

Home to School Transport

To: Children and Young People Committee

Meeting Date: 14 September 2021

From: Executive Director: Children and Young People

Electoral division(s): All

Key decision: No

Forward Plan ref: n/a

Outcome: To set out the Council's statutory responsibilities in respect of home to school transport, alongside those elements within the Council's existing travel assistance policy which are currently operated on a discretionary basis. The report also highlights both planned and current workstreams aimed at reducing the pressure on the Home to School transport budget.

Recommendation: The Committee is recommended to:

- a) Consider whether the Council should continue to exercise its discretion and provide support to families in line with its current published policy or whether officers should be commissioned to undertake a review of any of the discretionary elements.
- b) With particular regard to the provision of free transport to the After School Clubs which are run by five of the County's Area Special Schools, to approve the proposal to proceed to consultation on withdrawing this discretionary support with effect from September 2022.
- c) Approve the proposal to undertake a detailed review of routes currently deemed as unavailable (unsafe) for a child to walk to school, accompanied as necessary, by an adult.
- d) Note the Independent Travel Training pilot project and, in particular, its focus on supporting young people to gain greater independence as they approach adulthood.
- e) Note and comment on the criteria which have been proposed for adoption to inform future decisions on Parental Transport Budgets.

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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 after 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. The legal parameters relating to home to school/college transport for children and young people of statutory school age are set out in Sections 508, 509 and schedule 35B of the 1996 Education Act as amended by the Education and Inspections Act 2006.

Section 508B requires the Council to make such travel arrangements they consider necessary to facilitate the attendance at school for 'eligible children', set out within Schedule 35B of the Act. Eligible children are categorised as those;

- 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;

- The nearest suitable school is beyond 2 miles (for children over the age of 8 and under 11).
- The school is between 2 and 6 miles (if aged 11-16 and there are not more than three or more suitable nearer schools), the school is between 2 and 15 miles and is the nearest suitable school preferred by parents/carers on the grounds of religion of belief (aged 11-16).

1.3 Discretionary Powers

Section 508C provides the Council with the 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. The Council currently uses its discretionary powers to operate a number of schemes which are set out in detail in section 2 of this report.

1.4 Appeals process

The Council operates a two stage appeals process which families may follow if they consider there to be fault in the way the Council has applied its policy or if they believe there to be exceptional circumstances which should be taken into account. The first stage is an officer review of the original case, and any subsequent information submitted by the appellant. The appellant receives a written decision within 20 working days. Should the appellant remain unhappy with the outcome, they may request the appeal continue to stage two, whereby the case is heard by the Member Service Appeals Committee, or by the County Resourcing Panel (for children/young people with SEND), within 40 working days. There is no further appeal against the stage two appeal decision, however, an appellant may raise a complaint with the Local Government Ombudsman, if they feel there was fault in how their appeal was considered.

2. Main Issues

Discretionary Policy Elements

2.1 Extended Walking Distance: Pupils aged 8-11

The Council has historically used its discretionary powers to extend the statutory two-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, so in practice 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 in Cambridgeshire, children transfer from primary to secondary school at age 11.

2.2 Temporary/Discretionary Travel Assistance

The Council has operated a long-standing policy of considering requests for discretionary travel assistance, in order to support the most vulnerable families in time of need in cases where the child would not normally meet the criteria for assistance. This includes the consideration for assistance in the following circumstances:

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

The Council has supported in excess of 100 families during the 2020/21 academic year, from the above categories.

2.3 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.

- 2.4 There are separate policies for mainstream Post-16 students (aged 16-19) and for SEND students (aged 16-25). These policies are subject to regular scrutiny and review. Historically, the Council's mainstream transport policy was to provide subsidised travel assistance for Post-16 students living more than 3 miles from and attending their Nearest Appropriate Sixth Form Centre (NAC). The costs for this assistance were further subsidised for those who met a qualifying low-income criterion.
- 2.5 As a part of the Council's Business Planning process in 2015, a review of that Post-16 Policy was undertaken. The outcome of which was that the CYP Committee approved a recommendation that, with effect from September 2016, the Council would only provide subsidised travel assistance for students who met the qualifying low-income criteria and were attending their NAC. Those students are required to make a financial contribution, as set out in section 2.10.
- 2.6 Post-16 travel assistance is also available for students who have an Education Health and Care Plan (EHCP) and attend their NAC. 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. Eligible students are required to make a financial contribution, in certain circumstances, as set out in section 2.10.
- 2.7 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.
- 2.8 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. The cost of these seats is set out in section 2.10.
- 2.9 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.
- 2.10 The current costs for Mainstream and SEND students are set out below;

Post-16 Students	Post-16 Mainstream	Post-16 SEND Termly / Annual Costs	Post-16 Children in Care Termly / Annual Costs
Low income eligible students	£130 / £380	£0	£0
Other eligible students	N/A	£215 / £645	£0
Spare Seat Costs for non-eligible students	£260 / £780	£260 / £780	£260 / £780

2.11 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 2 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.

2.12 Personal Transport Budgets

Personal Transport Budgets (PTBs) are discretionary payments to parents/carers of children eligible for home to school transport under the Council's policy in exchange for full responsibility for transporting them safely to and from school.

2.13 Payments are calculated using a flat rate fee of £0.40 per mile for four journeys (home to school and return x 2) per school day. If there is a more cost-effective option (such as a shared transport arrangement), a PTB will not normally be agreed.

2.14 Every year there are cases where the amount a parent/carer would be paid via a PTB using the flat rate fee represents a significant saving to the Council compared to that of commissioning a taxi, but the parent/carer opts not to accept the PTB because they do not consider it to be sufficient to cover their costs. For example, a child or young person's SEND are such that they require a passenger assistant to accompany them on the journey to and from school.

2.15 Officers have identified the following criteria which they are seeking the CYP Committee's approval to adopt as the basis for calculating enhanced PTB payments in order to increase the number of parents/carers who take up this option and reduce the number of high cost, single occupancy taxi arrangements which the Council is currently required to put in place. This would also recognise the benefits to the child of being transported by an adult or adults with whom they are familiar and who understand and can respond to their particular needs.

- The child has severe medical needs which, during the course of a transport journey, could result in them needing immediate medical attention.
- The child's behaviour presents significant risk to other passengers in the vehicle and/or other transport users.
- The need for a second adult to accompany and support the child.
- The cost per mile of providing a taxi would be far greater than paying the parent/carer a PTB despite the home to school journey distance being very short.
- Family circumstances, for example the need to get other siblings to and from school, complexity of childcare arrangements or working arrangements.
- Other considerations, for example, the age, height and/or weight of the child and their mobility.
- The availability of an Occupational Therapist or other specialist assessment.

2.16 Transport to After School Clubs

2.17 Since 2011, the Council has been funding the cost of transport to enable children and young people attending some 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.

2.18 These arrangements were put in place following the conclusion of a pilot project undertaken in 2010 involving Granta Special School in Linton.

2.19 The Council expects to spend £78,280 on providing transport to the After School clubs run by five of Cambridgeshire's Area Special Schools in 2021/22. Those schools are:

- Castle in Cambridge (16 students, approximate cost £9,880)
- Granta in Linton (14 students, approximate cost £14,820)
- Highfields Academy in Ely (9 students, approximate cost £21,470)
- Samuel Pepys in St Neots (11 students, approximate cost £18,240)
- Spring Common Academy in Huntingdon (8 students, approximate costs £13,870)

For the 58 students for whom free transport is being provided, this breaks down to an annual average cost per student of £1350.

2.20 This cost is in addition to that of transporting them to enable them to attend school. This is because the opportunity for shared transport arrangements is much more limited due to which children and young people participate in the After School activities, on which days.

2.21 This is discretionary spend and the Council does not provide or fund similar arrangements for children and young people attending other special schools or those attending mainstream schools who have additional needs and/or an Education, Health and Care Plan (EHCP). However, it is recognised that the current arrangements provide parents with both respite and childcare.

- 2.22 At its meeting on 21 January 2020, the CYP Committee gave its approval to a recommendation to consult parents/ carers and the five Area Special Schools on a proposal to cease providing free transport to the After School clubs with effect from 1 September 2020.
- 2.23 The consultation was launched on 3 February and ran for six weeks to 27 March 2020. By the deadline, a total of 34 responses had been received. The majority (16) were from parents of a child using one of the After School clubs, with a further 2 from children. 13 responses were received from school staff. Many of the respondents commented on the positive benefits to children and their families of being able to access the After School provision. These included the opportunities it creates for socialisation, developing life skills, increasing independence and confidence. A number of parents also made reference to the fact that their children are isolated from their local communities because their needs are such that they can only attend specialist provision, some distance from their homes. If they were no longer able to attend After School provision, this would segregate them further and would be a form of discrimination.
- 2.24 The original proposal was to seek the Committee's views on the consultation feedback and secure a decision on whether or not to proceed with the proposal to cease funding transport effective from September 2020 at the committee meeting in April 2020.
- 2.25 In February 2020, the then Councillor Dr Nik Johnson submitted a petition together with a joint proposer relating to the provision of transport to After School clubs at special schools,. The intention had been for this be considered by the Committee at its meeting in April 2020. However, in recognition of the significant impact the COVID pandemic was having on children's education, it was agreed with the then Chair of the Committee that it would not be appropriate to proceed with the proposals, but to revisit these at a later date. As a consequence, the petition has not, to date, been heard or considered by the Committee. In line with the commitment made to the petitioners at the time, they have been advised that a report which is relevant to their petition would be considered by the Committee in September 2021. It is expected that a request will be received from the petitioners to speak at the Committee meeting and present their petition.
- 2.26 Subject to the Committee's views on this discretionary transport arrangement and the issues identified with regard to equality of opportunity, officers judge that it would be both right and appropriate to undertake a new consultation with parents/ carers and the schools affected, given the time which has elapsed. We would also seek to widen the consultation to include those schools and families whose children participate in After School clubs run by the County's other special schools, who do not currently benefit from this discretionary assistance. The proposal is that the consultation would be on the basis of ceasing the provision of free transport to the five After School Clubs effective from September 2022.

Current and Planned Transport Projects

2.27 Independent Travel Training

The nationally recognised trend of escalating financial pressures from reducing budgets and rising costs, in a time where complexity of need is also increasing, is

placing increasing pressures on the Council in fulfilling its statutory responsibilities for providing transport to and from educational establishments. In addition to the national trends, Cambridgeshire has the further challenges associated with the rural nature of the county, together with a limited number of operators with specialist vehicles and difficulties in recruiting passenger assistants (PAs). The Covid pandemic has exacerbated these challenges with some smaller contractors having ceased operating.

- 2.28 In October 2019 the General Purposes Committee agreed to release up to £408k of Transformation investment to identify and deliver savings in home to school and social care transport, including the introduction of independent travel training (ITT) assessments to reduce demand and promote independence. A combination of lengthy tendering processes and Covid-related demands upon officers and the wider transport service delayed the start of the project to September 2021.
- 2.29 ITT, successfully embedded by many Local Authorities (LAs) across the country, is a method for enabling children and young people with SEND to travel independently, allowing students to overcome their own personal barriers to travel and supporting access to the community and education, enhancing confidence as well as career and social opportunities and removing the need for LAs to provide costly specialist transport.
- 2.30 In June 2019 there were 183 SEND pupils travelling to school in individual taxis, with greater numbers travelling in low occupancy vehicles, sometimes with PAs. The programme of ITT aims to give pupils the skills to transition from these high-cost low-occupancy vehicles and travel independently, whether this be walking, travelling on a public bus or travelling on an existing, shared home to school transport route.
- 2.31 Following a full competitive tender process National Star College (NSC) has won the contract to run an ITT pilot programme in Cambridgeshire. NSC will use its ITT training programme known as 'Lift' to train 50 pupils during this two-year pilot project and provide two years of engagement with schools ensuring that the principles of independent travel training are embedded and supported in the curriculum. Cambridge Regional College (Cambridge and Huntingdon bases), Castle Special School (Cambridge) and Highfields special academies at Ely and Littleport will take part in the pilot. Suitable cohorts of students from these establishments have been identified and training will start in earnest. If the pilot is successful, further cohorts will be identified as well as ITT being automatically offered to those parents requesting travel assistance to school for their children.
- 2.32 Independent travel is key to independent living, accessing employment and preparation for adulthood. The reliance upon social care services in the future by those who are travel trained, will be reduced and in some cases removed altogether. Hence, the officers leading this pilot programme are working closely with representatives from Adult Social Care, to maximise the pilot's potential for positive impact on wider Council service budgets. The link to this service will be key to identifying cohorts of young people who could undertake and benefit from travel training and sustain those skills into adulthood.
- 2.33 The programme will cost a total of £192,964 across the two-year pilot. We would expect to see cumulative savings for at least 5 years, with initial part year savings of

£150k in 2021/22 but in 2022/23 would anticipate some of the forecast £267k savings being taken to create ongoing budget for the programme. This would allow the programme to become part of “Business as Usual” and ensure that the savings made in prior years are sustained.

2.34 Safe Routes to School

The Council publicises, within its Home to School Transport Assistance Policy, criteria for determining whether a route is deemed available for children/young people to walk along to their nearest or catchment school, accompanied by an adult as necessary.

2.35 The legal definition of an available walking route is “*A route along which a child, accompanied as necessary, can walk with reasonable safety. A route does not fail to qualify as “available” because of dangers that would arise if the child remained unaccompanied*” (Essex vs Rogers 1987).

2.36 Where a route which is under distance for the purposes of school transport (2 miles for primary-aged pupils and 3 miles for secondary-aged pupils) is not deemed to be “available” the Council has a duty to provide transport to and from school.

2.37 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.

In order to review a walking route a safety assessment is first undertaken by a Road Safety Officer, in line with the Council’s published criteria (set out in Appendix A). Should the assessment conclude that the route meets the criteria, a further independent Risk Assessment is then commissioned. These assessments collectively assist officers in determining whether the withdrawal of existing transport provision is the appropriate course of action. Due to the rural nature of many parts of Cambridgeshire, there will always be a need to provide travel assistance on those routes which will never meet our criteria for an available walking route.

2.38 As and when a decision is taken to withdraw existing transport provision, on the grounds of a newly available walking route, this decision is first discussed with the relevant stakeholders including the school and local Member(s). The families affected by this decision are then informed, ensuring sufficient notice (at least 1 school term) is provided of the change. Families are also informed of their right of appeal against the decision to the Member Service Appeals Committee, as outlined in section 1.4.

2.39 Within the last 10 years, the Council has undertaken a series of high-profile route reviews. Of the 13 reviews undertaken only 4 were unsuccessful with transport remaining in place. The latter involved co-ordinated campaigning and successful appeals to the Member Service Appeals Committee against the withdrawal decision. A further 10 routes have been identified for possible review in the future.

2.40 Officers’ recommendation is that a wholesale review of all routes currently deemed to be unavailable (unsafe) for a child or young person to walk to school, accompanied by

an adult as necessary, be undertaken starting in the spring of 2022 with a Road Safety Officer assessment in each case. The review would involve working with Highways colleagues to identify the potential for invest to save projects such as improvements to footpaths and cycleways which, once complete, would enable routes to be redesignated as safe.

3. Alignment with corporate priorities

3.1 Communities at the heart of everything we do

There are no significant implications for this priority.

3.2 A good quality of life for everyone

There are no significant implications for this priority.

3.3 Helping our children learn, develop and live life to the full

- Within the last 12 months we have seen a 23% increase in the number of families becoming eligible for Free School Meals. A number of the discretionary elements, within the Council's Home to School Travel Assistance Policy, help support and provide continuity for the County's most vulnerable children/young people, and those families with the lowest incomes.

3.4 Cambridgeshire: a well-connected, safe, clean, green environment

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

- All schools must have a Travel Plan which promotes sustainable transport choices and encourages families to plan their journeys and builds/strengthens links with the local community. Plans are written with teachers, parents, students, governors and the local community.
- A travel plan is also required for planning applications for development sites e.g. for new schools, school expansion projects, residential areas and leisure facilities.

3.5 Protecting and caring for those who need us

- For many vulnerable children living in Cambridgeshire their school can be their main point of continuity. The Council must balance the need to reduce the burden on the Home to School Transport budget against its role in supporting continuity and opportunity for those children and young people who are most in need.

4. Significant Implications

4.1 Resource Implications

The report above sets out details of significant resource implications in 2.16. to 2.26. In addition, demographic changes continue to exert significant pressure on both the mainstream and SEND budgets as evidenced below:

Year	Pupils in Cambridgeshire Schools	% increase in pupil numbers	Anticipated Expenditure (£)
2020/2021	81,909		9,223,445
2021/2022	82,393	0.59%	9,277,984
2022/2023	82,902	0.62%	9,335,211
2023/2024	83,434	0.64%	9,395,189
2024/2025	83,992	0.67%	9,457,981
2025/2026	84,575	0.69%	9,523,652
2026/2027	85,184	0.72%	9,592,271

The number of children with SEND for whom the Council is providing home to school transport has increased by 7.7%, which in turn, has led to increased transport costs of 6.23% in excess of inflation. Officers have used this information to revise demand bids as part of the Business Planning process to reflect the continuing trend in the annual budget.

4.2 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 accordance with the Council's approved processes

4.3 Statutory, Legal and Risk Implications

The report above sets out details of significant implications.

4.4 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 LAs to promote equality of opportunity for disabled people and to eliminate discrimination. As such the Council has a duty to ensure that 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.

The current transport arrangements, as set out within sections 2.16 to 2.26 of this report, are not equitable as transport to attend After School clubs is only provided to children and young people attending five out of the eight area special schools in Cambridgeshire. Children and young people attending one of the three Social Emotional and Mental Health (SEMH) schools and those with EHCPs attending mainstream schools do not receive such support. The proposed consultation will explore what other means families, not currently in receipt of this support, use to facilitate their child's attendance at After School clubs, including the use of Disability Living Allowance (DLA), where eligible.

4.5 Engagement and Communications Implications

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

- The withdrawal of existing school transport provision is an emotive and challenging process, which is highly resource intensive and often met with a counter campaign by the communities involved.
- With specific reference to the provision of free transport to the After School clubs, any further consultation regarding the discontinuation of this support should take into consideration feedback previously received, as set out in section 2.23 of this report.

4.6 Localism and Local Member Involvement

As set out in section 2.26, if agreed by the Committee, a consultation would need to be undertaken with parents, schools and local Members regarding any proposal to cease providing free transport to the five After School clubs. It is likely that the majority of members will have a family living in their ward, currently accessing this provision, who would be affected should the decision be taken to cease providing free transport effective from September 2022.

4.7 Public Health Implications

It is Council policy that schools:

- Should be sited as centrally as possible to the communities they serve, unless location is dictated by physical constraints and/or the opportunity to reduce land take by providing playing fields within the green belt or green corridors.
- Should be sited so that the maximum journey distance for a young person is less than the statutory and the Council's discretionary walking distances (3 miles for secondary school children, 2 miles for primary school children).
- Should be located close to public transport links and be served by a good network of walking and cycling routes.

With specific regard to sections 2.16 to 2.26 of this report, parents and the families of those children and young people who attend and participate in this After School provision are likely to benefit in terms of respite. The children and young people themselves also benefit in terms of their own health and well-being.

4.8 Environment and Climate Change Implications on Priority Areas

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Neutral status:

Explanation: There are no significant implications within this category

4.8.2 Implication 2: Low carbon transport.

Neutral Status:

Schools on new developments are located to be accessible by walking and cycling.

Where families express a preference to attend a school outside their catchment they are encouraged, where possible, to travel by sustainable means including public transport.

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

Neutral Status:

Explanation: There are no significant implications within this category

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution

Neutral Status:

Explanation: There are no significant implications within this category

4.8.5 Implication 5: Water use, availability and management:

Neutral Status:

Explanation: There are no significant implications within this category

4.8.6 Implication 6: Air Pollution.

negative Status:

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.

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

Neutral Status:

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 CCC Head of Procurement? Yes

Name of Officer: Henry Swan

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

Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact?

Yes

Name of Officer: Wendi Ogle-Welbourn

Have any engagement and communication implications been cleared by Communications?

Yes or No

Name of Officer: Simon Cobby

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

Name of Officer: Hazel Belchamber on behalf of Jonathan 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?

Not received at the time of submission

Name of Officer: Emily Bolton

5. Source documents guidance

5.1 [Cambridgeshire home to school travel assistance policy](#)

5.2 [Cambridgeshire Policy Statement for Post-16 Students in Full-Time Learning 21-22](#)

5.3 [Department for Education Home to School Travel and Transport Statutory July 20214 Guidance \(publishing.service.gov.uk\)](#)

6. Accessibility

6.1 An accessible version of this report is available on request from Stephanie.Miller@cambridgeshire.gov.uk