

Passenger Transport Policy Review

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| To: | Children and Young People Committee |
| Meeting Date: | 25 April 2023 |
| From: | Executive Director Children's Services |
| Electoral division(s): | All |
| Key decision: | No |
| Forward Plan ref: | n/a |
| Outcome: | To seek the Committee's views on proposed revised travel assistance policies and to consider the recommended proposed changes to the existing discretionary travel arrangements. |
| Recommendation: | <p>The Committee is asked to approve the recommendations below:</p> <ul style="list-style-type: none">a) to proceed with a consultation on withdrawing the current discretionary travel arrangements for children aged between 8 and 11 living more than 2 miles but less than the statutory 3 mile walking distance from their home to school.b) to consult on revisions to the Council's discretionary Post-16 Travel Assistance offer, for students with Special Educational Needs or Disabilities (SEND), withdrawing the existing provision of free assistance, and introducing a new level of subsidy in line with the mainstream travel assistance subsidy.c) to consult on introducing a subsidised charge for discretionary transport assistance for children with SEND, who attend nursery provision and request assistance.d) to comment on and agree the adoption of the revised travel assistance policies and governance arrangements, including the new Home to School Travel Assistance Policy for Children in Care, with the exception of the proposed amendments listed in a, b and c above. |
| Voting arrangements: | Co-opted members of the Committee are eligible to vote on this item. |

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1. Background

Statutory Responsibilities

- 1.1 Parents and carers have a duty under the Education Act 1996 to ensure that their children attend school and to make the necessary travel arrangements, including accompanying them where appropriate on their journey to and from school. Parents and carers are also responsible for their children until they arrive at school and once they leave at the end of the school day.

There are, however, certain circumstances under which the Council has a duty to make travel arrangements. These duties can be reviewed in **Appendix 1**. Under these duties the Council must provide free travel assistance to those children:

- whose nearest suitable school is beyond 2 miles (if below the age of 8) or beyond 3 miles (if aged between 8 and 16).
- who cannot reasonably be expected to walk to school as a result of mobility issues associated with their Special Education Need and/or Disability (SEND).
- who cannot reasonably be expected to walk to their nearest suitable school because of the nature of the route they would have to use to get to and from that school.

- 1.2 The Council must also provide free transport where pupils are entitled to free school meals, or their parents are in receipt of the maximum level of Working Tax Credits if:

- They are aged between 8 and 11, attend their nearest suitable school and it is more than 2 miles from their home; or
- They are aged between 11 and 16, attend one of their 3 nearest suitable schools, provided it is more than 2 miles but not more than 6 miles from their home; or
- They are aged between 11 and 16, attend a school that is more than 2 but not more than 15 miles from their home, that their parents have chosen on grounds of their religion or belief if, having regard to that religion or belief, there is no suitable nearer school to their home.

1.3 Discretionary Powers

Section 508C of the Education Act 1996 provides the Council with discretionary powers to go beyond their statutory duties and pay the whole or any part of reasonable travel expenses for children not eligible under Section 508B. It is for each Council to decide whether and how to apply and employ these discretionary powers. However, in doing so, the Council must act reasonably when determining their discretionary arrangements. The Council currently operates a number of discretionary schemes outlined below:

- Extended Walking Distance: Pupils aged 8-11.
- Temporary, Emergency or Exceptional Travel Assistance.

- Transport to Nursery Schools (SEND).
- Transport to After School Clubs (SEND).
- Post 16 Travel Assistance Policy.

1.4 A table summarising the Council's current statutory and discretionary transport arrangements has been included as **Appendix 2**

1.5 Policy Review

In November 2022 it was highlighted to the Children and Young People Committee (CYP) that there was a need undertake a review of the Council's existing policies. The Council currently publishes one main Travel Assistance Policy, which includes the statutory eligibility and discretionary provision for both mainstream children and young people and those with SEND. In addition to the main transport policy, the Council publishes an annual Post-16 Policy Statement, which must be consulted upon and published by 31 May each year.

It was identified that the review should give particular consideration to the following:

- How we communicate our policies to families making their school selections, in particular those parent and carers of children/ young people with SEND, so that they are fully informed of the eligibility criteria when making those important decisions.
- How our policies communicate the decision-making and appeal processes, especially when considering exceptional requests for high-cost transport arrangements.
- The accessibility of the policies, ensuring they are clear and understandable for those parents/carers who need are making decisions regarding their child's school placement.

1.6 This policy review is being undertaken as a part of the Council's wider [Transport Transformation Strategy](#) agreed by this committee in November 2022. Within this strategy, an action plan has been identified to help achieve the delivery of outstanding transport provision and address the significant budgetary pressures currently being faced. These pressures are in part due to inflationary pressures, national driver shortages and increased costs of fuel, but are equally due to the significant growth in both the mainstream pupil population and the SEND growth.

1.7 The review of the Council's discretionary policy schemes, as set out in section 1.3, is being undertaken as one of a number of current and planned work streams, identifying areas where changes are considered appropriate by officers, with the potential to deliver budgetary savings. Some of the workstreams include:

1.7.1 A review and rationalisation of all transport routes

This review of transport routes will have a particular focus on high-cost, individual travel routes in order to achieve better value for money.

1.7.2 Communication and engagement

A comprehensive review of communication for children, young people and families is being undertaken. This commenced with a review of the Council's Travel Assistance policies, but will also focus on the Council's webpages, frequently asked question documents, and the creation of additional information guides, to be available for families for key transition points in their children's education.

1.7.3 Safer routes to school route reviews

The Council has operated a long-standing 'invest to save' programme, where existing routes, previously assessed as unavailable, are reviewed, and funding is allocated for improvements to create an "available" walking route to school. This investment enables the withdrawal of Council-funded transport, generating future budgetary savings. Officers will continue with the programme of identifying routes where potential investments can be made, in order to redesignate routes as being safe and existing transport to be withdrawn.

2. Review of Discretionary Transport Arrangements

2.1 Extended Walking Distance: Pupils aged 8-11

The Council has historically used its discretionary powers to extend the statutory 2 mile 'walking distance' to include children from the age of 8 up to the point at which they transfer to secondary school at age 11: namely the Council operates a primary/secondary split in terms of the walking distance criterion, rather than an under 8 /over 8 split. This recognises the fact that in Cambridgeshire, children transfer from primary to secondary school at age 11.

2.2 It is recognised that this discretionary arrangement is a long standing policy, reflecting the age ranges within the 2 tiered education system in Cambridgeshire. However, research shows that we are among the minority of Authorities, with only 1 of our 8 geographical neighbours providing assistance to all children aged between 8 and 11, living between 2 and 3 miles from their nearest suitable school.

2.3 If the Council were to align its policy to its statutory duties, travel assistance would remain in place for children living in rural communities, for whom there is no available walking route to and from their nearest school. These children would continue to receive travel assistance, as referenced in 1.1.

2.4 Children living within low income households would also continue to be supported with travel assistance, under the statutory duty of extended rights, as referenced in 1.2.

2.5 Children whose long-term medical conditions or disabilities, which would prevent them from walking the 3 mile distance to and from school, would be considered for continuing travel assistance under the Council's established medical transport policy.

2.6 The Council currently transports 220 children aged between 8 and 11, who live more than 2 miles from their primary school, but less than 3 miles. The current cost of these arrangements totals £265,285.60. Of the 220 pupils, 172 would continue to be eligible for assistance, as highlighted in 2.3, 2.4 and 2.5. 48 pupils would no longer be eligible

for travel assistance. The estimated saving from current transport routes would be £44,273 per year.

- 2.7 Careful consideration would need to be given as to the timing of any changes to the existing policy, in order to allow families the opportunity to make informed decisions when applying for school places.
- 2.8 Consideration would need to be given to the impact on families who have multiple children attending the same school, who may be placed in the situation of having 1 child who continues to be eligible and 1 child who is no longer eligible for assistance.
- 2.9 The possibility of offering remaining seats for purchase on the existing contracted vehicles by those families whose children no longer meet the criteria for free assistance could be explored. Any offer would, however, be subject to the availability of vehicles that meet the Public Service Vehicle Accessibility Regulations (PSVAR).
- 2.10 This report proposes to Committee the option to proceed with a consultation to align the Council's policy to its statutory duties and withdraw the current blanket discretionary policy of providing travel assistance to all pupils aged between 8 and 11, living more than 2 but less than 3 miles from their nearest suitable school. A copy of the revised policy wording proposed is available in **Appendix 3**
- 2.10 Temporary, Emergency or Exceptional Travel Assistance

The Council has operated a long-standing policy of considering requests for exceptional discretionary travel assistance beyond statutory entitlement, to support the most vulnerable families in times of significant need. This includes the consideration for assistance in the following circumstances:

- Where a family is forced to move into emergency temporary accommodation or are made unintentionally homeless.
- Where a family has been forced to move home during their child's GCSE studies.
- Other cases of extreme vulnerability, as supported by schools and relevant professionals.

The Council has supported in excess of 120 families during the 2021/22 academic year from the above categories. In light of continuing financial pressures facing families, especially those who are most vulnerable, it is the view of officers that the current level of support provided through this discretionary policy remains appropriate and no change is proposed in the draft new policy.

2.11 Transport to Nursery Schools (SEND)

There is no statutory duty placed on the Council to provide free travel for children below the statutory school age to attend nursery school. However, the Council considers requests for assistance where a child has an Education Health and Care Plan (EHCP) and, without the provision of travel assistance, would be unable to access the education provision specified in their Plan.

2.12 This report proposes to Committee the option to proceed with a consultation on ceasing to provide this assistance free of charge, but to instead offer subsidised assistance on a similar basis, currently offered for Post-16 students. A copy of the proposed revised policy wording is available in **Appendix 3**.

2.13 Transport to After-School Clubs (SEND)

Since 2011 the Council has funded the cost of transport to enable children and young people attending a number of the County's area special schools to stay on beyond the end of the school day and participate in after school activities. The Council also provides funding from its High Needs Block towards the cost of running this after-school provision, in the order of £20,000 per school per year.

The Council expects to spend £111,929.38 on providing transport to the After-School clubs run by the following Area Special Schools in 2022/23:

- Highfields Academy in Ely.
- Samuel Pepys in St Neots.
- Spring Common Academy in Huntingdon.
- Meadowgate Academy in Wisbech.

The after-school clubs at both the Castle School in Cambridge and the Granta School in Linton are currently not able to operate due to resourcing difficulties.

The continuation of the transport provided to after-school clubs was previously considered by members of the Children and Young People's Committee and in May 2022 it was agreed the current arrangements would continue for a further 12 months.

The After-School Club transport provision is not included within the scope of this report, as the future viability of the club provision itself is currently being considered as a part of the Council's Safety Valve Programme. A further report covering all aspects of the Safety Valve proposals will be brought to Committee in the summer term.

2.14 Post-16 Travel Assistance

The Council has no statutory duty to provide free or subsidised post-16 travel assistance. However, in compliance with Section 508F of the 1996 Education Act, the Council must prepare and publish an annual transport policy statement specifying the arrangements for the provision of transport, or other support, that it considers necessary to facilitate the attendance of all persons of sixth form age receiving education or training. Under this duty, the Council should consider the appropriateness of assistance available for students living in rural areas, so that they are not financially disadvantaged due to increased travel distances and costs.

2.16 There are currently separate policies for mainstream Post-16 students (aged 16-19) and for SEND students (aged 16-25). The current arrangements have been in place since September 2016, where financial support is focused on students from qualifying low-income households attending their Nearest Appropriate Centre (NAC). In addition, support provided for students with SEND who hold an EHCP. These students must live more than 3 miles from this centre or be unable to walk this distance as a result of

their SEND. They must also be unable to access their Post-16 centre by public transport or on foot.

- 2.17 Eligible students, both mainstream and SEND, are required to make a financial contribution, in certain circumstances, as set out below in **Table A**. In addition to this, the current policy provides free assistance for students with SEND who meet the qualifying low income criteria.
- 2.18 Children in Care and Care Leavers (aged 16-19) attending and living more than 3 miles from their NAC remain eligible for free travel assistance, as a part of the Council's corporate parent support arrangements.
- 2.19 The current charges for Post-16 students are set out below:

Table A

| Charges for the 2022/2023 Academic Year | Post-16 Mainstream | Post-16 SEND Termly/Annual Costs | Post-16 Children in Care Termly/Annual Costs |
|--|---------------------------|---|---|
| Low income eligible students | £133 / £405 | £0 | £0 |
| Other eligible students | N/A | £220 / £660 | £0 |
| Spare Seat Costs for non-eligible students | £260 / £780 | £260 / £780 | £260 / £780 |

- 2.20 Those students who do not meet the qualifying criteria for subsidised assistance are offered the opportunity to purchase spare seats on existing Council contracted school bus routes. These seats are sold on a term-by-term basis and are subject to availability on vehicles which meet the Public Service Vehicles Accessibility Regulations (PSVAR). The current cost of these seats is set out in section 2.19.
- 2.21 Students are also signposted directly to colleges and commercial operators, who offer discounted rates on their services for Post-16 students. These discounts currently include:
- 50% discount on rail travel.
 - Discounted termly/annual Stagecoach Student Rider ticket for Post-16 students on Cambridgeshire routes.
- 2.21 Students who do not meet the qualifying criteria for travel assistance are also signposted towards the Government's 16-19 Bursary Fund. This fund is in place to support the most vulnerable 16-19 year olds to continue in their education. The fund is managed directly by each college or sixth form and includes two elements:
- Guaranteed bursaries of £1200 a year for the most vulnerable students i.e. those Children in Care, Care Leavers and receiving income support in their own right.

- Discretionary bursaries for any student staying on in education and training who, as determined by schools, colleges, and training providers, face genuine financial barriers to help with costs such as transport, food, or equipment.

2.22 This report proposes to Committee the option to proceed with a consultation on revisions to the Council's discretionary Post-16 Travel Assistance offer, for students with Special Educational Needs or Disabilities (SEND), proposing the withdrawal of the current provision of free assistance for low income households and introducing a new level of subsidy in line with current subsidy for Post-16 mainstream students, as indicated below in **Table B**. Officers are of the view that this change would align the subsidy the Council is continuing to offer equitably across all low income families. A copy of the proposed revised policy wording is available in **Appendix 3**.

2.23 Table of Proposed Post 16 Charges

Table B

| Proposed Charges | Post-16 Mainstream | Post-16 SEND Termly/Annual Costs | Post-16 Children in Care Termly/Annual Costs |
|--|---------------------------|---|---|
| Low income eligible students | £133 / £405 | £135/£405 | £0 |
| Other eligible students | N/A | £220 / £660 | £0 |
| Spare Seat Costs for non-eligible students | £260 / £780 | £260 / £780 | £260 / £780 |

2.24 **Table C** sets out the sets out the Post-16 expenditure and income for the 2022/23 Academic Year. It is anticipated that the proposed policy revision, as set out in 2.22, would generate an anticipated increase in income of £112k per annum.

Table C

| 2022/23 | Expenditure | Income | Net Expenditure |
|---------------------------|--------------------|-----------------|------------------------|
| Post-16 SEND | £2,733,618 | £141,898 | £2,591,720 |
| Post-16 Mainstream | £234,730 | £57,777 | £173,953 |
| TOTAL | £2,968,348 | £199,675 | £2,765,673 |

3. Review of Travel Assistance Policies

3.1 The Council has a duty to publish a home to school travel assistance policy, setting out arrangements for children and young people of statutory school age. There is no duty to

undertake a formal annual review of this policy, but it should be kept under regular review to ensure it continues to meet local needs and comply with statutory requirements.

- 3.2 An effective policy should be easy for parents/ carers or students to access and be clearly written so that parents and carers can easily understand it. It should clearly set out all the statutory eligibility criteria, in addition to the discretionary consideration offered by the Council. Policies should also set out the application and appeals policies.
- 3.3 The Council's current travel assistance policy comprises of one policy document setting out the eligibility criteria and arrangements for statutory school aged children/ young people (aged 4-16), including those children/ young people with Special Educational Needs and/ or Disabilities (SEND). It also sets out criteria and discretionary arrangements for Post-16 students (both mainstream and SEND). The current policy has been in place since December 2016.
- 3.4 In addition to the main policy document the Council also reviews and consults upon an annual Post-16 Policy Statement, which must be published by 31 May each year.
- 3.5 As referenced in 1.4 of this report, the key focus of this review is to ensure our eligibility criteria and arrangements are clear and accessible for parents/ carers and students. Additionally, the policy must be clearly communicated at appropriate transition points for children and young people, whether that be when a child is due to begin primary school for the first time, or at the naming stage of a school within a child's Education Health and Care Plan (EHCP).
- 3.6 It is the view of officers undertaking the policy review that introducing dedicated policies for children/ young people with SEND and students requiring assistance with Post-16 travel would improve accessibility for parents/ carers and students. It is therefore suggested the existing one policy is developed into 3 draft policies:
- Draft School Travel Assistance Policy – Mainstream. (**Appendix 4**)
 - Draft School Travel Assistance Policy for Pupils with Special Educational Needs and/or Disabilities. (**Appendix 5**)
 - Draft Post-16 Travel Assistance Policy. (**Appendix 6**)
- 3.7 In addition to the above 3 policies, a new policy has been created to outline the support provided with travel assistance for Children in Care. The objective of this policy is to support the good practice currently taking place within children's social care in relation to multi-agency decision making. A copy of the draft proposed policy, which has been shared with the Chair and Vice Chair of the Corporate Parenting Sub-Committee, is included as **Appendix 7**.
- 3.8 School Travel Assistance Policy Mainstream

This policy sets out the criteria and arrangements for statutory home to school travel assistance for children and young people attending mainstream schools and academies. This includes entitlement for children/ young people with SEND who have no special transport requirements.

- 3.9 The first proposed revision within this policy includes a change in terminology for a qualifying school to which an eligible child/ young person might receive travel assistance. This was previously referred to as the “*designated*” school” and will now be referred to as the “*nearest suitable school*”. This change will bring the Council’s policy in line with the terminology used within the Department of Education’s (DfE) statutory guidance.
- 3.10 The second proposed revision relates to the calculation of home to school distance measurements. The existing policy confirms that measurements will be calculated by using the “*shortest available walking route*”. Whilst this will remain the process for determining whether a child/ young person lives within or outside the statutory walking distances, an extension is proposed to set out how distances will be measured beyond the maximum statutory walking distances. This description will be:

*For routes beyond the maximum statutory walking distance of 3 miles, where there is no expectation that a child/ young person would **walk** the distance, measurements are undertaken by the shortest **road route**.*

3.11 School Travel Assistance Policy for Children/ Young People With SEND

This draft policy sets out the criteria and arrangements for statutory home to school travel assistance for children and young people with SEND who require travel assistance to and from their school or educational setting. This may be because their educational need or disability prevents them from walking the distance to and from school or because they require specific transport requirements.

- 3.12 When reviewing the travel assistance policy for children/ young people with SEND, the focus was on ensuring the eligibility criteria were clearly set out and that the application, decision-making and appeals procedures were clearly set out and transparent.
- 3.13 It includes a revised description of Personal Transport Budgets (PTBs) including the enhanced criteria agreed by Members at the CYP Committee in September 2021, so that parents/ carers can better assess whether a PTB would be a suitable transport option for their child.
- 3.14 The initial review has identified the need for a more robust and transparent decision-making process for requests for high-cost and exceptional transport arrangements. It is proposed that an Officer Panel process, made up of Senior Officers across Transport and SEND Services, be established ensuring all decisions are made following a thorough, child-focused discussion, taking into consideration all supporting evidence.
- 3.15 Further workstreams will be undertaken to ensure the successful communication of the Council’s policy, which will include consultation and partnership working with:
- The Statutory Assessment and Recourses Team
 - Pinpoint, the Cambridgeshire Parent/ Carer forum

4. Alignment with corporate priorities

4.1 Environment and Sustainability

Through encouraging independent travel and reducing, where appropriate, the need for individual travel arrangements, the Council can contribute to improving carbon and air quality outcomes.

4.2 Health and Care

There are no significant implications for this priority.

4.3 Places and Communities

There are no significant implications for this priority.

4.4 Children and Young People

For many vulnerable children living in Cambridgeshire, their school can be their main point of continuity. The Council continues to operate consistent and robust processes for assessing the need for exceptional discretionary travel assistance, supporting those children and young people who are most in need.

4.5 Transport

Robust eligibility checking processes will ensure that children/young people receive the travel assistance, appropriate to their needs and which also encourages independent travel, at every possible opportunity,

5. Significant Implications

5.1 Resource Implications

Budgetary Pressures

Whilst the focus of if this report is on policy review, it would not be possible to undertake such a review without considering the continuing financial pressures placed on the Home to School Transport budget, particularly relating to children/young people with SEND. In 2021/22, the SEND transport budget was £14.86m and ended the financial year with an overspend of £1.32m, due to the continuing demand for places at Special Schools and High Needs Units combined, with an increase in complexity of transport need. For 2022/23, the SEND budget has been increased to £17.92m to reflect the expected increasing pupil population demands, along with the predicted increase in the number of pupils with Education, Health, and Care Plans (EHCPs). However with high inflationary cost increases, the pressure on the budget continues to increase throughout the course of the year and it is anticipated that the financial year will conclude with an overspend of £3.2 million, across both the SEND and mainstream transport budgets.

5.2 Procurement/Contractual/Council Contract Procedure Rules Implications

The following bullet points set out details of significant implications identified by officers:

- All education transport is contracted through procurement frameworks established in compliance with the Council's Contract Procedure Rules.

5.3 Statutory, Legal and Risk Implications

The report above sets out details of significant implications.

5.4 Equality and Diversity Implications

The following bullet points set out details of significant implications identified by officers:

- S149 Equality Act 2010 ('The Act') places a duty on councils to promote equality of opportunity for disabled people and to eliminate discrimination. As such the Council has a duty to ensure its policies, practices, procedures, and services do not discriminate against disabled people.
- Section 6 of the Act defines disability and section 20 defines the duty to make reasonable adjustments so that disabled people are not discriminated against.
- The Council is under a legal duty to publish a policy that reflects these provisions and to comply with the requirements of the Public Sector Equality Duty.

In respect of the proposals outlined in sections 2.10, 2.13 and 2.22, the consultation process would be used to help gather information on any potential impact for the children/young people whose eligibility for transport may be affected by the proposed changes, from which an Equality Impact Assessment (EqIA) will be undertaken.

5.5 Engagement and Communications Implications

The withdrawal or change to existing school transport provision is an emotive and challenging process. Any proposed policy changes which would lead to a change in a child/ young person's eligibility would be subject to consultation, with careful consideration being given to the timing of any proposed changes.

5.6 Localism and Local Member Involvement

It is likely that the majority of members will have families living in their divisions who may see their child's entitlement to travel assistance change as a result of these proposals.

5.7 Public Health Implications

Should the Council proceed with the proposals outlined in 2.10, more children would be encouraged to walk to school and experience health benefits as a result. Provision is made within the Council's statutory duties, as set out in 2.5, to continuing to support those who

have long-term medical conditions/disabilities, which prevent them from walking the expected distances to and from school.

5.8 Environment and Climate Change Implications on Priority Areas:

5.8.1 Implication 1: Energy efficient, low carbon buildings.

Neutral Status: Neutral

Explanation: There are no significant implications within this category

5.8.2 Implication 2: Low carbon transport.

Neutral Status: Neutral

It is not yet known how the proposals set out within Sections 2.10, 2.13 and 2.22 might impact on how children will travel to school. However, these implications would be explored, families consulted and information gathered as a part of the proposed consultation process.

5.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Neutral Status: Neutral

Explanation: There are no significant implications within this category

5.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Neutral Status: Neutral

Explanation: There are no significant implications within this category

5.8.5 Implication 5: Water use, availability and management:

Neutral Status: Neutral

Explanation: There are no significant implications within this category

5.8.6 Implication 6: Air Pollution.

Negative Status: Neutral

Explanation: There is a risk that any change to the Council's existing policies, which reduces the level of support currently offered, could lead to a greater number of parents transporting their children in individual cars.

5.8.7 Implication 7: Resilience of our services and infrastructure and supporting vulnerable people to cope with climate change.

Neutral Status: Neutral

Explanation: There are no significant implications within this category

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Martin Wade

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement and Commercial? Yes

Name of Officer: Claire Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or Pathfinder Legal? Yes

Name of Legal Officer: Emma Duncan

Have the equality and diversity implications been cleared by your EqIA Super User?

Yes

Name of Officer: Jon Lewis

Have any engagement and communication implications been cleared by Communications?

Yes

Name of Officer: Simon Cobby

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes

Name of Officer: Jon Lewis

Have any Public Health implications been cleared by Public Health?

Yes

Name of Officer: Raj Lakshman

If a key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer?

Yes

Name of Officer: Emily Bolton

6. Source documents

6.1 Cambridgeshire Home to school travel assistance policy

6.2 Department for Education - Home to school Travel and Transport Guidance - Statutory Guidance for Local Authorities (July 2014)