

List of Discretionary elements of the current HTST Policy that are proposed for removal from the new policy

1. Delayed application of the increased statutory walking distance for 8 year olds

The current policy states: “A pupil will be eligible for assistance where the distance from home to school, measured by the nearest available walking route, is more than:

- two miles: for pupils up to the end of the school year in which they have their eighth birthday, (ie end of Year 3)”

HCC is consulting on the proposal to remove the discretionary element, i.e. apply the 3 mile distance on the child’s 8th birthday rather than waiting for the beginning of the next school year.

This may result in savings of approximately £90, 000 calculated using the 2010/11 financial year expenditure on 53 children at an average cost of £1,680 equating to just under £90,000. These savings can all be realised within one year of introducing a revised policy.

2. Providing a HTST service for children attending a denominational school.

The current policy states: “The County Council will assist with travelling expenses to the nearest denominational school with a place if all the following criteria are met:

- The child has been baptised or otherwise received into the faith of the foundation of the school;
- For primary pupils, the distance between home and school is more than two miles (Year R to Year 3) or three miles (Year 4 to Year 6) and less than six miles; or
- For secondary pupils, the distance between home and school is more than three miles and less than 10 miles.”

It goes on to say

“The County Council will assist parents who meet the above criteria with travelling expenses. Parents will normally be expected to contribute £1 per day to their child’s travel costs.”

HCC is consulting on the proposal to remove this discretionary element. This service might be discontinued by a phased approach in which there are no changes for children already receiving transport whilst they remain in their current school. Alternatively the authority might choose a timescale, for instance one academic year might be considered reasonable, for a notice period. At the end of the notice period all the service provided within this discretionary element would cease.

This may result in savings of approximately £325k calculated using the 2010/11 expenditure on 808 pupils receive HTST service under the denominational entitlement with an average cost of £406 per year. If ending the entitlement at the

end of a notice period then that would be the annual saving once the service is terminated.

Alternatively ending the service using a phased approach the savings are realised in a different way. In the longer term savings would arise by ceasing to provide subsidised transport. At the moment the typical uptake per year for secondary age children joining Year 7 is 150 children (including those exempt from the charge because of low income) transported at a cost of £360 per year, with a total spend of £50,000.

Therefore the potential savings, if the phasing begins for admission in 2012, would be

Financial Year	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018
Savings	30,000*	80,000	130,000	180,000	230,000	280,000

*7/12ths of 50 000

There are further children being transported, e.g. primary age children. Their entitlement would mostly end over the same period and so the savings would be slightly higher than the final figure in the table.

Also as the authority currently provides a subsidised service raising the cost to parents can be considered. The charge to parents has stayed the same since its introduction in 2007. If a subsidised service does continue then HCC proposes that the charge be increased from £1 to £2 per day.

This increased charge may result in savings of approximately £100k, presuming similar levels of take up of the service.

3. Waiving the charge for the HTST service for children attending a denominational school for a family of three or more children.

The current policy states: “If a family has three or more children travelling to their nearest denominational school and are otherwise subject to charges, a charge will be made for two children with the remaining children exempt from charges during the years where there are more than two children travelling to school”

HCC is consulting on the proposal to remove this discretionary element as well as removing the wider entitlement. This is a separate discretionary element that might be discontinued even if the wider entitlement is continued.

This may result in savings of approximately £2k calculated using the 2010/11 financial year expenditure on 4 children at an average cost of £500 each.

4. Providing assistance with transport for Year 10 and 11 (i.e. Key Stage 4) pupils who move schools.

The current policy states: “Assistance may will normally be offered to pupils in Years 10 and 11 where:

- The change of address takes place after the start of the first term of Year 10 and
- The distance criteria are met in respect of the new home and
- The pupil continues to attend the designated catchment area (or nearest) school for the previous home address.

HCC is consulting on the proposal to remove the discretionary element. This may result in savings of approximately £55k calculated using the 2010/11 financial year expenditure on 58 children at an average cost of £955 equating to just over £55k. The vast majority of pupils using the service are of year 11 age, more year 10 and 11 pupils who move home during the academic year and are entitled will come forward as the year progresses. These savings could be achieved as soon as they are included in the policy.

5. Providing assistance for home to college transport costs for students from low income families.

The current policy states: The following section details only the support with home to school transport available from the County Council.

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| Age | The student must be under 19 years of age on 1 September prior to the start of a course. |
| Income | The student's parents must be in receipt of Income Support or income based job seekers allowance. |
| Distance | The journey from home to school/college must be more than four miles, measured by the most direct practicable route. |
| Home | The student must normally live in the home of his/her parents/legal guardians. In the event of a student living alone assistance will be given where the student is in receipt of income support in their own right. |
| Which college or school? | The student must attend the nearest school with a sixth form or college offering an appropriate full-time, non advanced course, or to the nearest school with a sixth form. |
| Which course? | A full-time course or programme of study is deemed to be appropriate where it enables the student to meet his or her employment objectives. |
| Maximum distance | The nearest school with a sixth form must be within a maximum distance of ten miles. |
| Transport to church schools with sixth forms | Where a student attends a church school with a sixth form transport assistance will only be available where: <ul style="list-style-type: none"> • The student attended that school on denominational grounds prior to transferring to its sixth form • The minimum distance (4 miles) applies • The student has been baptised or otherwise received into the faith of the foundation of the school • The school is within the maximum distance (10 miles) of the home address • The school is the nearest church school of the appropriate denomination with a place |

Pick-up and dropoff points

Where the distance between a pick-up or dropoff point and home or school/college is less than 1.5 miles the County Council will not normally provide transport for that part of the journey.

Journeys to and from other destinations

Transport is not offered to or from points other than the school/college and home.

HCC is consulting on the proposal to remove the discretionary element.

This may result in savings of approximately £247k calculated using the 2010/11 financial year expenditure on 368 students at an average cost of £671 equating to just over £247k. There is a great range in cost for each student, the bottom quartile cost is £546, the median is £650 and the upper quartile is £755. The savings can be realised at the end of a suitable notice period providing the new policy is published with adequate notice for students due to start in the FE sector.

Alternatively to retain some support with travelling costs for students from families on a low income the authority could introduce a fixed percentage contribution for students meeting the criteria in the existing policy (stated above) of 40% of the actual costs. This would lead to savings of £148k.