



North

Yorkshire County Council

Equality Impact Assessment (EIA): evidencing paying due regard to protected characteristics

Removal of discretionary provision from the home to school and college transport policy

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যদি আপনি এই ডকুমেন্ট অন্য ভাষায় বা ফরমেটে চান, তাহলে দয়া করে আমাদেরকে বলুন।

如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。

اگر آپ کو معلومات کسی دیگر زبان یا دیگر شکل میں درکار ہوں تو برائے مہربانی ہم سے پوچھئے۔



Equality Impact Assessments (EIAs) are public documents. EIAs accompanying reports going to County Councillors for decisions are published with the committee papers on our website and are available in hard copy at the relevant meeting. To help people to find completed EIAs we also publish them in the Equality and Diversity section of our website. This will help people to see for themselves how we have paid due regard in order to meet statutory requirements.

Name of Directorate and Service Area

Children and Young People's Service.
Access and Inclusion

Lead Officer and contact details	Andrew Terry, Assistant Director, Access and Inclusion, e-mail andrew.terry@northyorks.gov.uk
Names and roles of other people involved in carrying out the EIA	Anton Hodge Assistant Director Assistant Director – Strategic Resources CYPS, Richard Owens, Assistant Director Integrated Passenger Transport BES, Catherine Price Passenger Transport Integration Manager BES
How will you pay due regard? e.g. working group, individual officer	A small group of council officers has developed this draft EIA. It will be published on the Council's consultation website and will be amended in light of the consultation on proposed revisions to the existing policy. It will be included as a completed document in the report to the Council's Executive on the outcomes of the consultation.
When did the due regard process start?	First draft of EIA started on 11 th November, 2014
Sign off by Assistant Director (or equivalent) and date	Andrew Terry 26 May 2015

Section 1. Please describe briefly what this EIA is about. (e.g. are you starting a new service, changing how you do something, stopping doing something?)

This EIA is about proposals to remove 2 areas of discretionary provision from the home to school and college transport policy. These are:

- i) to no longer provide free transport to pupils aged 8-11 who live between 2 and 3 miles from their normal or catchment school. This would be phased in to apply to pupils admitted to primary school from September 2016.
- ii) to no longer provide free transport to pupils in Years 10 and 11 where they have moved house and their parents wish them to remain at the school at which they commenced their GCSE courses of study. This would also apply to some pupils in Year 9 if they have commenced GCSE courses which their new school does not offer. This would be phased in from September 2015.

Section 2. Why is this being proposed? (e.g. to save money, meet increased demand, do things in a better way.)

The Council is committed to savings of £92m by the end of March 2015. Following recent announcements by the government over future funding it now needs to find a further estimated £77m between 2015 and 2019. The council proposes to make a £325k saving in the home to school and college transport budget as part of this savings target.

Section 3. What will change? What will be different for customers and/or staff?

It is estimated that 520 families of children aged 8-11 and who live between 2 and 3 miles from their normal or catchment school would be responsible for making their own transport arrangements because they would no longer be provided with free transport by the Council.

It is estimated that 190 families would be responsible for making their own transport arrangements for pupils in Years 9,10 and 11 if they moved house and wanted their children to remain at the school at which they commenced their GCSE courses.

Section 4. What impact will this proposal have on council resources (budgets)?

Assuming that 75% of parents of children aged 8-11 living between 2 and 3 miles from their normal or catchment school purchase a bus pass at the current rate of £380, then the Council would gain income of £145k per annum.

The additional cost of dedicated transport for this group where there is no bus available is £45k per annum, which would also be saved.

The proposal to cease providing free transport where pupils in Years 9,10 and 11 move house would save the Council £135K per annum.

The total reduction in the home to school and transport budget is therefore estimated at £325k, per annum.

Section 5. Will this proposal affect people with protected characteristics?	No impact	Make things better	Make things worse	Why will it have this effect? State any evidence you have for your thinking.
Age			X	Pupils aged 8-11 who live between 2 and 3 miles from their normal or catchment school would no longer

				be entitled to free transport
Disability	X			Pupils with a Statement of special educational needs (or Education, Health and Care Plan) would be provided with free transport where this was required. Pupils with medical needs would be considered for free transport on a case by case basis. Cases where a parent with disabilities was unable to accompany their child walking to school would be considered for free transport on a case by case basis
Sex (Gender)	X			
Religion or belief	X			
There would be no additional impact for those with Protected Characteristics under the headings of Race, Gender Reassignment, Sexual Orientation, Pregnancy or Maternity, Marriage or Civil Partnership				
Section 6. Would this proposal affect people for the following reasons?	No impact	Make things better	Make things worse	Why will it have this effect? Give any evidence you have.
Live in a rural area			X	A very small number of pupils aged 8-11 (currently 11 in number), have no school bus on which they would be able to purchase a pass.
Have a low income			X	There is currently no reduction in the cost of a bus pass for those on low income, other than those post-16. It is difficult to estimate the number of families per annum that would be affected by the proposal as we do not have any record of numbers of people in receipt of certain benefits.

Section 7. Will the proposal affect anyone more because of a combination of protected characteristics? (e.g. older women or young gay men?) State where

this is likely to happen and explain what you think the effect will be and why giving any evidence you have.

No, it will not.

Section 8. Only complete this section if the proposal will make things worse for some people. Remember that we have an anticipatory duty to make reasonable adjustments so that disabled people can access services and work for us.

Can we change our proposal to reduce or remove these adverse impacts?

The council will meet its statutory obligations if these proposals are agreed following consultation.

Families who purchase a bus pass will be able to pay in instalments, as currently is the case.

The schools affected will be asked to review their school travel plans.

If parents believe that a walked route to school is unsafe for a child, accompanied as necessary, then the council will make an assessment and may provide free travel.

Can we achieve our aim in another way which will not make things worse for people?

The Council is already in the process of saving approximately £2million from the home to school transport budget for those of statutory school age, following full public consultations in 2010 and 2013. This is mainly the removal of other discretionary elements of the policy (primarily the withdrawal of free or assisted transport to denominational schools and a 33% increase in the charge for post-16 transport).

All Directorates within the Council are required to make reductions to help achieve overall efficiency savings, and as outlined in Section 2 above, this proposal is thought to be fair and proportionate in contributing towards this.

If we need to achieve our aim and can't remove or reduce the adverse impacts get advice from legal services. Summarise the advice here. Make sure the advice is passed on to decision makers if the proposal proceeds.

The proposal illustrates that some measures may have an adverse effect, i.e. the removal of free transport between 2-3 miles for 8-11 year olds. As this is discretionary and not statutory provision, it is possible to introduce such changes even though it can have a negative impact on those receiving this provision. It is important that it should be a proportionate action having regard to the available

budget and the need for change.

Section 9. If the proposal is implemented how will you find out how it is really affecting people? (How will you monitor and review the changes?)

We will monitor the take up of bus passes for those aged 8-11 who live between 2 and 3 miles from their catchment or normal school.

Section 10. List any actions you need to take which have been identified in this EIA

Action	Lead	By when	Progress
Consultation	Andrew Terry, Assistant Director, Access and Inclusion	Closed 11 March 2015	
Monitor take up of bus passes	Richard Owens, Assistant Director, IPT	Ongoing	