Newcastle City Council

Integrated Impact Assessment 2027-28

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IIA review checklist

For internal use only

Review or approval required	Officer	Date
Lead officer	Samantha Clayton	03/11/2026
Business Management Partner review of IIA overall	Chris Caush	03/11/2026
Finance Partner review of revenue and capital information	Stephen Liddle	03/11/2026
Operational HR – Lead Specialist review of workforce implications	Helen Purdon	03/11/2026
DLT	Children and Families	03/11/2026
Director	Cath McEvoy-Carr	04/11/2026
Cabinet Portfolio Holder	Cllr Christine Morrissey	06/11/2026

IIA quality assurance checklist

Quality assurance required	Officer	Date
Louise Crosby: Equality and Wellbeing Hayley Hoben-Blight: Equality and Wellbeing	Hayley Hoben-Blight	09/11/2026
Robin Beveridge: Inclusive Economy	Robin Beveridge	06/11/2026
Joan Flood: Community Safety	Joan Flood	09/11/2026
Adrian McLoughlin: Climate Change	Adrian McLouglin	10/11/2026
Louise Reeve: Consultation	Louise Reeve	09/11/2026
Bryan Bradley: Carers	Bryan Bradley	06/11/2026
Jessica Hamilton: Public Health	Katy Beeston	04/11/2026

Informing our approach to fairness

Proposal name

Post-16 SEND travel support: proposed alternative offer

Date of assessment

November 2026

Lead officer

Samantha Clayton

Assessment team

Paul Shadforth
Stephen Liddle
Linda Steel

Portfolio area

Children and Families

Version number

One

Planned review date

January 2027

Section A: Current service

1 What does the service, policy or function do?

We provide travel assistance to eligible post-16 learners where it is necessary to access education or training. The service covers learners aged 16 to 18, continuing learners who began their course before their nineteenth birthday, and young adults aged 19 to 25 with an Education, Health and Care Plan (EHCP).

Applications are assessed individually, considering SEND, disability or medical needs, full-time study on an approved course and the nearest appropriate provider. An EHCP or attendance at a special school or college does not automatically confer eligibility.

Support normally takes the form of a Personal Travel Budget (PTB) or assistance using public transport, with taxis or specialist vehicles considered in exceptional circumstances. Escorts may be provided where required by a learner's disability or medical condition; assistance to leave vehicles at colleges must be arranged with college staff. Support normally relates to providers within Newcastle, subject to exceptional circumstances. Personal Travel Budget (PTB) give eligible young people and families flexibility and control over their travel arrangements.

2 Who do we deliver this service, policy or function for?

We deliver the service for eligible post-16 pupils with SEND who need support to travel to education or training.

In 2026/27, 212 post-16 pupils applied and were assessed as eligible. Of these, 35 receive a Personal Travel Budget, three have completed Independent Travel Training and 174 use commissioned transport.

3 Why do we deliver this service, function or policy?

DfE guidance distinguishes free travel for eligible children of compulsory school age from post-16 duties. Post-16 travel assistance is not universally mandatory and our general offer is provided at our discretion. The relevant statutory guidance documents are published by the Department for Education as:
Post-16 transport and travel support to education and training, January 2019

Our current offer to post-16 students provides a defined, graduated package of post-16 SEND travel support: Independent Travel Training, Personal Travel Budgets or other financial assistance, with Council-arranged transport where alternatives are unsuitable. DfE guidance sets the national framework rather than mandating this package: authorities determine necessary support for post-16 learners, without a general entitlement to free transport. Our current Local Offer can be found here Newcastle Post-16 Transport Statement.

Newcastle's discretionary offer therefore sits alongside - not instead of - its statutory duties. Where the applicable legal test shows that travel support is necessary, we must provide suitable assistance. We also provide the service to help eligible pupils attend education or training and support preparation for adulthood and independence.

4 How much do we spend on the service, function or policy?

Gross expenditure: £1,434,266.08
Gross income: £0
Net budget: £1,434,266.08

Comments: In 2026/27, expenditure comprises £57,210. for Personal Travel Budget (PTB) and £1,377,055. for commissioned transport

5 How many people do we employ to deliver the service, function or policy?

Number of posts: 17
Number of full-time equivalent officers: 11.94

Comments: 1 x travel trainer being recruited
1 x Senior SEND Transport Assistant vacancy

Section B: Proposals for the future service

6 How we are proposing to change the service, function or policy

We are considering changes to our post-16 SEND travel support offer from September 2027. The aim is to provide eligible young people and their families with greater choice and control, support preparation for adulthood and independence, make better use of Newcastle's accessible public transport network, reduce reliance on individually commissioned transport, and reduce the environmental impact of travel.

We have considered four possible options for the future of post-16 SEND travel support and intend to explore these further through consultation:

Option 1. Personal Travel Budget (PTB) as the default for new applicants. Existing pupils would keep their Council-arranged transport until they leave their current provision or are no longer eligible. New applicants would normally be offered a Personal Travel Budget (PTB) following an individual assessment. Council-arranged transport or other assistance would remain available where a PTB was not practical, safe, affordable or suitable.

Option 2. Personal Travel Budget (PTB) as the standard offer for new and existing recipients. Existing transport arrangements would be reassessed before any change was made. Commissioned transport would remain available where an individual assessment showed it was necessary.

Option 3. End the general discretionary offer from age 19. We would retain individually assessed support where legislation requires it. There would be no automatic withdrawal of support when a young person reaches their nineteenth birthday.

Option 4. Phase in ending the general post-16 SEND travel offer. Routine access to commissioned transport and Personal Travel Budget (PTB) would cease. Instead, we would set out the available public and education provider-run transport options serving our post-16 provisions each year, while continuing to assess individual applications and provide travel support where required by law.

Subject to the outcome of consultation and a final decision, we propose to phase in the chosen approach from September 2027. Regardless of the outcome of the consultation, we would publish an annual Local Accessible Transport Offer, setting out the public transport and education provider-run transport options available for travel to Newcastle's post-16 education settings. Young people would also be supported to develop greater independence in travelling, where this is appropriate to their individual needs, including through Independent Travel Training.

Individual Travel Needs Assessments would be used to consider whether available travel arrangements are practical, safe, suitable and affordable for the young person concerned. Decisions would be made on an individual basis, with the reasons for

decisions recorded. Appropriate arrangements for exceptions, reviews and appeals would also remain in place.

No final decision has been made. We want to explore the four options through consultation and understand the views of young people, parents and carers, education settings, transport providers and other partners before reaching a final decision.

Accessible information will be provided to young people, parents and carers, education settings, transport providers and other partners to support meaningful participation in the consultation. Feedback received through consultation, alongside legal advice, equality considerations and updated financial modelling, will inform the final decision.

7 What evidence did you use to inform this proposal?

We used service data, financial modelling, previous consultation findings, legal evidence and benchmarking from other local authorities. Together, this evidence helped us understand the current service, consider the four options and identify potential benefits, disadvantages and safeguards.

Current service and Personal Travel Budget evidence

Our 2026/27 service data shows that 212 eligible post-16 pupils receive travel support: 35 receive a Personal Travel Budget (PTB), three receive Independent Travel Training (ITT) and 174 use commissioned transport.

We also considered previous PTB uptake. After we improved the PTB offer and introduced clearer payment bands based on journey distance, the number of families choosing a PTB increased from 122 in 2024/25 to 147 in 2025/26, an increase of approximately 20%. This suggests that a clearer and more flexible PTB offer can increase voluntary take-up. However, this does not show that a PTB will be suitable for every pupil or family.

Financial evidence

We modelled the expected cost of continuing the current service and compared the potential savings from four options. The model includes forecast changes in pupil numbers, pupils leaving the service, new applicants, increased PTB use, inflation and the conversion of academic-year changes into financial-year savings.

The modelling indicates that:

- **Option 1** could produce savings of £228,485 in 2027/28, increasing to £1,427,900 in 2030/31.
- **Option 2** could produce savings of £622,837 in 2027/28, increasing to £1,446,128 in 2030/31.
- **Option 3** could produce savings of £325,333 in 2027/28, increasing to £579,733 in 2030/31.

- **Option 4** could produce savings of £860,699 in 2027/28, increasing to £1,998,662 in 2030/31.

These are modelled potential savings rather than guaranteed savings. Actual savings will depend on the final policy, individual assessments, statutory provision, exceptions, retained commissioned journeys, consultation findings and implementation costs.

Previous consultation and engagement

We considered the findings from the Council's budget consultation held between November 2023 and January 2024, which included proposals to make Personal Travel Budget (PTB) more flexible and reduce post-16 SEND transport costs. There were 49 comments from individuals and organisations. The Council then committed to a more detailed consultation, which can be seen online here: Post-16 SEND Transport Policy 2026/27

The subsequent consultation ran for 10 weeks from 11 July to 19 September 2024. It was publicised by email, letter and social media. People could respond online via Let's talk Newcastle Online, by email, or at five face-to-face sessions. The sessions were attended by 41 families and seven professionals. After duplicate submissions were removed, 102 responses remained, including 71 from parents or carers of young people with additional needs, 17 from education professionals or governors and three from young people with additional needs.

This evidence supported retaining individual assessment and an exceptions route. It also supported a phased approach that protects existing pupils rather than changing all arrangements immediately.

Legal and statutory evidence

We considered the relevant education legislation, statutory guidance, Local Government and Social Care Ombudsman findings and recent case law. This evidence shows that a preferred or default form of assistance must not become an automatic outcome.

Where we determine that travel support is necessary, we must establish whether the actual assistance offered provides a practical, safe and affordable way for that individual to attend education or training. Financial pressure does not remove the requirement to consider the pupil's and family's circumstances. Age 19 is not an automatic legal cut-off, and different provisions apply depending on whether the learner remains of sixth-form age or is an adult learner.

This evidence informed the following safeguards:

- an individual Travel Needs Assessment;
- consideration of disability, mobility, safety, route, journey requirements and family circumstances;
- testing whether the PTB amount makes the proposed arrangement viable;
- commissioned transport or other assistance where a PTB is unsuitable;
- written reasons for decisions;
- review and appeal arrangements; and
- monitoring of attendance and other unintended consequences.

The final policy and statutory wording will be subject to Legal Services' advice before approval.

Benchmarking

We reviewed published policies and consultations from other local authorities to test the scope and clarity of our proposed approach.

Stockton and Redcar and Cleveland local authorities demonstrate different approaches to post-16 and post-19 travel support, including individual eligibility assessments, discretionary support, contributions and Personal Travel Budgets (PTBs).

Consultations undertaken by Buckinghamshire, Nottinghamshire, Hampshire and Reading local authorities highlight several principles for developing and consulting on significant changes to post-16 travel support:

- clearly explain the proposed changes, options and reasons for change;
- consider financial sustainability alongside accessibility, affordability, safety, disability and geographical barriers;
- engage young people, parent carers, education settings, transport providers and community organisations through accessible consultation methods;
- clearly explain individual assessment, exceptional circumstances, review and appeal arrangements; and
- make clear that consultation takes place before a final decision is made.

Benchmarking has helped us test the completeness, clarity and accessibility of our proposed approach. It does not mean that another authority's policy is necessarily appropriate or lawful for Newcastle, and any changes would need to reflect Newcastle's circumstances and statutory duties.

What the evidence tells us

The evidence indicates that Personal Travel Budgets (Personal Travel Budget (PTB)) and Independent Travel Training (ITT) can support greater choice, control and independence, while potentially reducing reliance on commissioned transport, mileage and associated costs. However, these approaches will not be suitable for every young person, particularly where disability, mobility, safety or complex needs affect their ability to travel independently.

As the new approach is developed, greater emphasis would be placed on Newcastle's accessible public transport network, education provider transport and Independent Travel Training (ITT), while continuing to assess individual circumstances and provide travel support where required to meet our statutory duties.

All of the proposed options aim to promote independence and preparation for adulthood, improve environmental sustainability and ensure council-funded travel support is focused on those circumstances where it is required.

No final decision has been made**.** The proposal will be subject to further public consultation, legal advice, updated financial modelling and equality assessment before a final decision is taken.

8 What are the financial impacts of the proposal?

Net revenue savings: No saving has yet been agreed. Modelled potential savings for 2027/28:

- Option 1: £228,485
- Option 2: £622,837
- Option 3: £325,333
- Option 4: £860,699.

Net income: £0 — no additional income is currently identified.

Comments: No final option has been selected.

- Option 1: £228,485 rising to £1,427,900
- Option 2: £622,837 rising to £1,446,128
- Option 3: £325,333 rising to £579,733
- Option 4: £860,699 rising to £1,998,662.

These figures are modelled potential savings, not guaranteed savings. They must be adjusted for consultation outcomes, statutory provision, individual exceptions, retained transport, assessments, appeals and implementation costs. This remains subject to consultation, legal advice, equality assessment and Finance team approval.

9 What will be the impact of the proposal on employees?

Reduction in full-time equivalent posts: No reductions currently identified.

% of workforce: No reduction currently identified.

Comments: No direct reduction in Council posts has been identified at this stage. Any of the four options may change workloads connected with individual assessments, PTB administration, reviews, appeals, monitoring and commissioned transport. A reduction in commissioned journeys may also affect external transport providers and escorts. We will assess these implications when the preferred option and implementation plan are confirmed.

Section C: Consultation

10 Engagement to help develop the proposal

Who we have engaged with to develop this proposal

As shown above, we have used findings from earlier engagement and consultation to develop the current options. This includes Newcastle's budget consultation between November 2023 and January 2024 and the detailed post-16 SEND transport consultation held in 2025.

The previous consultation included parents and carers of young people with additional needs, young people with additional needs, education professionals and governors, residents, a transport provider, careers professionals and organisations providing SEND education. Children's Social Care also provided a detailed response.

When and how we engaged

The Council has undertaken three stages of consultation and engagement on proposed changes to post-16 SEND travel support.

The Council-wide budget consultation ran from November 2023 to January 2024. It included proposals to increase flexibility in Personal Transport Budgets (PTBs) and reduce the cost of post-16 SEND transport. 49 individuals and organisations commented on these proposals.

A second, more detailed consultation ran for 10 weeks, from 11 July to 19 September 2024. This received 102 individual responses. Following the consultation, further work was undertaken to better reflect individual learner needs and family circumstances and to consider the approaches taken by other local authorities.

A third consultation was undertaken from 28 April to 25 May 2025 on a revised post-16 SEND transport policy. People could respond through an online survey, Let's Talk Newcastle, email, voicemail or one of four face-to-face drop-in sessions.

50 responses were received, comprising 23 online responses, 17 emails, nine responses through drop-in sessions and one voicemail.

The consultation informed the policy subsequently presented to Cabinet in October 2025, which proposed replacing universal free post-16 SEND transport with a more individualised approach from September 2026, while protecting commissioned transport arrangements for students already receiving them until their educational studies ended.

Main issues raised

The 2025 consultation showed a mainly negative response to the proposed changes. Key issues raised included:

- concern that changes could create barriers to education for young people with SEND, particularly those unable to travel independently;
- concern that reducing funded transport could disproportionately affect vulnerable young people;
- a lack of clarity around eligibility, the definition of exceptional circumstances and how individual decisions would be made or reviewed;
- additional financial, practical and emotional pressures on families and carers, including potential impacts on parents' employment and caring responsibilities;
- suggestions that contributions based on families' circumstances could be preferable to removing support altogether;
- concern that reduced access to suitable transport could increase the risk of young people being unable to access post-16 education or becoming NEET (not in education, employment or training); and
- some support for greater flexibility, PTBs and targeting resources towards young people with the greatest level of need.

Overall, while some respondents supported greater flexibility and the need to make effective use of limited resources, the dominant concern was that changes could restrict access to education, increase inequality and have a disproportionate impact on young people with the greatest needs.

11 Who will we engage with during the consultation

Who will we engage with during the consultation

We intend to consult:

- young people currently receiving post-16 SEND travel support;
- young people who may apply in future;
- parents, carers, foster carers and advocates;
- Newcastle Parent Carer Forum and other SEND groups;
- special schools, mainstream schools with sixth forms, colleges and specialist education providers;
- SEND, social care, transition, education, transport, finance and public health teams;
- commissioned transport providers, drivers and passenger escorts;
- voluntary, community and disability organisations;
- Northumbria Police;
- organisations representing care-experienced young people and young carers;
- groups representing people with protected characteristics;
- councillors and relevant decisionmakers; and
- Newcastle residents.

We will prioritise direct engagement with disabled young people, people with communication needs, families on low incomes, care-experienced young people, carers and people who could face geographical or public-transport barriers. This is because past experience has shown us that these groups tend to prefer these ways of engaging, and we are keen to ensure that we both provide information in accessible formats based on people's needs and engage with them in the way that works best for them.

When and how we will engage

Subject to approval, we intend to run the consultation for 6 weeks between 17 November and 29 December 2026. No final decision will be made until the consultation responses, legal advice, financial modelling and this assessment have been considered.

We intend to provide:

- an online consultation through Let's talk Newcastle Online;
- separate accessible surveys for young people and parents or carers;
- paper copies available by post and at agreed community locations;
- face-to-face and online sessions at different times;
- direct communication to current users and education settings;
- targeted sessions with young people and parent-carer groups;
- Easy Read and other alternative formats as needed;
- support for people who need help to understand or complete the consultation; and
- an email and postal route for written responses.

Consultation materials will use Plain English, explain all four options neutrally, identify that no decision has been made and describe possible benefits, disadvantages, safeguards and modelled savings. We will ask how each option could affect education access, safety, independence, family responsibilities, affordability, wellbeing and equality. We will work closely with our communications team to ensure that the information provided is accessible to all.

12 Feedback from the consultation process

Who provided feedback during the consultation?

The consultation has not yet taken place.

When and how did we engage?

The consultation has not yet taken place.

Main issues raised

The consultation has not yet taken place.

Section D: Impact assessment

In this section you will find details of any actual or potential negative impacts and benefits we have identified for this proposal. You will also find information about actions we will take to mitigate any potential disadvantage.

We have assessed the impact of this proposal for people with characteristics protected by the Equality Act 2010 and other areas where there could be an impact.

People with protected characteristics

Age

Type of impact

Potential benefit and potential disadvantage

Impact

Any of the four options could support greater independence and preparation for adulthood by encouraging increased use of accessible public transport, education provider transport and Independent Travel Training (ITT), where appropriate.

However, the impact may vary according to age and individual circumstances. Some young people may require additional travel support because they are not able to access alternative transport arrangements safely or reasonably. As the proposed changes are phased in from September 2027, some learners who remain in post-16 education and are reliant on existing travel arrangements may be more affected than others. The impact of transition from existing arrangements will therefore need to be considered alongside the young person's individual circumstances.

How we will remove or reduce the impact

We will not apply a blanket approach based on age. Individual applications will continue to be considered under the relevant statutory framework, with travel support provided where required to meet our legal duties.

We will ensure information about accessible public transport, education provider transport and Independent Travel Training (ITT) is clearly available and will consider individual travel needs, including whether alternative arrangements are safe, suitable, practical and affordable. Appropriate review, appeal and exceptional circumstances arrangements will also be maintained.

Disability

Type of impact

Potential benefit and potential disadvantage.

Impact

All of the four options may support greater independence for young people who can safely and reasonably use public transport, education provider transport or Independent Travel Training. However, some young people may be unable to use these alternatives because of mobility, sensory, learning, communication, medical, behavioural or safety needs. For some disabled young people, transitioning from an established travel arrangement as the new approach is phased in may also cause anxiety or disruption, particularly for some autistic young people.

How we will remove or reduce the impact

Individual travel needs will be considered to determine whether available travel arrangements are safe, suitable, practical and affordable. Reasonable adjustments will be considered, and support will continue to be provided where required to meet our statutory duties. Decisions will include written reasons and appropriate review and appeal arrangements.

Gender reassignment

Type of impact

Potential disadvantage

Impact

No specific impact has yet been evidenced, but public or shared transport may create privacy, harassment or personal-safety concerns.

How we will remove or reduce the impact

Assessments will consider safety and privacy. We will use inclusive language, protect confidentiality and update this assessment following consultation.

Marriage and civil partnerships

Type of impact

No impact identified.

Impact

No direct impact has been identified because the proposal concerns learner travel rather than employment arrangements.

How we will remove or reduce the impact

No action is currently required. We will review this conclusion after consultation.

Pregnancy and maternity

Type of impact

Potential disadvantage.

Impact

A pregnant learner or young parent may have reduced mobility, health needs or responsibility for a baby, making independent or public travel less practical.

How we will remove or reduce the impact

Assessments will consider pregnancy, maternity, mobility, health and caring responsibilities. We will consider reasonable adjustments and alternative assistance where necessary.

Race and ethnicity

Type of impact

Potential disadvantage.

Impact

Families whose first language is not English may find applications, assessments or appeals difficult to understand. Some may experience cultural barriers or lower trust in public authorities.

How we will remove or reduce the impact

We will use plain English, provide translation or interpretation where required, offer non-digital support and work with relevant community organisations.

Religion or belief

Type of impact

Potential disadvantage.

Impact

Travel arrangements, shared transport or appointments may conflict with religious observance or create privacy concerns.

How we will remove or reduce the impact

Assessments will consider religious observance and practical barriers. Consultation activities will be available on varied dates and at different times.

Sex

Type of impact

Potential disadvantage

Impact

Arranging or accompanying travel may increase responsibilities for parents and carers. Where women undertake more caring responsibilities, the proposals could have a greater effect on their time, employment and income. Earlier consultation raised concerns about single-parent households.

How we will remove or reduce the impact

We will consider caring responsibilities and whether families can reasonably arrange travel. We will seek views from single parents and carers and monitor impacts by sex where data is available.

Sexual orientation

Type of impact

Potential disadvantage

Impact

No specific impact has yet been evidenced, but some young people may have privacy or personal-safety concerns when using public or shared transport.

How we will remove or reduce the impact

We will protect confidentiality, use inclusive language, avoid assumptions about family relationships and consider individual safety concerns.

Other potential impacts

We believe that it is important to consider whether changes to our policies, services or functions could have other impacts on people that are not covered by the Equality Act.

A part of our assessments we also consider whether proposed changes could have actual or potential impacts relating to socio-economic issues, businesses, geography, community cohesion, community safety, the environment and health and wellbeing.

Carers

Type of impact

Potential benefit and potential disadvantage.

Impact

As any new approach is phased in, there may be additional responsibility for planning, arranging or accompanying travel for parents and unpaid carers. This could affect employment, education, respite and other caring responsibilities. Some carers, including foster carers, may not be able to provide or arrange transport.

How we will remove or reduce the impact

We will not assume that a parent or carer is able to provide or arrange transport. Individual circumstances and caring responsibilities will be considered as part of the assessment process, and support will be provided where required to meet our statutory duties.

Care-experienced People

Type of impact

Potential disadvantage.

Impact

We recognise that some care-experienced young people may be disproportionately affected by reductions in transport support. They may be less likely to have consistent access to a vehicle or an adult who is able to arrange or provide travel. This could create additional barriers to accessing education and may also transfer transport costs and responsibilities to foster carers or Children's Social Care.

How we will remove or reduce the impact

Children's Social Care, the Virtual School and personal advisers will contribute to assessments where relevant. We will assess corporate-parenting implications and will not assume foster carers can provide transport.

Socio-economic impacts

Type of impact

Potential benefit and potential disadvantage.

Impact

Any of the four options could reduce reliance on costly individually commissioned transport. However, as the changes are phased in, households moving away from routine commissioned transport or Personal Travel Budget (PTB) could face additional travel costs or be required to make alternative travel arrangements. This could disproportionately affect low-income households. Families experiencing child poverty, transport poverty and cost-of-living pressures may be particularly affected, especially where they already face additional costs associated with caring for a disabled child. These cumulative pressures could affect access to education and widen existing inequalities.

How we will remove or reduce the impact

Individual assessments will consider whether available travel arrangements are practical and affordable, taking account of the young person's and family's circumstances. We will consider the potential impact of travel costs through consultation, financial modelling and the Equality Impact Assessment, and provide support where required to meet our statutory duties.

Businesses

Type of impact

Potential disadvantage.

Impact

Any of the four options could reduce work for transport operators, drivers and passenger escorts over time. The scale and timing of the impact would depend on how the new approach is phased in and the resulting level of demand for commissioned transport.

How we will remove or reduce the impact

We will engage with transport providers to understand potential impacts on contracts, workforce and market capacity. If the proposal proceeds, providers will be given appropriate notice and information about the planned phasing of changes, beginning from September 2027.

Geography

Type of impact

Potential disadvantage.

Impact

Learners who live farther from suitable education, attend placements outside Newcastle or have limited public transport may face higher costs and fewer practical alternatives.

How we will remove or reduce the impact

Individual assessments will consider distance, journey time, route availability, accessibility, public transport provision and cross-boundary travel. Where available alternatives do not provide a safe, suitable or reasonable means of accessing education, we will consider what support is necessary in accordance with our statutory duties.

Community cohesion

Type of impact

Potential benefit and potential disadvantage

Impact

Each of the four options could support greater inclusion and independence where young people are able to access mainstream or provider transport. However, some young people and families may perceive the phased move away from the existing general offer as unfair, particularly where they have previously relied on Council-arranged travel support.

How we will remove or reduce the impact

We will clearly explain the proposal, the reasons for change and how individual applications will be considered. We will consult young people, families and other stakeholders before a final decision and provide clear information about assessment, decision-making, review and appeal arrangements. We will work closely with our communications team to ensure that the information provided is accessible to everyone.

Community safety

Type of impact

Potential benefit and potential disadvantage.

Impact

Independent Travel Training (ITT) could improve travel confidence and awareness. However, public or independently arranged travel could expose vulnerable learners to road-safety, exploitation, harassment, crime or getting-lost risks.

How we will remove or reduce the impact

Individual travel needs will consider factors including route safety, vulnerability, supervision requirements, communication needs and the young person's ability to respond to unexpected situations. Independent Travel Training (ITT) will only be considered where appropriate to the individual's needs. Where independent or alternative travel is not safe or suitable, we will consider what support is required under our statutory duties.

Reducing health and wellbeing inequalities

Type of impact

Potential benefit and potential disadvantage.

Impact

Suitable Independent Travel Training (ITT) and personalised travel could improve confidence, physical activity, social connection and access to education. Unsuitable changes could increase anxiety, disrupt routines, reduce attendance or increase isolation, particularly for autistic learners.

How we will remove or reduce the impact

Individual travel needs will consider mental health, anxiety, established routines, vulnerability and the young person's ability to manage change. Where the proposal could affect a young person's wellbeing or ability to access education, these factors will be considered in determining whether support is required and what arrangements are appropriate.

Climate change and environment

Type of impact

Potential benefit and potential disadvantage.

Impact

Greater use of accessible public transport, education provider transport and independent travel could reduce reliance on individually commissioned journeys and associated carbon emissions. However, there is a risk that emissions could increase if families make additional private car journeys or if alternative arrangements result in less efficient travel patterns.

How we will remove or reduce the impact

We will consider the environmental impact of any of the four options, including changes in commissioned mileage, public transport use and private car journeys, and update the environmental assessment following consultation.