

	Examples of what the review highlighted during the review	Potential negative or adverse impact and what steps could be taken to address this
<p>Disability - identify the impact/potential impact of the policy on disabled people (ensure consideration both physical and mental impairments)</p>	<p>The review highlighted that the Council currently spends £1.45mn transporting 271 pupils with a statement of SEN. This is mainly done through either the Council's in house fleet or taxi provision all of which has been specially adapted for wheel chair use.</p> <p>The Council also employs 52 guide escorts for children with SEN who are all CRB checked.</p>	<p>One questionnaire respondent highlighted that on a route used by their child, 8 children with a statement of SEN require transport but currently a 6-seater taxi is used to do this which means that a second run is required to complete the route. The Panel have recommended that Transport Services team monitor travel arrangements on a termly basis to try to address issues such as this where it is possible to do so.</p>
<p>Race – identify the impact/potential impact on different black and minority ethnic groups</p>	<p>During the contributor session, it was noted that St Gregory's Catholic College in Bath has the highest levels of students who do not have English as a first language. The Head Teacher noted that the school has particular measures in place to help both Polish and Filipino students whose families choose to send their children to the school on the basis of their beliefs. The Head Teacher noted that changes to the existing HTST policies may mean that parents/cares become unable to send their children to the school.</p>	<p>The Panel have developed a range of options which, if accepted by the Cabinet, could result in changes to the discretionary denominational transport policy. We would therefore suggest that if these recommendations are taken forward and are published in the admissions booklets, these are made available in different language formats to make sure that people who do not speak English as a first language can understand the changes to the policy and that individual schools make appropriate arrangements to assist pupils who do not have English as a first language.</p>

		<p>There will still be a statutory requirement to subsidise transport to those on low incomes to their nearest appropriate school. Between 2 and 15 miles. In this way, the most vulnerable people, some of whom will be from black and minority ethnic families, will be protected.</p>
<p>Religion/belief – identify the impact/potential impact of the policy on people of different religious/faith groups and also upon those with no religion.</p>	<p>Currently, the Council has a discretionary denominational transport policy whereby assistance with denominational transport is currently provided to the nearest appropriate school if the statutory distances are met and the child is baptised in the relevant faith. In September 2007, after the Passenger Transport Scrutiny Review in 2005/06, the Council introduced a charging policy for children qualifying for denominational transport. The current charge is £300 per annum [£50 per term]. For the 2nd and 3rd child a reduction of 50% is given. No further charge is made for additional children if a family has more than 3 children travelling. The report highlighted that views about this policy were divided and the Panel also heard from parents/carers and students who value the service but also said that they were happy to make a</p>	<p>The report has suggested a number of options for the Cabinet to consider in relation to the discretionary denominational transport policy. None of these would affect pupils who are currently attending their nearest faith school and receive subsidised home to school transport from the Council. Any policy changes would be published in 2013 and would come into effect for pupils joining schools in September 2014. The report did recognise that families at the contributor session said they were happy to pay a contribution to maintain the transport so we have suggested a recommendation which would maintain the transport but may result in an increased parental contribution.</p> <p>There will still be a statutory requirement to subsidise transport to those on low incomes to their nearest appropriate school, between 2 and 15</p>

	<p>contribution towards the service.</p> <p>The current denominational transport policy also supports parents who have a faith for which there is no specialist Educational provision or no faith (e.g. Atheists/humanists) who have selected a non-denominational school because of their faith/belief or lack of it.</p>	<p>miles. In this way, the most vulnerable people from faith backgrounds, will be protected</p>
<p>Socio-economically disadvantaged – identify the impact on people who are disadvantaged due to factors like family background, educational attainment, neighbourhood, employment status can influence life chances</p>	<p>The Council is required to provide subsidised transport to young people who come from families in receipt of free school meals or the highest level of working tax credits.</p>	<p>As this is a statutory duty, there will not be any changes to this.</p>
<p>Rural communities – identify the impact / potential impact on people living in rural communities</p>	<p>The research highlighted that busy roads, particularly in rural areas, were seen as a barrier to cycling to school. The steering group also noted that changes to denominational transport, if accepted, may mean that families in rural areas may choose not to attend a faith based school in future.</p>	<p>We have suggested as part of our recommendations that funding highlighted in the recent Place Medium Term Services and Resource Plan to improve cycle routes, or future funding in this areas, considers the whole of B&NES including rural areas. We have also suggested two routes where the Cabinet may wish to consider conducting feasibility studies to improve cycle routes in two rural areas.</p>