

## Wiltshire Council

### Denominational Home-to-School Transport – rapid scrutiny exercise (Children’s Services Select Committee)

8<sup>th</sup> September 2011

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#### Additional information provided for the rapid scrutiny meeting

**Note:** The information included below is in addition to that contained within the report to Cabinet, which is included elsewhere in this Agenda. References to the appropriate paragraph within the Cabinet report are included below where possible.

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#### 1. Financial implications

Further information has been requested about the figures and assumptions used in the calculation of the estimated savings for the three options shown in the ‘Financial Implications’ section of the report (paragraphs 25-26).

The calculations in respect of **Option 1** are shown in the table below:

1	Gross annual cost of provision (2010/11 costs)	£349,000	
2	Estimated income by 2013/14 (when phased introduction of charging begun in 2007 will be complete)	£166,000	2010/11 income of £137,000, plus estimated additional income of £30,000 from new starters in 2011/12 - 2013/14
3	Estimated net saving from withdrawing transport (on top of savings already expected from full introduction of 2007 charging policy)	£183,000	Line 1 minus line 2
4	Less adjustment for net cost of continuing to provide transport for denominational post 16s under ‘same cost’ policy ( <i>most denominational post 16 students currently receiving transport will continue to be eligible for transport assistance under the terms of the Council’s post 16 transport policy, providing that the cost to the Council is no greater than the cost of transport to the designated sixth form school or FE college for their address</i> )	£11,000	Assumed that all 41 denominational post 16 students continue to receive transport, at a net cost of £268 per head (cost of season ticket on the public bus, less income from post16 charge)
5	Less estimated cost of providing transport for entitled children from low income families	£10,000	In 2010/11 were only 5 children receiving free transport. Assumed that

## Sensitivity analysis

It is very difficult to predict the additional costs that might be incurred by the Council in providing additional transport where denominational pupils seek to transfer to the local school and the year group at the local school is full (line 6 in the option 1 calculation table above). The actual costs incurred will depend on many factors, including:

- The number of pupils who seek to transfer, which will depend on the individual decisions made by parents when it is known what alternative transport arrangements will be available, and at what cost;
- What spaces are available in each year group at the alternative local schools at the time;
- Whether (particularly for primary schools) the local school will agree to take 'over numbers';
- What type of transport is required and what price can be secured through tendering or negotiation.

The estimated savings in the report are based on an assumption that 25% of children currently receiving transport will seek to transfer. A '**worst case scenario**' has also been worked through to estimate the possible cost implication if all of the children currently receiving transport seek to transfer to the local school:

<b>Additional transport needed;</b>	<b>Estimated cost (£);</b>				
	<b>2012/13</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>	<b>2016/17</b>
<b>Secondary</b>					
Bradford – Trowbridge (2 season tickets)	1200	1200	1200	0	0
Chippenham area villages – Abbeyfield (use existing school bus)	0	0	0	0	0
Corsham – Abbeyfield (7 season tickets)	4200	2400	0	0	0
Melksham – Trowbridge (1 season ticket)	600	600	600	0	0
Lavington and Devizes – Melksham (bus for 21 current year 9 pupils)	29,000	0	0	0	0
Lavington – Devizes (large taxi for 7 children)	6,000	6,000	0	0	0
<b>Primary</b>					
4 rural primary schools (Cherhill, Lacock, Gt Cheverell, Shaw) each requiring a taxi for 1 child ( <i>may be reduced if schools agree to take over numbers</i> )	24,000	18,000	18,000	12,000	0
<b>TOTAL</b>	<b>65,000</b>	<b>28,200</b>	<b>19,800</b>	<b>12,000</b>	<b>0</b>

within the schools budget. Only pupil movements associated with the changes to denominational transport are shown and it is important to note that these are unlikely to be the only pupil movements from year to year. The model for secondary schools shows an increase in the overall number of pupils in Wiltshire schools because of the movement of pupils from schools in Bath and Swindon back to Wiltshire.

The analysis reflects Age Weighted Pupil Unit costs from the Wiltshire funding formula and therefore treats all of the schools as if they are maintained schools. A number of schools have converted to Academy status or are expected to convert prior to the implementation of any changes to transport arrangements. Academies are currently funded by the Young Person's Learning Agency (YPLA) and per pupil amounts for these schools are not known to the local authority. Academies are funded on an academic year basis and therefore any changes to pupil numbers are reflected at the start of the academic year.

For maintained schools changes to pupil numbers in September are reflected in the budget for the following financial year, however, should a school experience a significant increase in numbers on roll within a financial year, i.e., sufficient numbers to generate the need for an additional class, there is a mechanism within the funding formula to reflect the increased cost in year. Subject to the appropriate criteria being satisfied, as laid out in the local authority's funding scheme, this cost is met from the contingency held within the delegated schools budget. Based on the figures presented in the attached analysis it is possible that 1 secondary school could require additional funding in year if all pupils in years 7-9 who currently access transport were to move to their home community school.

Maintained schools are required to submit 3-year budgets to the local authority with years 2 and 3 based on estimated pupil numbers. If an individual school is forecasting a financial deficit as a result of reduced pupil numbers then the LA will work with that school to develop a financial recovery plan. For academies, any recovery plan would need to be agreed with the Young Person's Learning Agency (YPLA) who currently fund academies. Each school is considered on a case-by-case basis. Depending on the level of deficit forecast it is possible that schools would need to make reductions in staffing however it is not possible to estimate the likely cost of redundancies until pupil movements are known. If it is agreed that staffing reductions are necessary for financial recovery then redundancy costs are met from the centrally held Dedicated Schools Grant and are therefore a cost to the overall schools budget.

### **3. Admissions to other schools**

#### **Inter-year admissions and outside normal admissions rounds**

The LA Admissions Team recognise that if all pupils attending faith schools reapply to their local school they would need careful planning and placement. Until the actual numbers and individuals are known the Admission Team is unable to gauge the difficulties that might ensue in re-allocating places.

It is not possible to be definitive in relation to the impact on a particular school in terms of a drop in the number on roll; much would depend on the exact number. As the recommended option allows for a phased approach it is unlikely that any planned key stage 4 courses will need to reduce. Likewise the impact on individual students is difficult to assess and will depend on individual circumstances.

- how many will seek to reduce the cost and inconvenience of a daily car journey by setting up formal or informal car sharing arrangements.

The worst case scenario (in traffic terms) would be that no alternative transport arrangements are made; no children transfer to other schools; no car sharing takes place; and that all children currently at the school continue to attend and are taken to school alone by car. This would be a very unlikely outcome. For the reasons given above, it is very difficult to identify what the actual outcome would be, but the following scenario is given as an example;

Assumptions; 50% of pupils use alternative transport arrangements 25% transfer to other schools 25% travel by car Of these, 50% share with one other pupil			
	St Augustine's	St Gregory's	St Patrick's
Pupils receiving transport in 2010/11	302	69	30
Possible number travelling by car in future	76	18	8
Possible number of additional cars	57	14	6

#### **5. What support the Council would be able to offer to schools to make alternative transport arrangements**

A request has been made for more information about what support Council officers would be able to provide to schools to make alternative arrangements, to reduce the additional burden this would place on them (particularly for the primary schools for whom organising transport may be a significant burden) (please see paragraphs .

Officers in the Council's Passenger Transport Unit (PTU) have well established working relationships with the schools with the largest transport provision, and have already attended meetings at which possible future transport arrangements have been discussed. Support could be provided for the schools in a number of ways, including for example;

- Arranging for existing transport contract arrangements to be taken over by the school, or a 'parents club';
- Discussing with local transport operators whether they would be prepared to run a fare paying service on a commercial basis;
- Providing advice and assistance in designing the most cost effective transport routings, including whether it would be possible to reduce the cost by linking these with other Council transport contracts;
- Advising on the availability of suitable existing public transport services or of spare seats on other Council transport contracts in the area;
- Providing advice on tendering or negotiation with transport operators;

**Shared sites:** Students whose designated schools are in Trowbridge, Chippenham and Salisbury can receive transport to an alternative school where their local school is on the same 'campus'.

**Any other individual circumstances:** The Council has a responsibility to consider any individual circumstances presented for purposes of considering transport entitlement and to determine whether these warrant an exception to normal policy.

**7. Pupils living in isolated areas** *Paragraph 13, Bullet Point 4 in the Cabinet report*

The Cabinet report refers to "Families living in areas where it is not possible to arrange alternative transport..."

In 2010/11 there were 26 pupils living in areas which meant they required transport other than by school/service bus. These were transported mainly by taxi (18) but some were taken by parental car (8) and claimed an allowance towards motor fuel costs. In 2011/12 this number falls to 13 as many of them transfer from primary to secondary or leave compulsory education.

If denominational transport support is removed, all of these children could attend their local school and get there by walking, as this is in the same town or village. Thus, there will be no cost incurred in providing free transport to the local school.

**8. The consultation process** *See Paragraphs 4-7 in the Cabinet report*

Letters were sent to parents of all children currently receiving assistance, headteachers of those schools affected and the RC diocese on 5<sup>th</sup> May 2011, giving notice of the proposal to withdraw assistance at Cabinet on 26<sup>th</sup> July, inviting comments by 13<sup>th</sup> July.

- A second letter was sent to same groups inviting comments on the proposals and providing details of the Cabinet meeting.
- CE diocese were consulted
- Individual responses were recorded and acknowledged
- Cabinet members met with selected headteachers and the RC diocese on 8<sup>th</sup> August
- Cabinet's consideration of the proposals was postponed from 26<sup>th</sup> July to 13<sup>th</sup> September in order to allow greater participation during term time.
- A report containing the proposals was taken to the Children's Services Select Committee on 22<sup>nd</sup> July.

## Modelling of Financial Implications for Secondary Schools Budgets of Changes to Denominational Transport

	AWPU Value 2011/12
Year 7	£ 3,229.93
Year 8	£ 3,229.93
Year 9	£ 3,229.93

AWPU = Age Weighted Pupil Unit

School	NOR Jan 2011	School Budget Share 2011/12	Potential Pupil Movement if all pupils return to "home" school			Total	Associated Movement in AWPU Funding in following financial year if ALL Yr 7-9 Pupils Move			Trigger Increase in Year?	Assume 25% from St Augustines and St Gregory's move £
			Yr 7	Yr 8	Yr 9		Yr 7 £	Yr 8 £	Yr 9 £		
1	730	3,612,773	0	0	1	0	0	0	3,230	3,230	0
2	1200	5,717,491	1	1	3	3,230	3,230	3,230	3,230	9,690	2,422
3	1427	6,551,621	10	0	0	32,299	0	0	0	32,299	8,075
4	1312	5,924,623	0	4	2	0	12,920	0	6,460	19,380	4,845
5	874	4,534,878	5	8	6	16,150	25,839	19,380	9,690	116,278	15,342
6	1203	5,688,603	14	19	3	45,219	61,369	9,690	96,898	180,876	29,069
7	1114	5,379,037	16	10	30	51,679	32,299	0	3,230	3,230	45,219
8	359	1,910,678	0	0	1	0	0	0	0	0	0
9	394	2,092,154	0	0	(1)	0	0	0	(3,230)	(3,230)	0
10	1218	5,968,940	3	1	3	9,690	3,230	9,690	9,690	22,610	5,652
11	972	4,507,602	(55)	(53)	(56)	(177,646)	(171,187)	(180,876)	(529,709)	(132,427)	
12	1506	6,982,072	8	9	12	25,839	29,069	38,759	16,150	74,289	23,417
13	1081	5,067,608	9	9	5	29,069	29,069	0	3,230	3,230	18,572
14	1423	6,813,810	0	0	1	0	0	0	0	0	0
			11	8	8	35,529	25,839	25,839	87,208	87,208	20,187

## Notes

- Figures used are those provided by Admissions Service in separate briefing note - assumes all pupils in year 7-9 return to "home" school. As yet no indication that this would be the situation. 25% movement of pupils from St Augustine's and St Gregory's (Bath) also shown.
- Only movements in pupil numbers associated with changes in transport are shown - this would not be the only pupil movement from year to year
- Overall increase in cost because assumes pupils return to Wiltshire from St Gregory's (Bath) and St Joseph's (Swindon) this increase would be funded in the overall DSG settlement for the following financial year
- Assumes all schools are maintained by the LA - some are, or will have, converted to academy status before the date of implementation and will be funded by the YPLA
- Increases/decreases in pupil numbers are reflected in the budget for each maintained school in the following financial year, changes for academies are reflected immediately as schools are funded on an academic year basis and reflect pupil numbers in the September at the start of the financial year
- 1 school may receive an in year increase in funding as a result of a significant increase in pupil numbers
- 25% movement assumes reduction equally spread across year groups

Sheet A – Primary Denominational Transport  
 Places required. This shows the number of pupils  
 in each school and each year group who are  
 wishing to access denominational transport. The  
 horizontal column with numbers is the year group  
 e.g. Year 6 through to year 1 pupils.

SCHOOL	6	5	4	3	2	1	0
BOWERHILL PRIMARY	1	1		2	1	1	2
BRINKWORTH EARL DANBY			1				
BROUGHTON GIFFORD PRIMARY	1			1			
CHERHILL PRIMARY		1		1	1		1
COLERNE PRIMARY	1				1	1	
CRUDWELL	1						
DILTON MARSH		1					
DINTON PRIMARY		2	1				1
DONHEAD PRIMARY		2					
GT CHEVERELL	1						
LACOCK				1			
LYNEHAM PRIMARY	1	2		1	1		
MELKSHAM PRIMARY	2	3	2	1	1	1	2
SALISBURY PRIMARY	1						
SHAW PRIMARY		3			1		
SOMERFORD WALTER POWELL			1				
STANTON ST QUINTIN		1	1				
TIDWORTH PRIMARY						1	
TISBURY PRIMARY	2	1					
WARMINSTER MINSTER		1					
WILTON PRIMARY	1		1				
WYLYE VALLEY PRIMARY		1					

NOR September 2011 Secondary

	9	8	7	6	5	4	3	2	1	0
AMESBURY STONEHENGE	1									
BRADFORD ST LAURENCE	2	4	2							
CALNE JOHN BENTLEY	1	1	1							
CHIPPENHAM SECONDARY	3	4	5							
CORSHAM	2	6	10							
DEVIZES	22	15	14							
MELKSHAM THE OAK	8	10	17							
MKT LAVINGTON	3	4	3							
LAVERSTOCK SECONDARY	1									
SHAFTESBURY			2							
TROWBRIDGE SECONDARY	3	1	1							
WARMINSTER KINGDOWN	12	9	8							
WESTBURY MATRAVERS	5	9	9							
WOOTTON BASSETT	1									
<b>CHIPPENHAM SCHOOLS</b>										
HARDENHUISH SCHOOL										
ABBAYFIELD										
SHELDON										
<b>LAVERSTOCK SECONDARY</b>										
ST EDMUND'S										
WYVERN										
ST JOSEPHS										

NOR Yr 7	NOR Yr 8	NOR Yr 9	NOR Yr 10	NOR Yr 11	TOTAL NOR
130	128	142	150	153	703
230	223	216	211	210	1090
159	217	193	220	192	981
See below					
222	212	239	248	215	1136
187	206	194	220	215	1022
240	214	193	261	209	1117
146	137	138	137	134	692
See below					
None Wilts					
See below					
246	226	260	249	253	1234
162	186	198	186	174	906
260	241	209	244	216	1170
247	251	254	282	271	1306
141	114	166	150	153	724
284	282	278	286	282	1412
182	160	173	143	131	789
46	74	71	73	62	326
100	86	73	85	74	418



**Wiltshire Council**

**Denominational Home-to-School Transport – rapid scrutiny exercise  
(Children’s Services Select Committee)**

**8<sup>th</sup> September 2011**

**Additional Information provided for the rapid scrutiny meeting (#2)**

**1. Estimated savings from “cost increase” option**

The following is an estimate of the savings that would be generated by an increase in the charges for denominational transport by 10% and 20%. These include an estimate of the extra income generated by the increase, offset by a reduction in income if the increase results in a reduction in the number of children travelling.

	<b>10% increase</b>	<b>20% increase</b>	
1. Extra income (£)	16,600	33,200	<i>Assume 10% / 20% of the estimated total income expected in 2013/14</i>
2. Less reduced income if takeup reduced by 2.5%	4,600	5,000	<i>2.5% x total no of pupils (450) x average charge at new rate (£372 + 10% or 20%)</i>
<b>3. Overall saving if takeup reduced by 2.5%</b>	<b>12,000</b>	<b>28,200</b>	<i>= Line 1 less line 2</i>
4. Less reduced income if takeup reduced by 5%	9,200	10,000	<i>5% x total no of pupils (450) x average charge at new rate (£372 + 10% or 20%)</i>
<b>5. Overall saving if takeup reduced by 5%</b>	<b>7,400</b>	<b>23,200</b>	<i>= Line 1 less line 4</i>
6. Less reduced income if takeup reduced by 7.5%	13,800	15,100	<i>7.5% x total no of pupils (450) x average charge at new rate (£372 + 10% or 20%)</i>
<b>7. Overall saving if takeup reduced by 7.5%</b>	<b>2,800</b>	<b>18,100</b>	<i>= Line 1 less line 6</i>

## Revised version of transport provisions and budgets table

### (Section 6 of Additional Information report – [REDACTED] of the Agenda)

Includes net as well as gross cost, and with some corrections.

Note:

- All figures are for 2011/12 financial / academic year
- Pupil numbers may increase further as a result of late applications

	Gross cost (£m)	Net cost (£m)	No. students
<i>Mainstream home to school</i>			
Under 16 (excl. denominational)	7.12	7.00	7754
Denominational	0.35	0.21	396
Post 16	1.73	1.14	1446
<i>SEN</i>	4.40	4.40	760