Chair of SACRE

I am writing this report after my first full year as Chairman of Hampshire SACRE. I am delighted to present in this annual report the achievements and other activities of SACRE that have taken place in the last year.

The key activity in the last year has been the work monitoring the RE syllabus and reviewing the SACRE constitution with the help of a task and finish group. I am grateful to all the SACRE members, teachers and our SACRE Advisers who have contributed to the work of the SACRE. In particular, I would like to thank those who have left during this reporting period; Sue Butler for her work over many years as a clerk to the SACRE, Jackie Taylor who took over briefly as SACRE clerk and Patricia Hannam for her comprehensive work as SACRE adviser to Hampshire over many years too. We wish them both a long and happy retirement. We also said farewell to our Hindu representative Sushma Sahajpal and thanked her for all her years of service to the SACRE.

During this year we have welcomed Justine Ball as the County Inspector for RE and History who for many years was the Primary RE Adviser to the SACRE and Chris May, who is the Secondary Teaching and Learning Adviser for Hampshire. We have also welcomed Adam Mori as our Clerk to the SACRE.

I am greatly encouraged by the commitment to Religious Education across the county of Hampshire. Meetings are well attended, and I have been impressed at how all members are focused on ensuring all Hampshire children and young people have access to the best advice and support for religious education possible, regardless of where they go to school.

SACRE Monitoring Group meets once each term some weeks before the full SACRE. This detailed reflection on religious education ensures SACRE is well prepared to make decisions regarding provision of training and other issues. SACRE is well served by experienced Clerks based in democratic services and HIAS professional advisers ensure SACRE is informed and up to date about all issues concerning religious education locally and nationally. I am grateful for the work and dedication of all colleagues, and how all together we ensure high quality religious education in Hampshire.

Councillor Elaine Still

1. Overview of the Hampshire Context

Hampshire SACRE is held in high regard locally, regionally, and nationally for the way it functions to support high quality Religious Education (RE) in Hampshire Schools.

During this period training and advice has been given to schools to support the implementation of the locally agreed syllabus, Living Difference IV, revised in 2021. Engagement with the national world of RE has ensured that the innovations present in Living Difference IV are contributing to conversations about the future of the subject in the RE community more widely. Hampshire RE maintains respect as a well-researched, educationally strong approach to religious education.

Senior leadership teams and teachers of RE in Hampshire primary, secondary and special schools have continued to have access to a high level of quality support and guidance through the period of this report. During this reporting period, the training and support that has been offered to schools has been both face to face and virtually with a mix of times to suit teacher availability, including many twilight sessions. Hampshire continues to have advisers, part time for RE, available to give professional advice to SACRE. The County Inspector/Adviser has continued to oversee both History and RE with a special focus on Primary RE.

Monitoring in various ways continued to show that RE thrives where support from the senior leadership team for RE is strong.

2. SACRE Advice to Statutory Bodies

Implementation of reviewed Locally Agreed Syllabus: Living Difference IV

The locally agreed syllabus (Living Difference IV) was adopted at the Agreed Syllabus Conference held in November 2021. During this period of reporting, the SACRE has provided advice on the implementation of the syllabus to the Local Authority. It has been able to ensure that high quality advice is available to schools in a number of ways:

1. SACRE officers have made face to face visits to a small selection of primary and secondary schools during this period. These visits have been completed with LA funding for HIAS Adviser time. Reports on these visits are regularly made to the Monitoring Group, which has continued to meet each term during this period.
2. SACRE officers have continued to work one to one with heads of department in secondary schools and subject leaders in primary schools through the Hampshire Inspection and Advisory Service management partnership arrangements. This has been combined with adviser training in-school at whole school staff meetings, with all teachers and support staff.
3. SACRE officers have continued to run termly secondary and primary network meetings through this period. All these groups are also registered

with NATRE. Network meetings play a large part in the implementation of the new locally agreed syllabus Living Difference IV and therefore to the raising of standards in RE across Hampshire schools.

4. A Joint primary, secondary and special school conference took place during this period in the Autumn term and workshops were provided by SACRE members and members of the primary and secondary RE steering groups.
5. SACRE officers have worked with both primary and secondary steering groups during the year to advise and support fellow teachers. Some members of these steering groups are also on the SACRE and are able to feedback to the SACRE through the year.

Advice given to Government or other statutory bodies

Both HIAS Advisers are active in the national RE arena and, therefore, able to ensure Hampshire RE continues to be in the national/public eye, as well as being part of national discussions regarding RE. The County Inspector/Adviser has been a member of the Executive Committee of the Association of RE Inspectors, Advisers and Consultants (AREIAC) during this period, having previously been its Co-chair. The Secondary RE Adviser is a member of Association of University Lecturers of RE and presented at their national conference in the summer term.

Both SACRE advisers were also involved in giving presentations at the bi-annual RExChange large virtual conference, as were several Hampshire RE teachers.

The County Inspector/Adviser is the South East leader for the RE Hubs national project and as such, has kept the SACRE updated on its work throughout the year.

3 SACRE Monitoring of standards and quality of provision of RE

(a) Public Examinations in 2022

GCSE Full Course Religious Studies.

The Secondary RE adviser advised the SACRE that in 2022 there was a 9% drop in entries since 2019, which was disappointing after holding steady in recent years. The Hampshire results were in line with national figures and 3% higher than national at the top end of results. The SACRE were advised that a focus for the secondary RE adviser would be supporting schools to enable students at risk of disadvantage to achieve better. Actions arising included:

- Network meetings with a particular focus on priority groups and sharing examples of good practice.
- Using the secondary RE steering group to discuss and agree the best ways to share examples of good practice.
- Offering Specific CPD eg teaching disadvantaged students course in autumn term.

- Contacting schools where data shows greater success with target groups and share practice more widely.
- Conducting a survey on GCSE entries including KS4 provision where GCSE is not offered.
- Working collaboratively with other HIAS subject inspectors to target priority groups.

(b) Progress and attainment in RE not covered by public examinations

KS4: SACRE has sought to reemphasise, through the new Locally Agreed Syllabus, Living Difference IV, the significance of high-quality core provision for all young people at this stage of their school career. SACRE remains concerned about the percentage of young people overall across Hampshire who are able to access a GCSE course. This concern is shared in training provided for teachers, senior leaders and governors as well as key messages shared with other Inspectors and Advisers.

Regarding RE in Hampshire primary schools, SACRE monitoring visits within KS1 and KS2 reveals that RE leadership is strong in Hampshire and that RE leaders feel supported by their school leaders. RE leaders were aware of the changes to the locally agreed syllabus and had attended training for this to ensure they were up to date. Planning and delivery of RE followed the Locally Agreed Syllabus and key areas noted for development were updating school websites and having a focus on implementing the golden threads from the syllabus in the RE curriculum and assessment.

(c) The Quality of RE provision in Hampshire schools

Monitoring visits undertaken during this period, together with attendance at Inspector/Advisor courses, RE network meetings and steering groups indicates that most schools are developing their curriculum to ensure compliance with the requirements of the Agreed Syllabus at Key Stage 1, 2 and 3.

In the primary phase, allocation of time for RE is usually good and RE tends to be blocked to allow for teaching the cycle of enquiry effectively from one step to another. In the secondary phase, time allocation for all pupils at KS3 continues to be good in most schools and was still taught during periods of remote teaching.

At KS4, where GCSE is being taught, time allocation for young people undertaking GCSE is usually at least in accordance with the time requirements of the County Agreed Syllabus.

SACRE has continued to monitor the teaching of core RE at KS4. Living Difference IV reemphasises the significance of core RE at KS4 and has sought to offer additional advice and guidance on the development of high quality courses appropriate for this age of young person.

(d) Withdrawal from RE

The SACRE were informed about the annual survey to schools regarding withdrawal from RE and Collective Worship. 108 schools responded from a range

of primary, secondary and special schools. The figures for withdrawal were very, very low as follows:

- Children withdrawn from all of taught RE: 22 children out of the children in the responding schools
- Children withdrawn from parts of RE: 38 children

The reasons given were the religion of the family and bereavement. The survey also asked schools for feedback on the support offered to them and training needs going forward. Schools asked for further advice on assemblies, golden threads and more subject specific training, especially on Christianity and Buddhism. All the comments were positive on support from HIAS and Diocese. These areas have been a focus in network and conference sessions to support teacher needs and a focus in planning resources for the free to access RE Moodle.

Complaints about RE

No complaints have been received about RE under the local statutory complaint's procedure during the period of this report.

(f) Implementation and monitoring of the Agreed Syllabus

Regular training is offered for primary, secondary, and special school teachers, senior leaders, school governors and speakers for RE on the Locally Agreed Syllabus. The Syllabus continues to be monitored for effectiveness through the Monitoring Group, which meets once each term before the full SACRE and reporting to the SACRE.

(g) SACRE support to schools and school improvement through events and training

The SACRE officers continue to be responsive to the needs of teachers in Hampshire and offer a range of training and other support (as discussed elsewhere in this report) through the County Council, Learning Zone and Hampshire Teaching and Leadership College (HTLC) supported by the Hampshire Inspection and Advisory Service (HIAS) advisers and inspectors. A full programme of in-service training courses has been provided.

143 teachers were booked to attend one of 5 primary and a secondary group in 2022/23. The regional nature of primary network meetings ensures opportunities are available for Religious Education subject leaders to be well-prepared by SACRE Advisers to teach Living Difference IV.

An additional subject knowledge booster webinar on teaching Hindu traditions was run online for primary teachers and run in schools too upon request. Primary and secondary steering groups met to develop materials and guidance, which is

disseminated by the SACRE support officers on the county RE website as well as through publications available for sale from the RE Centre.

A cross phase RE Conference took place in October 2022 with delegates from a range of primary, secondary and special schools in attendance. Members of both the primary and secondary steering groups were present and many ran workshops and presentations with fellow teachers.

A summary of the RE CPD on offer to teachers is here:

22/23	Total delegates attended
Primary RE Networks	
Fareham	34
Eastleigh	34
Basingstoke	17
Winchester/Teams	27
Aldershot	14
Total	126
22/23	Total delegates attended over 3 sessions
Secondary RE Network - MS TEAMS 1 session per term	17
Total	17
22/23	Total delegates attended
Collective Worship	20
Total	20
22/23	Total delegates attended
RE and New Ofsted	9
Total	9

	Total delegates attended
Primary RE - Hinduism (Webinar)	6
Reviewing SMSC Provision - 22-23 Webinar	

Assessment in Religious Education for the Primary Phase 2022-23	26
How to Manage RE Effectively in KS1 and KS2 2022-23	18
Using Understanding Christianity with Living Difference III 2020-21 (Webinar)	23
RE Conference 2022	62

The RE Moodle is offered to schools through Hampshire Inspection and Advisory Service and is an online 'platform' where materials written by SACRE Advisers and the RE steering groups can be made available to teachers. This is in addition to the opportunity teachers have to access materials for teaching Living Difference IV through the Hampshire Website.

The County RE Curriculum Centre continued to support the work of teachers across Hampshire and the Isle of Wight. During the academic year 2022/23 there were 388 subscribers to the Centre including some schools from other Local Authorities. The RE centre is used by teachers and others for viewing and loaning resources. In addition, the centre is available for use as a meeting place for planning, consultations, and training and as a source for inspiration and information. The History and RE Curriculum Centres now share a location with the Maths and Rights and Diversity Education (RADE) Centres. This has further optimized the possibility of wider collaboration and dissemination across all four centers.

The RE Curriculum Centre has been very active throughout the period of this report, loaning artefact boxes as well as selling packs. The Centre Manager has continued to be available to offer guidance and to direct teachers to the latest materials to ensure the thorough implementation of Living Difference IV, and in other ways support the SACRE in securing high quality RE across Hampshire. At the end of this reporting period, the Centre Manager retired and an experienced colleague has taken over the role, ensuring continuity for teachers.

Separate curriculum updates for Primary and Secondary schools continue to be made available to schools through subscription, twice each year. These have been an important part of ensuring the important messages regarding implementation of Living Difference IV have been received by schools. In general, these are received electronically into schools, however a hard copy version is available to schools at an additional cost.

Links to broader teacher education and other community initiatives in relation to religious education

During the period of this report, and commencing in September 2022, two Hampshire secondary teachers participated in the Stage 1 National RE

leadership programme. This project is supported by the Culham St Gabriel's Trust. Both teachers are part of the Hampshire Primary and Secondary RE Steering groups, have experience of being involved with RE research and have regularly presented at Hampshire RE Conferences and elsewhere. SACRE received a presentation from the teachers at the end of their programme to update the on the programme and how it benefited their teaching and advising of RE.

The County Inspector/Adviser and Secondary Adviser maintain good contacts with Winchester University Teacher Training departments. Both programme managers are members of the SACRE and report regularly on areas to do with teacher training. SACRE continued to monitor recruitment in this period, since ensuring specialist RE teachers are in post in secondary schools and well qualified informed teachers appointed into primary schools is essential. SACRE remains concerned that recruitment nationally for RS teachers 2022/23 was considerably reduced and recognises that locally efforts are being made to ensure increased recruitment for 2023/24 intake. The SACRE has been made aware through the year that there are national issues that are leading to this situation and these also need addressing, for example into the reaccreditation of ITE provision in Universities.

Support continues to be offered to new teachers as well as continuing development of expertise through the whole of a teacher's career. In this way SACRE ensures there are always teachers experienced with the Locally Agreed Syllabus ready to teach and take up RE leadership in the county.

Youth Voice to SACRE: In this reporting period, both SACRE advisers have been involved in a cross phase, cross curricular environment project with a selection of young people from across Hampshire schools. A workshop was held with all the children on the environment and RE and feedback was very positive. It is intended to develop further youth voice work with SACRE next academic year.

In the summer term of 2022, the County Inspector/Adviser was involved with a national project collecting children's voices 7 – 11 year olds, talking about their RE experience. The many positive comments from the children were brought back to the Autumn SACRE meeting and informed the SACRE about the RE going on in their schools.

South Central SACRE hub: Hampshire SACRE has offered leadership to chairs and professional advisers of neighbouring SACREs for around 10 years. During the period of this report the hub has continued to meet virtually with around 10 SACREs attending regularly, discussing key national issues for RE and their implication for the local SACREs in addition to giving support on particular local issues. During this period several SACREs have either been reviewing their locally agreed syllabus or making plans to do so. This forum has offered an important place to discuss shared issues. Other matters discussed have been the monitoring of RE by SACRE's and diversity in RE.

5 SACRE Monitoring of standards and quality of provision of Collective Worship

Compliance with statutory requirement and the quality of collective worship

SACRE has gathered evidence about Collective Worship in Hampshire from various sources including: -

- Work with secondary and primary networks
- Collective Worship professional education course for teachers
- Reports provided by the county RE Inspectors in relation to their work with schools
- reports from Ofsted secondary school visits mentioning Collective Worship

In the survey regarding withdrawal from RE and Collective Worship, the numbers of children withdrawn from Collective Worship were very, very low as follows:

Children withdrawn from all of collective worship: 16 children from the schools who responded to the survey.

Children withdrawn from parts of collective worship: 38 children from the schools who responded to the survey.

The reasons given were the religion or belief of the family.

SACRE's monitoring of Collective Worship reveals that compliance with legal requirements in primary schools continues to be good. However, constraints on space in secondary schools is frequently cited as a reason for poor compliance with legal requirements in secondary schools. An action point to support Collective Worship in Secondary schools continues to be included in SACRE's 3-Year Action Plan: 2021-2024.

Advice on Collective Worship is offered to schools on the RE Curriculum Site and through the Collective Worship pack available from the County Religious Education Curriculum Centre.

Complaints about Collective Worship

No complaints have been received about Collective Worship under the local statutory complaints' procedure during the period of this report.

Applications for Determinations regarding the character of Collective Worship

There were no applications for a Determination regarding the character of Collective Worship during this period.

6 Management of SACRE

LA support to SACRE has remained constant over the past 13 years. In the summer of 2022, the long standing SACRE clerk retired and the SACRE would like to take this opportunity to thank her for her dedicated contribution to the SACRE over many years. The SACRE has continued to be well supported by

Democratic Services and there have been two SACRE clerks in post during this reporting period.

SACRE has also over many years been provided with inspector time for the support of its activities. Additional funding of Inspector days continued in 2022-23 for SACRE monitoring visits to schools.

Standards and quality of provision for Religious Education in Hampshire schools is regularly and systematically monitored by the SACRE Monitoring Group. During 2022/23 findings have been regularly submitted to the full SACRE at its termly meetings.

In this reporting period, the SACRE appointed a Task and Finish Working Group as a sub-committee of SACRE to review the current Constitution for SACRE in line with all relevant legislation, in particular the Education Act 1996, Sections 390-397. This was a significant piece of work in partnership with Democratic Services and the Hampshire Legal Services and the constitution was adopted in July 2023.

Attendance at SACRE by Committee 2022/23

Group A

Faiths represented:

Baha'i	Methodist
Buddhist	Muslim (2)
Salvation Army	Roman Catholic
Fellowship of Evangelical Churches	Sikh
Jewish	Society of Friends

Group B Church of England – 4 members + 1 deputy

Group C – Teachers Liaison Panel (TLP) - 4 members + 2 deputies

This includes representatives from a Sixth Form College, Secondary, Special and Primary Schools and a Head Teacher.

Group D – County Councillors – 4 members + 3 deputies

Co-opted members representing:

Higher Education (2)
Humanist
Academy
School Governors

Attendance

Autumn - November 2022

Group A = 73%	8/11
Group B = 100%	4/4
Group C = 75%	3/4
Group D = 75%	3/4

Spring - February 2023

Group A = 18%	2/11
Group B = 100%	4/4
Group C = 100%	4/4
Group D = 75%	3/4

Summer - July 2023

Group A = 30%	3/10
Group B = 50%	2/4
Group C = 50%	2/4
Group D = 100%	4/4

Co-opted Members

Nov 2022 – 3/5 – 60%

March 2023 – 3/5 – 60%

July 2023 – 3/5 – 60%

For 2 years SACRE has sought representation from URC and Church of Latter-Day Saints. This year, a vacancy has remained unfilled for a Baptist and Hindu representative.

Training available to SACRE Members.

Training is regularly made available to SACRE members by SACRE officers, when there are enough new members to require this.

7 Contribution of SACRE to the wider Local Authority agenda

SACRE's contribution to other agendas

In the period of this report SACRE's professional advisers have been active in responding to the climate crisis through interdisciplinary projects. SACRE Inspector/Advisers continue to be involved in the training of teachers, senior leaders, and governors in relation to raising awareness of extremism. SACRE's advisers have also been able to run training for governors in relation to the contribution of religious education to the promotion of children and young people's spiritual moral and social development (SMSC). All of this is contextualised into the Hampshire local context. Further all these matters are explored in RE in such a way as to be appreciated in relation to the UN Convention on the Rights of the Child. Training that has been run for head teachers in relation to Living Difference IV has also ensured that the place of RE in the whole school curriculum is well understood by school leaders.

All training for school leaders and school governors gives an opportunity to make sure ensure school leaders and managers of Hampshire schools are aware of what RE, through the approach in Living Difference IV, can bring to these complex areas.

SACRE's Contribution to the LA's public sector equality duty

Hampshire SACRE takes seriously its contribution to the LA's public sector equality duty. For example, it seeks, by taking care that SACRE membership reflects the diversity of the local community and, where possible, by developing close links with faith communities represented on SACRE.

Through the work of SACRE's professional advisers (HIAS Inspector/Advisers), communication is maintained between SACRE and Hampshire's Ethnic Minority and Travellers Achievement Service (EMTAS) as well as those developing the Rights Respecting Education work across the county. SACRE is able to be aware of issues arising in the county and ensure religious education is relevant and responsive and a range of school contexts.

Summary

SACRE's three-year development plan for 2021-2024 has been considered at SACRE Monitoring group meetings as well as by full SACRE (attached to this report: see Appendix 1). The development plan aims to ensure that SACRE is able to continue to meet its responsibilities. The focus of the year covered by this report has been to ensure SACRE is able to monitor the implementation as well as the effectiveness of the locally agreed syllabus *Living Difference IV*.

Hampshire SACRE is fortunate to have the continued support of the Local Authority, and this is a key part of ensuring an effective SACRE. This is evidenced in a number of practical ways, including funding Monitoring visits and in ensuring two RE Inspector /Advisors with specialist expertise in primary and secondary RE are in post.

Hampshire SACRE 3 year Action Plan for academic years 2021/22, 2022/23 & 2023/24

The purpose of this Action Plan is to support SACRE in fulfilling its statutory duties.

Action plan agreed at full SACRE meeting in November 2022. Developed by SACRE members together with the County RE Inspector Advisers indicating key actions that Hampshire SACRE wishes to undertake during this period

No.	Actions	who	Target completion date	Intended outcomes	Status and RAG rating
1.	Maintaining SACRE Effectiveness and leadership				
1.1	SACRE to meet once each term and be quorate	County Inspector Adviser and SACRE Clerk	Once each term	For Hampshire SACRE to be effective	
1.2	Representative appointments to all four Groups of SACRE to be in place	County Inspector Adviser and SACRE Clerk	In line with County Council Cycle and when otherwise necessary	For Hampshire SACRE to be effective	
1.3	Regular training offered to new SACRE members	County Inspector Adviser(s)	Once each year	For Hampshire SACRE to be effective	
1.4	Training regularly offered to all SACRE members, especially regarding new national initiatives relevant to RE	County Inspector Adviser(s)	When necessary	For Hampshire SACRE to be effective	
1.5	SACRE Support South Central SACRE RE Hub	County Inspector/Adviser (s) and SACRE Chair and Vice Chair and other interested SACRE members	Two - three meetings each year	For Hampshire SACRE to be effective and offer leadership to other SACREs in the region.	

1.6	SACRE should review its constitution in the life of this Action Plan together with Hampshire Legal Services		2022	For the constitutional review to have been completed	
2.	Implementation of Locally Agreed Syllabus: Living Difference IV				
2.1	Agreed Syllabus conference to adopt Living Difference IV in November 2021	Professional Advisers to SACRE	November 2021	For living difference IV to have been adopted	
2.2	Formulate joint SACRE communication strategy across all 4 local authorities regarding key messages in Living Difference IV	SACREs of the 4 owning authorities via the South Central RE Hub meetings	November 2021	Implementation strategy to have been agreed	
2.3	Training in Living Difference IV to take place for Secondary and Primary Governing body training sessions	SACRE Advisers together with Hampshire Governor Services	Completed February 2022	Training to have taken place	
2.4	Training in Living Difference IV to take place for Secondary and Primary head teachers at regular briefing sessions	SACRE Advisers	February 2022 and thereafter as part of a rolling programme	Training to be taking place	
2.5	Working together with Adviser to London Boroughs who have adopted Living Difference IV with a view to readoption	SACRE Advisers	Spring 2022 and ongoing	For this to be taking place	
2.6	Research/ collate data in relation to implementation of LDIV, including religions studied and KS2/3 transition	SACRE Advisers	Autumn 23 and ongoing	For research data in relation to implementation to be consistently being gathered	

3.	Monitoring the effectiveness of Locally Agreed Syllabus: Living Difference IV				
3.1	Monitoring Group to meet once each term and reporting to full SACRE through SACRE reports through:	SACRE Monitoring group and RE Inspector Advisers	Once each term	For Hampshire SACRE to be effective	
3.1.2	Monitoring visits (virtual and face to face) to take place in schools. Relevant findings to be applied to future visits and professional education	SACRE Monitoring group and RE Inspector Advisers	Once each term	Monitoring visits take place each financial year, anonymised findings presented to SACRE	
3.1.3	Monitoring and reporting of GCSE results	SACRE Monitoring group and Secondary RE Inspector Adviser	Once each year	Data considered by Monitoring Group once each year and findings presented to SACRE	
3.1.4	Monitoring and reporting on non-examination core RE taught at KS4 in LA secondary schools	SACRE Monitoring group and Secondary RE Inspector Adviser	Once each year	Findings considered by monitoring group and presented to SACRE	
3.1.5	Monitoring group reporting on other HIAS visits made to schools in relation to RE	SACRE and RE Advisers	Once each term	Findings considered by monitoring group and presented to SACRE	
3.1.6	Monitoring group reporting on Ofsted visits to Hampshire schools mentioning or inferring messages about Religious Education	SACRE Monitoring group + RE Inspector Adviser(s)	Once each term	Analysis of data from Ofsted reports considered by monitoring group and presented to SACRE	
3.2	SACRE liaise with Governor Services regarding training for school governors on GB	SACRE Monitoring group and RE Inspector Advisers	Once each term	Analysis of information from HIAS school visits to Hampshire Schools	

	responsibility for RE at all key stages				
No.	Actions	who	Target completion date	Intended outcomes	Status and RAG rating
4.	Meeting Training Needs of Hampshire teachers and school leaders				
4.1	Review training offer in light of Living Difference IV	Hampshire RE Inspector/Advisers	July 2021	Identify gaps in current training provision	
4.2	Audit current training provision across partner SACREs	Hampshire RE Inspector/Advisers	Ongoing	Identify gaps in current training provision	
4.3	Ensure training in place for Living Difference IV that will enable contact with heads of department and subject leaders in all Local Authority Schools and beyond	Hampshire RE Inspector/Advisers	Ongoing	Ensure induction training in Living Difference IV is in place	
4.4	Adapt and augment existing pattern of professional education 'offer' in Hampshire to ensure thorough implementation of <i>Living Difference IV</i> across Authorities using <i>Living Difference III</i> e.g. in London)	Hampshire RE Inspector/Advisers	Ongoing	CPD available to ensure effective implementation of <i>Living Difference III</i> across authorities using it and for those leading and managing RE.	
4.5	Ensure a rolling programme of briefings for head is in place regarding <i>Living Difference IV</i> across the Local Authorities	Hampshire RE Inspector/Advisers + HIAS School Improvement leaders	Ongoing	For this to be taking place	

4.6	Ensure a rolling programme of briefings for school governors is in place regarding <i>Living Difference IV</i> across the 4 main Local Authorities	Hampshire RE Inspector/Advisers + Other school improvement colleagues in the respective authorities	Ongoing	For this to be taking place	
4.7	Adapt training offer to ensure thorough implementation of Living Difference IV across Authorities using Living Difference IV (e.g. in London)	Hampshire RE Advisers	During academic year 2023/24	For this to be taking place	
4.8	Encourage Academies in Hampshire to use the syllabus and access training to make sure the integrity of Living Difference is not compromised	Hampshire RE Advisers	Ongoing	For constructive conversations to be taking place with Multi Academy Chains operational within the area of Hampshire and other authorities using LDIV	
No.	Actions	Who	Target completion date	Intended outcomes	Status and RAG rating
5.	Resourcing Living Difference IV				
5.1	Audit existing publications identifying need for new publications	Hampshire RE Inspector/Advisers together with Hampshire RE Curriculum Centre manager and SACRE members where appropriate	ongoing	Relevant publications available for teachers using Living Difference IV	

6.	SACRE Youth Voice				
6.1	Meet once each term	County Inspector Adviser	Once each term	For the meetings to take place	
6.2	Annual Summer Youth Voice Conference	County Inspector Adviser	July each year	For the conference to happen and be reviewed/evaluated	
6.3	Link more secondary schools with their primary clusters for listening to Young People's views on religious education in particular localities	HIAS RE Advisers	Ongoing	For this to be taking place in several areas of the authority in the lifetime of the syllabus	
7.	Collective Worship				
7.1	For monitoring of the provision for Collective Worship to be taking place in secondary schools	HIAS RE Advisers	Ongoing	During the three-year period for information to be gathered to inform SACRE of the picture for Collective workshop across Hampshire Secondary Schools.	
7.2	For monitoring of the provision for Collective Worship to be taking place in primary schools	HIAS RE Advisers	Ongoing	During the three-year period for information to be gathered to inform SACRE of the picture for Collective workshop across Hampshire Primary Schools.	
7.3	For training to be provided for both primary and secondary school leaders on Collective Worship	HIAS RE Advisers	Ongoing	For training to be offered and for uptake to be good.	

HAMPSHIRE COUNTY COUNCIL

Report

Decision Maker	Executive Member for Education
Date:	19 January 2024
Title:	Additional SEMH Resourced Provision Perin's School
Report From:	Director of Children's Services

Contact name: Sara Carey, Inclusion Commissioning Manager

Email: Sara.carey@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek approval to work with Perin's School, Alresford on the establishment of a resourced provision (RP). The provision will create 15 additional secondary places for young people with social emotional and mental health (SEMH) needs opening in September 2024.
2. Resourced provisions are where places are reserved at a mainstream school for pupils with a specific type of special educational need (SEND), taught within the mainstream classes, but requiring a base and some specialist facilities around the school. They are usually for pupils with Educational, Health Care Plans (EHCP) but could include pupils with SEN (Special Educational Needs) support.

Recommendation(s)

3. That approval be given for the establishment of a resourced provision for Perins School from September 2024.

Executive Summary

4. Hampshire County Council is committed to ensuring that all children can access high-quality education, as near to their family and local community as possible.

5. Leaders and practitioners are highly ambitious for children and young people with Special Educational Needs and Disability (SEND) in Hampshire to succeed.
6. There is a statutory duty to provide school places for all children, including those who have SEND. We are committed to further developing successful provision to meet this demand within the SEND sector.
7. The proposed additional SEND provision outlined within this report will help manage some of the school place pressures generated by the increase in the number of Education, Health, and Care Plans (EHCPs) maintained by the Local Authority.
8. As of August 2023, the number of maintained EHCPs was 15,753. By 2030-31, Hampshire expect there to be c28,000 pupils who will have an EHCP if unmitigated.
9. Demand has resulted in a corresponding pressure for places in special schools and resourced provisions. The County Council is committed to further developing successful provision or creating new provision where possible to meet demand for places.
10. The lack of sufficient provision within Hampshire Schools has led to an increase in placements within the independent and non-maintained sector (INMSS). The proposals contained within this report aim to build on good quality Hampshire school provision and meet the needs of children and young people within their local area. This will reduce the Local Authority's dependence upon independent and non-maintained provision (INMSS) and will aim to keep pupils as close to the home community as possible.
11. All Local authorities have a duty to promote sustainable and active travel to school. Hampshire is made up of diverse urban and rural communities and causes long travel times for already vulnerable children. However, having closer local provision minimises school transport costs and its use.

Contextual Information

12. Perins School is rated by Ofsted as a Good School. Please see link to their most recent Ofsted Report: - [Perins School - Open - Find an Inspection Report - Ofsted](#)
13. There are currently 1179 pupils on roll. Please see link to the DfE website which confirms this:- [Perins School - GOV.UK \(get-information-schools.service.gov.uk\)](#)

14. The demand for the school continues to be high and the school have seen an increase in children with SEMH and EHCPs.
15. As the school is an Academy it is its own admission authority, but as is the case with other schools, admission into the RP is through a panel process controlled by the SEN service.
16. Some East Hampshire areas are amongst the highest 10% in the county for concerns regarding mental health and wellbeing with SEMH being a prevalent need in Children and Young people.
17. Perins is well located to cater for Winchester and East Hampshire pupils with SEMH needs.
18. Additional specific classroom space is required as a base for this new RP – Perins has an available garden area where a new modular building could be installed. This location has easy access from the bus bays and drop off from the car park and is adjacent to the main school site. A two-classroom unit is proposed to include toilets, office, storage, and small group rooms. The school have also requested a covered walkway to link to another building which will be considered. If approved to proceed a full feasibility will be undertaken to check parking and other planning considerations.

Finance

19. Revenue costs to educate within a resourced provision are less than in the independent non maintained sector (INMSS) as the table below indicates.

Type of provision	Average revenue cost per place (March 2023)
Community Special School	£18,079
Resourced Provision (RP)	£17,636
Independent and non-maintained special school place (INMSS)	£61,200

Savings Model

In our forecast model we can see as early as October 2024, the RP has paid for itself, and by the end of March 2025 would save £388,000 in total. By the end of March 2026, the cumulative saving is £1.123m, with the in-year saving being £734,000. Thereafter the ongoing annual saving is £759,000 assuming this is at full occupancy from the start.

If the school should choose a more graduated admissions approach, the savings timeline will be slightly longer.

20. Capital Costs – the estimated cost to install a new two-classroom modular building at this site together with walkway is estimated to be up to £500,000 – final costs will be known after a full feasibility. SEN High Needs Provision capital is available to fund these costs. These capital costs have been included in the Children’s Services Capital Programme for approval by Executive Lead Member of Childrens in January 2024 but will need to be considered and approved by full Council in February 2024.

Consultation and Equalities

21. Perins School Trust will undertake a four-week non-statutory consultation if this proposal is agreed. Following this consultation, the Trust will submit a Full Business Case (FBC) to the Department for Education Regional Director for approval of the new SEN places.
22. An equality impact assessment will be completed for Final Report.

Climate Change Impact Assessment

23. 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.

Other Key Issues

24. Currently there is no other secondary SEMH provision in East Hampshire borough with SEMH being a prevalent need in the area.

Conclusion

25. The proposals contained within this report aim to build on good quality Hampshire resourced provisions and meet the needs of children and young people within their local settings.
26. This will reduce the Local Authority’s dependence upon special schools and independent and non-maintained provision (INMSS) and will aim to keep pupils as close to the home community as possible and in mainstream environments.

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

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.)

EQUALITIES IMPACT ASSESSMENT:

This section will be completed for Final Report stage.

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 regarding 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 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:

See guidance at <https://hants.sharepoint.com/sites/ID/SitePages/Equality-Impact-Assessments.aspx?web=1>

Insert in full your **Equality Statement** which will either state:

why you consider that the project/proposal will have a low or no impact on groups with protected characteristics or will give details of the identified impacts and potential mitigating actions

Appendices

RP Funding Policy



2023-24 - Sch Fund -
Budget Share - Guidai

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HAMPSHIRE COUNTY COUNCIL

Report

Decision Maker	Executive Member for Education
Date:	19 January 2024
Title:	Additional SEMH Resourced Provision, Cams Hill School
Report From:	Director of Children's Services

Contact name: Sara Carey, Inclusion Commissioning Manager

Email: sara.carey@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek approval for the establishment of a resourced provision (RP) run by Cams Hill School, Fareham. The provision will create 15 additional places for children with social emotional and mental health (SEMH).
2. Resourced provisions are where places are reserved at a mainstream school for pupils with a specific type of special educational need (SEND), taught within the mainstream classes, but requiring a base and some specialist facilities around the school. They are usually for pupils with Educational, Health Care Plans (EHCP) but could include pupils with SEN support.

Recommendation(s)

3. That approval be given for the establishment of a resourced provision for Cams Hill School from September 2024.

Executive Summary

4. Hampshire County Council is committed to ensuring that all children can access high-quality education, as near to their family and local community as possible.
5. Leaders and practitioners are highly ambitious for children and young people with Special Educational Needs and Disability (SEND) in Hampshire to succeed.

6. There is a statutory duty to provide school places for all children, including those who have SEND. We are committed to further developing successful provision to meet this demand within the SEND sector.
7. The proposed additional SEND provision outlined within this report will help manage some of the school place pressures generated by the increase in the number of Education, Health, and Care Plans (EHCPs) maintained by the Local Authority.
8. As of August 2023, the number of maintained EHCPs was 15,753. By 2030-31, Hampshire expect there to be c28,000 pupils who will have an EHCP if practices continue as they currently are.
9. Demand has resulted in a corresponding pressure for places in special schools and resourced provisions. The County Council is committed to further developing successful provision or creating new provision where possible to meet demand for places.
10. The lack of sufficient provision within Hampshire Schools has led to an increase in placements within the independent and non-maintained sector (INMSS). The proposals contained within this report aim to build on good quality Hampshire school provision and meet the needs of children and young people within their local area. This will reduce the Local Authority's dependence upon independent and non-maintained provision (INMSS) and will aim to keep pupils as close to the home community as possible.
11. All Local authorities have a duty to promote sustainable and active travel to school. Hampshire is made up of diverse urban and rural communities and causes long travel times for already vulnerable children. However, having closer local provision minimises school transport costs and its use.

Contextual information

12. Cams Hill School is rated by Ofsted as a Good School. Please see link to their most recent Ofsted Report: - [50126350 \(ofsted.gov.uk\)](https://www.ofsted.gov.uk/schools/50126350)
13. There are currently 1239 pupils on roll. Please see following link to the DfE website which confirms this:- [Cams Hill School - GOV.UK \(get-information-schools.service.gov.uk\)](https://get-information-schools.service.gov.uk/)
14. The school and locality have seen an increase in children with SEMH and EHCPs.
15. Hampshire's Joint Strategic Needs Assessment (JSNA) looks at the current and future health and wellbeing needs and inequalities within our Hampshire population. It is used to inform and guide the planning and commissioning (buying) of health, wellbeing, and social care in the local authority area.

16. From the JSNA we can identify some Fareham districts are amongst the highest 30% in the county for mental health and wellbeing issues with SEMH being a prevalent need in children and young people. [Joint Strategic Needs Assessment \(JSNA\) | Health and social care | Hampshire County Council \(hants.gov.uk\)](#)
17. The school had previously approached HCC (Hampshire County Council) to open an SEMH provision.
18. As the school is an Academy it is its own admission authority, but as is the case with other schools, admission into the RP is through a panel process controlled by the SEN service.
19. Additional specific classroom space is required as a base for this new RP.
20. Cams Hill has a space where a new modular building could be installed, replacing an old unit. This location has easy access to the main school site. A two-classroom unit is proposed to include toilets, office, storage, and small group rooms. The school also require funding to replace the two lost classrooms which can be achieved through some internal reconfigurations in the main school which will be considered. If approved to proceed a full feasibility will be undertaken to check parking and other planning considerations.

Finance

21. Revenue costs to educate within a resourced provision are less than in the independent non maintained sector (INMSS) as the table below dictates.

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If the school should choose a more graduated admissions approach, the savings timeline will be slightly longer.

22. Capital Costs – the estimated cost to install a new two-classroom modular building at this site together with funding towards other school reconfigurations is estimated to be up to £500,000 – final costs will be known after a full feasibility. SEN High Needs Provision capital is available to fund these costs. These capital costs have been included in the Children's Services Capital Programme for approval by Executive Lead Member for Childrens in January 2024, but will need to be considered and approved by full Council in February 2024.

Consultation and Equalities

23. Cams Hill School will undertake a four-week non-statutory consultation if this proposal is agreed. Following this consultation, the Trust will submit a Full Business Case (FBC) to the Department for Education Regional Director for approval of the new SEN places.
24. An equality impact assessment will be completed for Final Report

Climate Change Impact Assessment

25. 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.

Other Key Issues

26. Currently there is no other secondary SEMH provision in Fareham borough with SEMH being a prevalent need in the area.

Conclusion

27. The proposals contained within this report aim to build on good quality Hampshire resourced provisions and meet the needs of children and young people within their local settings.
28. This will reduce the Local Authority's dependence upon special schools and independent and non-maintained provision (INMSS) and will aim to keep pupils as close to the home community as possible and in mainstream environments.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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People in Hampshire enjoy a rich and diverse environment:	Yes
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

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1. Equality Duty

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Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act regarding 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 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:

See guidance at <https://hants.sharepoint.com/sites/ID/SitePages/Equality-Impact-Assessments.aspx?web=1>

Insert in full your **Equality Statement** which will either state:

why you consider that the project/proposal will have a low or no impact on groups with protected characteristics or will give details of the identified impacts and potential mitigating actions

Appendices

RP Funding Policy



2023-24 - Sch Fund -
Budget Share - Guidar

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Education
Date:	19 January 2024
Title:	Aldershot Urban Extension 2nd Primary School, Aldershot
Report From:	Director of Universal Services

Contact name: Colin Jackson

Email: colin.jackson@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek spend approval to the project proposals for the proposed new Aldershot Urban Extension 2nd Primary School at the total cost of £12,500,000 conditional upon planning permission being secured.

Recommendation

2. That the Executive Member for Education gives approval to spend £12,500,000 on the project proposals for Aldershot Urban Extension 2nd Primary School, conditional upon planning permission being secured.

Executive Summary

3. The new Aldershot Urban Extension 2nd Primary School will provide primary education for up to 420 children agreed between 4 and 11 years old, together with a resource provision for 8 pupils with special education needs.
4. The proposed new school is required to meet the anticipated demand for primary school places arising from the remaining new homes to be built on the Wellesley development to the north of Aldershot. The school will supplement the primary school places for the development already provided from the Cambridge Primary School that opened in 2018.
5. The site and the majority of the funding for the new school is provided by developer contributions secured by the County Council via Section 106 Planning Agreements as part of the planning approval for the development.
6. The school will be located to the east of the Wellesley development, to the south of Alison's Road. The two-storey school comprises 14 classrooms, a special education needs resource provision, a hall, studio, learning resource centre, kitchen and ancillary accommodation with hardstanding for informal play and play courts, a staff car park and playing fields.

7. The school is to be run by an academy trust, selected in a competitive process by the County Council and subject to approval from the Department for Education. The school is planned to open in September 2025.
8. The project was previously included in the Children Services Capital Programme, approved by the Executive Lead Member for Children's Services on 12 January 2023 with a budget of £10,500,000. An update for the project is included in the Children Services Capital Programme approved by the Executive Lead Member for Children's Services on 19 January 2024, with additional funding of £2,000,000 and a total budget of £12,500,000.
9. A planning application was submitted in September 2023 and a decision is anticipated in January 2024. The recommendation is therefore conditional upon planning permission being secured.

Background

10. The proposed new school is required to meet the anticipated demand for primary school places arising from the approximately 3,850 new homes to be built on the Wellesley residential development. The new school will supplement the primary school places already provided by the Cambridge Primary School that opened in 2018.
11. The school will have 2 forms of entry, providing primary education for up to 420 children agreed between 4 and 11 years old, together with a resource provision for 8 pupils with special education needs.
12. The funding for the new school is provided by developer contributions secured by the County Council via a Section 106 Planning Agreement as part of the planning approval process for the Wellesley development together with an allocation from the Childrens Services Special Educational Needs block funding and the Basic Need grant allocation from the Department for Education. The site for the new school is provided within the eastern half of the Wellesley development.
13. The school is to be run by an academy trust, selected in a competitive process by the County Council and subject to approval by the Department for Education. The school is planned to open in September 2025.
14. The project was previously included in the Children Services Capital Programme (2023/24 – 2025/26), approved by the Executive Lead Member for Children's Services on 12 January 2023 with a budget of £10,500,000. An update for the project is included in the Children Services Capital Programme (2024/25 – 2026/27) approved by the Executive Lead Member for Children's Services on 19 January 2024, with additional funding of £2,000,000 to provide a total budget of £12,500,000.

Finance

Capital Expenditure:

15. The Capital Expenditure has already been approved in principle; the following table outlines the breakdown of its distribution across the project. The current estimate includes inflation to mid-point construction in 1Q 2025.

Capital Expenditure	Current Estimate	Capital Programme
	£'000	£'000
Buildings	10,730	10,730
Fees	1,770	1,770
Total	12,500	12,500

Sources of Funding:

16.

Financial Provision for Total Scheme	Buildings	Fees	Total Cost
	£'000	£'000	£'000
1. From Own Resources			
a) Capital Programme (as above)	0	0	0
2. From Other Resources			
a) Developer's Contribution	8,155	1,345	9,500
b) Basic Need Grant	1,974	326	2,300
c) High Needs Provision Grant	601	99	700
Total	10,730	1,770	12,500

a) Building Cost:

Net Cost = £3,637/m² (excluding abnormals)

Gross Cost =£4,434/m²

Cost Per Pupil Place =£23,310

Gross Internal Floor Area: 2,250m²

b) Furniture & Equipment:

Included in the above figures is an allocation of £542,525 for the provision of all loose furniture, fittings, equipment and I.T. (inclusive of fees). Broken down as follows:

IT £268,802

FFE £193,723

Kitchen £80,000

c) School Balances:

N/A – new Academy

Revenue Issues:

17. As this new school will be an Academy, the successful Academy Proposer will need to enter into a revenue funding agreement with the Secretary of State for Education, for the operation of the school, to be effective from the date of the school's opening. As this will be an Academy established to meet basic need, the County Council will be responsible for funding an amount to support pre-opening revenue costs and post-opening diseconomies. The County Council's current growth policy, approved by Schools Forum on 12th October 2022, provides an opening school with one off start-up funding of £67,000.

Details of Site and Existing Infrastructure

18. The site for the new school is in the north-east section of the Wellesley development and will be accessed from a road yet to be constructed by the developer, off Mandora Road, a new road serving the residential development from Alison's Road. A new green public open space is planned directly to the south-west of the school site's frontage. New housing will surround this open space together with further housing to the school's eastern boundary,
19. Previously a garrison cricket pitch, the school site is approximately 2.0 hectares with a developable area of 1.6Ha, sufficient to accommodate a primary school with 2 forms of entry.
20. Vehicular access to the school's staff car park and service area is provided off the proposed road from Mandora Road to the southwest of the school site. Grounds maintenance access will be provided from the same location.
21. The site is well connected to the homes and wider infrastructure within the Wellesley development with new footpaths and cycle ways.
22. New services infrastructure will be provided to the site with sufficient capacity for the proposed accommodation.

Scope of the Project

23. The proposed project comprises the construction of the school building, staff car parking, external play areas and playing fields, as shown on the plans in Appendix 1.

The Proposed Building

24. The proposed primary school building comprises:
- Main Hall
 - Studio
 - 14 classrooms
 - A classroom for pupils with special educational needs and disabilities
 - A specialist practical classroom

- Group rooms
 - A learning resource centre
 - Staff room and administration offices
 - Pupil and staff toilets
 - Accessible toilets and a hygiene room
 - Kitchen
 - Other ancillary support accommodation
25. The school building is a two-storey compact form, with the hall, studio and kitchen located on the west end and the main elevations of the teaching accommodation facing southwest and northeast. A two-storey canopy and brie-soleil structure provides covered play areas to the ground floor classrooms and solar shading to the first-floor classrooms to the southwest elevation.
26. The building will use an off-site manufactured timber frame construction to minimise embodied carbon, finished externally with brick and high-performance aluminium/wood composite windows and doors. A high-performance roof will accommodate an array of solar photo-voltaic panels.

External Works

27. The external works comprise:
- A hard play court and informal hard play areas
 - Dedicated play areas adjacent to reception classrooms, key stage 1 classrooms and the special education resource provision.
 - Pedestrian footpaths from the central green open space to the southwest of the site leading to the public entrance of the school and a drop off and pick up area.
 - A grassed playing field, incorporating a larger junior sized football pitch and a smaller pitch.
 - A staff car park and service access area.
 - Two covered bicycle and scooter storage areas.
 - A bioretention pond and habitat area.
28. The project will provide staff car parking on the site in accordance with the Hampshire County Council Onsite School Parking Policy as follows:
- 37 car parking bays
 - 2 accessible bays
 - 1 minibay

- 2 powered two-wheeler spaces
- cycle/scooter storage
- Infrastructure for 4 electric vehicle charging points.

Planning

29. A planning application was submitted in September 2023 and a decision is anticipated in January 2024.

Construction Management

30. The contractor will access the site from a haul road to the southwest of the site from Mandora Road.
31. Deliveries and movements of vehicles will be coordinated with the Developer of the Wellesley development.
32. Morgan Sindall Construction have been appointed as main contractor for the project through the Southern Construction Framework. Construction is anticipated to commence on site during Summer 2024 and complete in Summer 2025.

Building Management

33. Under a lease from the County Council, the selected academy trust will be responsible for the building management, repair, maintenance and insurance of the completed school building and site.

Professional Resources

34.

Architectural	Universal Services – Property Services
Landscape	Universal Services – Property Services
Mechanical and Electrical	Universal Services – Property Services
Structural Engineering	Universal Services – Property Services
Quantity Surveying	Universal Services – Property Services
Principal Designer	Universal Services – Property Services

Drainage Engineering	Universal Services – Hampshire Engineering Services
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Consultation and Equalities

35. The local HCC Member, Cllr Alex Crawford, has been consulted and is supportive of the proposal.

36. A pre-planning application consultation was undertaken in March 2023.

37. The following have been consulted during the development of this project:

- Children's Services
- Executive Lead Member for Children's Services
- Local County Councillor - Cllr Alex Crawford
- Local Residents
- Fire Officer
- Access Officer
- Ecology Officer
- Arboriculture Officer
- HCC Strategic Transport Team
- HCC School Travel Planning Team
- HCC Development Management
- Rushmoor Borough Council Planning Department
- Developer of Wellesley – Grainger plc

38. An Equalities Impact Assessment has been carried out and is included in Appendix 2.

Risk & Impact Issues

Fire Risk Assessment

39. The proposals will meet and be approved through the statutory building regulation process, which includes formal consultation with Hampshire and Isle of Wight Fire Service.

40. The proposals have been assessed in line with the agreed Property Services agreed procedures, including submission and approval by the Property Services fire safety review group. The assessment and discussion with Children's Services has concluded that the provision of sprinklers is not required in this instance, taking into consideration property protection and business continuity.

Health and Safety

41. Design risk assessments, pre-construction health & safety information and Health & Safety File will be produced and initiated in accordance with the Construction Design and Management Regulations for the proposed scheme.

Climate Change Impact Assessments

42. 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.

Carbon Mitigation:

43. Carbon emissions from this project arise during the supply of its raw materials manufacture and construction, together with the operational emissions from its heating and power consumption throughout its use.
44. The project will incorporate the following measures to reduce the operational carbon emissions and those embodied in its construction process:
 - A highly insulated and airtight building envelope and a natural ventilation heat recovery (NVHR) ventilation system to minimise heating demand.
 - Energy efficient lighting and heating controls, with daylight linked absence detection to ensure the minimum energy is used.
 - An off-site manufactured timber frame construction, with timber from sustainable forestry sources, to minimise embodied carbon.
 - A roof-top photo-voltaic array optimised to offset the school's electrical demand.
 - A site waste management plan will be developed to ensure that during construction the principles of minimising waste are maintained.
 - Formal post-occupancy evaluation and monitoring to study the in-use energy performance of the completed building once occupied.

Climate Change Adaptation

45. Like many schools and buildings across the Council's estate, the school will be vulnerable to the future extreme heat, rain and wind events that will occur with the climate consequences of a global average 2°C temperature rise by 2050. Such events could cause significant disruption to the use of the school,
46. The project will incorporate the following climate change adaptation measures to improve its resilience to summer overheating and flooding:
- A highly insulated and airtight building envelope and NVHR ventilation system to minimise heat gain and enable night-time cooling.
 - Nighttime purge ventilation during summer months using secure vents and the NVHR system to cool the building's interior.
 - Orientation of the long-axis of the building east-west to minimise solar gain, including a storey shade and canopy structure to the southwest elevation to mitigate summer heat gain and glare.
 - Location of the main hard play court to the east of the building, to mitigate localised summer heat gain
 - Low water consumption sanitary installations.
 - An onsite bioretention pond.
 - Soft landscaping to provide a minimum of 10% biodiversity net gain on the site.

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

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.)

Document

Location

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 characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic 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 which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

- 2.1 An Equalities Impact Assessment has been carried out and is included in Appendix 2.

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Aldershot Urban Extension Second Primary School

2FE Primary School
with resource provision

- Key**
- ▶ Pedestrian Entrance
 - ▶ Vehicle Entrance
 - ⬮ Grounds Maintenance Entrance

- Teaching Areas
- Non-Teaching Areas
- Circulation Areas

- Year R Classroom
- KS1 Classroom
- KS2 Classroom
- RP
- Specialist Practical
- Group Room
- Break-out Space
- Studio
- Main Hall
- Store
- Lobby
- Interview Room
- Reception
- Head T. Office
- Reprographics
- Sick Bay
- Hygiene Room
- AWC
- Server
- Visitor WC
- Staff WC
- LRC
- Cleaners Store
- PE Store
- Severy
- Kitchen
- Plant
- Elect.
- SEN/MI
- Office/Meeting
- Staff Room



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PROJECT APPRAISAL

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Equality Impact Assessment

What is an Equality Impact Assessment (EIA) and why does the County Council do them?

The [Public Sector Equality Duty](#) (PSED) is an obligation within the [Equality Act 2010](#) ("the Act"), which asks public authorities, like Hampshire County Council, to give 'due regard' to equality considerations, in particular to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.

This includes assessing the impact of policies and practices on individuals and communities with a protected characteristic, as defined in the Act and some other specific groups. The County Council uses EIAs to ensure it has paid 'due regard' to equalities considerations when there are changes to a service or policy, a new project or certain decisions.

EIA author	Position & Department	Contact
Amy Chambers	Project Officer Children's Services	amy.chambers@hants.gov.uk Tel:03707 798802

Title:	Aldershot Urban Expansion (AUE) - second primary school
Related EIAs:	None
Page 411	

EIA for Savings Programme:	No
Service affected	Aldershot Urban Expansion (AUE) - second primary school
Description of the service/policy/project/project phase	The demand for additional places arises as a result of the development of 3,850 dwellings at Wellesley, Aldershot Urban Expansion. There was a need for two new primary schools to meet the expected demand from the development, the first of which was The Cambridge Primary School which opened in September 2018 as a two form entry (420 place) school. The second primary school will be another two form entry (420 place) school, intended to open in September 2025.
New/changed service/policy/project	The proposed new primary school is planned to open in September 2025 and would admit up to 30 places for Year R (age 4+) and will grow over time to a total of 60 pupils per year group, an overall total of 420 pupils. The school will also provide places for 8 pupils with special educational needs and disabilities (SEND).

Engagement
<p>Pre-planning consultation was held between 30 March 2023 to 14 April 2023. Drop in event at the development was held Thursday 30 March 2023 at Grainger Trust Smith Dorrien House, Queen's Ave, Aldershot GU11 2BT between 3.00pm and 6.00pm. • Headteachers and Chairs of Governors at all schools within 2 miles • Staff union representatives • MP - Leo Docherty • HCC Elected member • Local District Council • Early Years Development and Childcare • Other relevant HCC Officers • Local Diocese. Consultation website set up here: Pre-planning Consultation - Proposal to build a new 2 form entry primary school (420 places) on Wellesley, Aldershot About the Council Hampshire County Council (hants.gov.uk)</p> <p>Full planning application is due to be submitted in April 2023 and residents/ stakeholders will have the opportunity to comment</p>

Equalities considerations - Impact Assessment

Impact on public	Positive
Impact on staff	Positive
Rationale	<p>The planned new school will ensure a sufficiency of primary age school places will be provided within the new development which will enable the local children to attend local schools. This will hopefully help to increase active travel to school as children will be able to walk, cycle or scoot to school instead of parents relying on taking their children to school in the car.</p> <p>The new school will offer new job opportunities which could be awarded to those living within the new community of Wellesley.</p> <p>The community as a whole will benefit from the new school as it would offer extended community use of the school building should the academy sponsor choose to. This could be in the form of baby and parent groups, after school clubs, extra curricular activities or holiday camps.</p>
Mitigation	

Disability

Impact on public	Positive
Impact on staff	Positive
Rationale	<p>The new school will be fully accessible for children and staff. There will be a lift to first floor to allow those who have mobility difficulties to access every room in the school building. The school will also have accessible toilets/ a hygiene room which can be used by both children and staff. The proposal is to make the outside landscape fully accessible which will allow adults and children easy access to all outdoor areas of the school site. These plans are still being developed with the help of access officers within the local authority.</p> <p>It is also planned that a Special Educational Needs Resource Provision (SEND RP) will operate within the school. The intended designation of the RP will be Social, Emotional and Mental Health (SEMH). The RP will provide a provision for local children who have disability as protected characteristic may be able to attend providing they meet admissions criterion.</p>

Mitigation	
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Gender Reassignment

Impact on public	Positive
Impact on staff	Positive
Rationale	<p>The accessible toilets will be unisex and therefore will be able to be used by everyone.</p> <p>The academy may also choose to make pupil toilets unisex but this will be at their discretion.</p>
Mitigation	

Pregnancy and Maternity

Impact on public	Neutral
Impact on staff	Neutral
Rationale	<p>There will be no change in benefits to this protected characteristic group, over and above the current circumstances and over other protected characteristics groups, therefore the impact has been assessed as neutral for both staff, children and young people.</p> <p>Once the school is open the academy will have appropriate pregnancy and maternity policies in place.</p>
Mitigation	<p>Page 414</p>

Race

Impact on public	Neutral
Impact on staff	Neutral
Rationale	There will be no change in benefits to this protected characteristic group, over and above the current circumstances and over other protected characteristics groups, therefore the impact has been assessed as neutral for both staff, children and young people.
Mitigation	

Religion or Belief

Impact on public	Neutral
Impact on staff	Neutral
Rationale	There will be no change in benefits to this protected characteristic group, over and above the current circumstances and over other protected characteristics groups, therefore the impact has been assessed as neutral for both staff, children and young people.
Mitigation	

Sex

Impact on public	Neutral
Impact on staff	Neutral

Rationale	There will be no change in benefits to this protected characteristic group, over and above the current circumstances and over other protected characteristics groups, therefore the impact has been assessed as neutral for both staff, children and young people.
Mitigation	

Sexual Orientation

Impact on public	Neutral
Impact on staff	Neutral
Rationale	There will be no change in benefits to this protected characteristic group, over and above the current circumstances and over other protected characteristics groups, therefore the impact has been assessed as neutral for both staff, children and young people.
Mitigation	

Marriage and Civil Partnership

Impact on public	Neutral
Impact on staff	Neutral
Rationale	There will be no change in benefits to this protected characteristic group, over and above the current circumstances and over other protected characteristics groups, therefore the impact has been assessed as neutral for both staff, children and young people.
Mitigation	

Poverty

Impact on public	Positive
Impact on staff	Positive
Rationale	Out of the 3,850 dwellings that are being built on the new Wellesley estate, part of the Aldershot Urban Expansion, 1301 dwellings are designated as affordable housing. By providing local schools for local children we reduce the need for long/ expensive travel times and encourage active transport to school for both staff and the children attending.
Mitigation	

Rurality

Impact on public	Neutral
Impact on staff	Neutral
Rationale	There will be no change in benefits to this protected characteristic group, over and above the current circumstances and over other protected characteristics groups, therefore the impact has been assessed as neutral for both staff, children and young people.
Mitigation	

Geographical Impact: Rushmoor

Equality Statement

Additional information:

This EIA is to support a report going to decision day on 22 September 2023. And a project appraisal going to decision day on 19 January 2024.

Overview Statement:

A summary assessment to show that due regard to the Public Sector Equality Duty has been paid, which is undertaken when a full EIA is not needed:

EIA reference number: 00521

Date of production of EIA for publication: 04/12/2023