

Project information	
Project Reference	Option reference C11-2016
Project name	"To provide Statutory School Transport only in relation to mainstream and Post-16 Transport"
Department	CFS/Place
Date	28/11/2018

What were the project objectives and what issues have been encountered with the delivery of these?

As part of the Council's Budget set in February 2016, significant savings on the Home to School and Post-16 Transport budgets were agreed. The savings would generate a total of £686k in 2018/19.

Under the proposal the Council would cease to provide school bus services and discounted season passes for non-statutory travellers. Where school transport was provided to a school, the capacity on this transport would be reduced and only be available to statutory travellers.

It was proposed that the new statutory-only service would be implemented from September 2018. This would bring us in line with the services offered by many of our neighbouring County Councils.

The proposed new service would only provide home to school transport for those children who had a statutory entitlement.

Children in Year Reception to Year 3 would receive travel assistance if they were attending their nearest available or catchment school and lived more than two miles away.

Children in Years 4 to Year 11 would receive travel assistance if they were attending their nearest available or catchment school and lived more than three miles away

Children from low income families have additional statutory entitlements which would be protected under these proposals:

- For primary school pupils, free travel would be provided for all children travelling beyond two miles to their catchment or nearest available school
- For secondary age children, free travel would be provided to one of three nearest qualifying schools between two and six miles from their home
- For children attending their nearest suitable school preferred on grounds of faith, they would receive free travel where the school was between two and 20 miles (primary) or two and 25 miles (secondary) from their home

The saving would be achieved by reducing the size and cost of the fleet required to provide the bus services to reflect the smaller number of users. In a number of cases,

we understand schools would be prepared to introduce their own locally commissioned bus services, and in other cases, commercial operators would provide the service, where it was viable.

The decision has subsequently been made not to proceed with this previously approved proposal on the basis that organisational priorities have changed since the original proposal was put forward.

What efforts have been made to mitigate those issues and what has been the outcome?

A whole system review of transport is underway and initial budget savings have been identified, please see below for details.

What change is being requested (describe the proposed alternative way of delivering the savings) and what is the impact on the cashable benefits (profile and total)?

A Member led whole system review of transport is currently ongoing and it is requested that savings identified during the review are utilised to mitigate the £686k undeliverable savings. The savings in the below table have been identified so far with further saving anticipated to be identified in 2019.

OFC	Detail	Savings/Income
Transport Base Budget review	Offset Bus Services Operators Grant (BSOG) & Bus Lane Enforcement (BLE) income with the base budget. Reduce Concessionary budgets.	£719k*
Fleet Depot Relocation	Give notice on Abbey Road early and relocate to Gamston Depot	£80K

*Please note a proportion of the Base Budget Review saving is subject to central government funding and is not guaranteed each year. The overall budget savings may therefore reduce by £210k from 2021/22, subject to Department for Transport national funding allocations. This reduction is currently factored into the Medium Term Financial Strategy (MTFS) in 2021/22 but would be deferred if funding continues at a consistent level.

The net effect of the above identified savings (shown in the below table) as mitigation for the undeliverable statutory school transport proposal is that £589k of the £686k can be delivered in an alternative way. It is requested that the remaining £97k of undeliverable savings be written off in the MTFS. As referenced above it is anticipated that the whole system review of transport will identify further savings during 2019.

£000s						
Year	Expected	Revised	Change			
2018/19	686	0	-686			
2019/20		719	719			
2020/21		80	80			
2021/22		-210	-210			
Total	686	589	-97			

Describe any wider impacts on other programmes projects as a result of the proposed change?

There is no ongoing related work that is impacted by this change

What lessons can be learned from this change:

Lesson Description	Learning Point
Policy Change Implications	Ensure all implication of Policy Changes are considered and approved by key stakeholders prior to decisions being made.

Recommendation

The Improvement and Change Sub Committee is asked to agree the change request as set out.

Derek Higton
Service Director
Communities and Place

Comments on the impact of the change request on the in-year budget and the MTFS (to be completed by Finance)

1. The write off of the planned saving will need to be updated in the Council's Medium Term Financial Strategy and will increase the funding gap that exists within it.

Comments on the impact of the change on the wider Transformation Portfolio etc. (to be completed by PMO)

2. Any additional budget savings identified by the whole system review of transport will be reported to the Improvement and Change Sub Committee as part of the quarterly update on Programmes and Projects once they have been approved by the relevant Committee.

Improvement and Change Sub Committee - Decision Record (INSERT DATE)	
Approval / Rejection Options	Conditions / Commentary
Change Request Approved	
Change Request Rejected	
Change Request Deferred	