

Appendix B

Home to School Transport Budget and Projections

The home to school transport budgets and forecasts affected by the proposed changes in Policy are as tabled below. For completeness, those budgets not affected have also been listed.

<u>Budget v Full Year Forecast as at November 2009</u>			
<u>Part of this Consultation</u>			
	Budget	FYF	Variance
Home to School Transport			
423700 Salaries	151,805	76,800	(75,005)
423710 Mainstream Transport - Lower	459,439	578,000	118,561
423720 Mainstream Transport - Middle	1,476,678	1,494,330	17,652
423730 Mainstream Transport - Upper	1,870,611	2,269,001	398,390
423750 Mainstream Transport Disc.	145,870	332,000	186,130
423760 SEN Transport -Out of County	290,335	331,600	41,265
SEN Transport - SN Schools			
423770 Bed	1,573,718	1,431,000	(142,718)
423780 SEN Transport - SN Units - Mai	776,582	815,000	38,418
423790 SEN Transport - Pupil Referral	354,800	375,000	20,200
SEN Transport - Oakbank			
423800 Special	343,007	343,007	0
423860 Miscellaneous Transport	68,000	58,000	(10,000)
	7,510,845	8,103,738	592,893
<u>Out of the scope of this Consultation</u>			
423740 Mainstream Transport - College	219,111	227,000	7,889
SEN Transport - Special			
423810 College	289,050	269,000	(20,050)
Looked After Children			
423820 Transport	129,759	150,000	20,241
423840 Extended Rights to Free Travel	0	0	0
423850 CWD Transport	77,763	77,763	0
General Duty on Sustainable			
423870 Transport	0	0	0
423880 School Trip Advisor	0	0	0
	715,683	723,763	8,080
Total Home to School Transport	8,226,528	8,827,501	600,973

The projected savings and additional costs of any change to Policy are as follows

Savings / (additional Costs)	7/12	5/12	Annual Total	
	2010/2011	2011/2012	Savings	
Road Safety	0	0	0	Assume cost neutral
Denominational Transport	421,476	200,860	622,335	
Permanently Excluded Pupils	12,250	8,750	21,000	

Medical Needs	11,667	8,333	20,000	
Pupils in Years 10 and 11	(22,050)	(15,750)	(37,800)	
Refugees and Asylum Seekers	0	0	0	Govt Funded no savings
Looked After Children	0	0	0	No savings
Concessionary Transport	9,845	7,032	16,878	
Special Educational Needs Transport	258,417	184,583	443,000	
Training Costs for Special Schools	(29,000)	(21,000)	(50,000)	
	<u>662,604</u>	<u>372,809</u>	<u>1,035,413</u>	

Road Safety

At this stage the assumption is that any changes will be cost neutral.

Assessment of one route has been commissioned to provide a comparison of the likely implications of moving to the nationally agreed standards. A further 4 to 5 routes will be assessed at a later date.

Denominational Transport

This has been based on current levels of pupils with entitlement on denominational grounds. A detailed analysis of pupils, routes and costs was completed to enable visibility of potential savings.

Permanently Excluded Pupils

In the first two terms of the 2009-10 academic year there have been 16 applications of which 2 would have been rejected on distance grounds following the proposed change to policy. This was pro-rated to give a view of a full academic year with calculations as follows:

	2 terms	3 terms
Applications agreed since 1/4/2009	14	21
Applications that would have been rejected on distance criteria	2	3
	<u>16</u>	<u>24</u>
Percentage of savings predicted on distance criteria		13%
The average annual cost per child		7,000
Projected annual savings from change in Policy		21,000
	7/12	12,250
	5/12	8,750
		<u>21,000</u>

Medical Needs

Following a process of evaluation through assessment and monitoring, and by looking at the range of conditions that the pupils have, potentially there could be a saving as follows:

Projected annual savings from change in Policy		20,000
	7/12	11,667
	5/12	8,333
		<u>20,000</u>

Pupils in Year 10 and 11

This will add costs to the current budgets as this is not currently offered as part of the existing policy. The calculation is based on current information.

Pupils		4
Cost per day		50
Number of pupil days		189
Additional annual cost		(37,800)
	7/12	(22,050)
	5/12	(15,750)
		<u>(37,800)</u>

Concessionary Transport

Currently there are spare seats on home to school transport buses. Following promotion and marketing, additional seats could be sold. Based on a projected sale of 42 seats the calculations are as follows:

Estimated sale of 42 seats		42
Termly charge from Sept 2010		133.95
Annual additional revenue		16,878
	7/12	9,845
	5/12	7,032
		<u>16,878</u>

Special Educational Needs

An analysis based on distance of SEN pupils receiving free home to school transport was undertaken. Pupils attending Glenwood, Hillcrest and Sunnyside have been excluded from the analysis on the basis that these schools are for SLD pupils. Those remaining pupils that would no longer be entitled to free transport following a change to an assessment and monitoring methodology could potentially be 85.

		Average	
	Pupils	Annual cost	£
Special Schools	87	5,091,90	443,000
	7/12	258,417	
	5/12	184,583	
		<u>443,000</u>	

Impact Evaluation : Phasing in eligibility to free school transport to denominational schools

Consideration has been given to the financial impact of phasing out the eligibility to free school transport to denominational schools. Two financial summaries are set out below, the first for phasing out starting in September 2010 and the second for phasing out starting in September 2011.

The financial models are based on current usage of denominational transport, phased out on the basis that when a child moves to the next phase of schooling his/her entitlement ceases. Currently for Central Bedfordshire schools this is at the end of Years 4 and 8. For Local Authorities who operate a two tier system this is at the end of Year 6. The model reflects that Years 12 and 13 do not have free home to school transport entitlement.

The financial impact to the Authority of phasing out entitlement to denominational transport is reflected in the additional budget required in each financial year.

Phasing in the proposal to withdraw entitlement over the periods indicated below would require compensatory savings to be identified in Children's Services budgets. The budget impact will reduce over the period with the greatest impact being incurred in 2010-11.

Financial Summary of phasing out Denominational Transport from September 2010

		Financial Year							Savings	
		10-Nov	11-Dec	Dec-13	13/14	14/15	15/16	16/17	In Yr	Cum
	Cost									586,663
Academic Year	10-Nov	-112,804	-80,574						-193,378	393,285
	11-Dec		-103,083	-73,631					-176,713	216,572
	Dec-13			-50,948	-36,391				-87,339	129,232
	13/14				-45,504	-32,503			-78,006	51,226
	14/15					-22,101	-15,787		-37,888	13,388
	15/16						-7,781	-5,558	-13,388	0
	Cum savings	-112,804	-296,461	-421,039	-502,934	-557,538	-581,106	-586,663		
	Add Budget Required	473,859	290,202	165,624	83,729	29,125	5,557	0		

Financial Summary of Phasing out Denominational Transport from September 2011

		Financial Year							Savings	
		10-Nov	11-Dec	Dec-13	13/14	14/15	15/16	16/17	In Yr	Cum
	Cost									586,663
Academic Year	10-Nov	-43,865	-31,332						-75,196	511,467
	11-Dec		-103,083	-73,631					-176,713	334,753
	Dec-13			-50,948	-36,391				-87,339	247,414
	13/14				-96,331	-68,808			-165,139	82,276
	14/15					-22,101	-15,787		-37,888	44,388
	15/16						-25,893	-18,495	-44,388	0
	Cum Savings	-43,865	-178,279	-302,857	-435,580	-526,489	-568,168	-586,663		
	Addt Budget Required	542,798	408,384	283,806	151,083	60,174	18,495	0		

Longer Term

There are other longer term factors that could impact on the home to school transport budgets as follows:

- Retendering of contracts which has to date delivered an average of 17% savings.
- Changes to the way distance is measured to a more accurate “walking distance”.
- Changes to the Behaviour and Support Strategy (this would include the PRU).
- Changes to SEN Strategy (includes Out of County).
- Extended Schools Agenda.
- Highways improvements to create walking routes.