

TITLE	Travel Assistance Policy Implementation
FOR CONSIDERATION BY	Children's Services Overview and Scrutiny Committee on 31 January 2023
WARD	None Specific
LEAD OFFICER	Director, Children's Services - Helen Watson

OUTCOME

To Provide Members with an overview of the key outcomes from the implementation of the revised Home to School Transport Policies, which came into effect in September 2022

RECOMMENDATION

That members note the content of this report.

SUMMARY OF REPORT

The overall cost of providing home to school transport is rising. In 2021/22, the cost to the Local Authority was £4,196,000. Of that, Mainstream travel assistance cost £1,121,000. Travel assistance for children with a Special Educational Need/disability (SEND), which includes Post-16 SEND was £3,075,000.

By the end of Q3 in 2021, the Local Authority had spent £2.5m on HTST, compared with £3.5m in Q3 2022, following the implementation of the new HTST policies. Should we see similar spend in Q4 for the 2022/23 financial year, then we could see an overall spend of over £5m.

The key contributing factors to rising transport costs include:

- Inflationary costs of transport (fuel, driver wages, lack of suppliers)
- Increased numbers of eligible students (higher birth years and inward migration)
- Increase in the number of students with an EHCP.
- Increased numbers of students travelling longer distances (lack of school places)

To address the cost of providing home to school transport, potential savings have been highlighted, and a review of the home to school policy was one of these saving streams. This report looks at the key experience impacts under the new policies, and how expenditure and demand have impacted the home to school transport since the new policy was introduced.

Within this document **SEN support** refers to the children that require additional support often provided by teachers and **SENCo** but the child does not have an **Education, Health, and Care plan (EHCP)**.

EHCP refers to a pupil who has an **EHC plan or statement of SEN** where a formal assessment has been made. A document is in place that sets out the child's needs and the extra help they should receive.

HTST refers to Home To School Transport

IB refers to In-Borough Transport

OOB refers to Out of Borough Transport

References to the financial year within the document

Apr - Jun	Q1 of the financial year
Jul - Sep	Q2 of the financial year
Oct - Dec	Q3 of the financial year
Jan - March	Q4 of the financial year

Background

The Council is committed to ensuring it continues to meet its statutory responsibilities for Travel Assistance, enabling children and young people to access their place of education safely and be ready to learn. The Council acknowledges that without this service some of the borough's children and young people would be unable to access their school or college, especially those who have significant additional needs, or deemed extremely vulnerable.

At the same time, the costs of providing home to school transport and travel assistance are extremely high and have increased significantly in recent years, and much of this cost must be met by the Council's core budget. This affects the Council's ability to provide high quality services to all Wokingham residents and creates significant additional pressures on its budget.

In the Spring and Summer of 2020, Wokingham Borough Council reviewed its Home to School Transport (HST) policy, and approaches to provision of Travel Assistance for eligible children and young people in the Borough.

The new Home to School Transport (5-16 years) and Travel Assistance policy (16 years +) were approved by executive on 25th March 2021. These policies came into effect for the 2022/2023 academic year and commenced in September 2022.

The new policies were developed to help parents, carers and professionals to more easily identify and apply the relevant eligibility criteria to applications and assessments and to ensure that the Council's provision of Home to School and Home to College transport arrangements were in-line with legal responsibilities and statutory duties. The Policies also better clarify circumstances under which the Council has no legal duties to provide Travel Assistance.

The policy review, however, was just one part of a broader programme of work to address wider system issues, including SEND sufficiency of placements, the inclusion agenda in mainstream provision and some technical route optimising to ensure all transport links are more effective and cost efficient.

Key impacts under the main policy changes

Impact on Under 5s

Under the old policy, the Local Authority provided transport for pupils below the statutory school age, known as the “rising 5s”, who were admitted into primary education at qualifying schools and who met the entitlement criteria for transport assistance.

There is no legal obligation to provide free transport for this age group, but a blanket refusal had the potential to be considered discriminatory (for example, if a four-year-old attends a special school some distance from home and could not access education without transport). The wording in the new statutory school age Travel Assistance Policy states: **“There is no statutory duty to provide Travel Assistance for those under the age of 5. The Council may exercise its discretionary power and provide home to school Travel Assistance for children under the age of five on a case-by-case basis.”** This states the legal position about Travel Assistance for under 5s and has avoided a negative differential impact which could have arisen from a blanket refusal.

Whilst discretionary power to provide Travel Assistance to under 5s on a case-by-case basis has been retained, there has only been 3 applications relating to this policy change since the new policy was introduced in September 2022, all 3 applications were rejected, and no subsequent appeals were made for those cases.

Travel Training

Independent Travel is not a blanket policy/requirement in either of the proposed new Travel Assistance Policies, but Independent Travel Training is one of several potential options featured in both Travel Assistance Policies that may benefit the child/young person.

The wording in the statutory school age Travel Assistance Policy and in the Post-16 Travel Assistance Policy states: **“The Council is committed to supporting all children and young people to achieve their maximum potential and become as independent as they are able to be. To better support young people to travel independently, the Council may offer Independent Travel Training (ITT) in their travel assistance offer.”**

The Local Authority does not have a fully established travel training programme currently in place, so the impact of this policy change has not yet been seen. Discussions need to be progressed with some of our local schools, such as Addington and Chiltern way, about the possibility of developing independent travel.

Collection Points

In line with other local authorities, Wokingham Borough Council’s new home to school transport policy now expect parents to take children to pick up points instead of collecting children from home, where appropriate. This is legal and is based on individual assessments, not a blanket policy.

Eligibility for Travel Assistance is assessed based on the pupil’s registered home address, but any transport provided may not necessarily now be door to school gate. Local Authorities can use reasonable pick-up and drop-off points in appropriate individual cases. This may be a bus stop or other place where young people can safely wait for their vehicle.

The Council aims to ensure there are safe and appropriate pick-up points within reasonable distance from schools and centres of population. Pupils can be required to walk to and from a central pick up and/or drop off point. This will usually be within one mile walking distance from the child's home, and total walking distance will be within the relevant statutory mile walking distances according to age and ability, and in the light of any identified Special Educational Needs and/or Disabilities.

Following the implementation of the new policy in September 2022, we now have pick up points on routes for The Coombes, Oakbank, St Crispins, and Floreat schools affecting 46 pupils. No formal complaints have been received regarding the introduction of these pick-up points, although 2 stage 1 appeals were made and refused by a Senior Officer, and neither progressed to a stage 2 appeal. The Local Authority will look to expand the use of pick-up points moving forward with the possibility of including SEN students in the future where appropriate.

Charging for transport for young people of 6th form age (Post-16)

The Policies retain the lawful right to apply a charge for Travel Assistance for young people of 6th form age, so there is no major policy change here. However, the new policy better clarifies that this charge is to help contribute towards the costs of the service; that discounts are available for young people eligible for free school meals; and that payments can be made in monthly instalments to make payment more manageable.

The new post-16 Policy States: "If you are assessed as eligible under the Council's policy, a charge towards the cost of Travel Assistance will be applied". This charge is currently £785 for this academic year.

Expenditure and demand

The new home to school policy delivers better clarity on when the Local Authority will and will not provide free travel assistance to school or college and has removed some non-statutory discretionary services. The policies also enable officers to better identify and apply the relevant eligibility criteria to applications, to ensure that decisions to award transport are appropriate, and based on eligibility.

There have also been improvements in the efficiency of the provision of its home to school transport services and ongoing route optimisation. However, it is important to understand that there are significant underlying drivers causing a continued pressure on the home to school transport budget, despite the implementation of more robust policies and operational controls.

Table 1 below shows the current position after Q3 (October – December 2022), following the implementation of the new HTST policy, in comparison with the end of Q3 in 2021. There has been a 25% increase in spend on primary transport and a 26% increase in spend on secondary transport. The spend on providing SEND in-borough (IB) transport has increased by 51%, and the spend on out of borough (OOB) transport has seen an increase of 35%. Overall, compared with the end of Q3 in 2021, there has been a 35.4% increase in spend on HTST.

Table 1: Total spend on HTST Q1 - Q4 2021 and Q1 - Q3 2022

	2021				2021/2022 Total spend	2022			
	Q1	Q2	Q3	Q4		Q1	Q2	Q3 (new policies)	2022/2023 Total spend
Primary Transport	£ 81,867.53	£102,444.01	£ 166,913.32	£ 171,923.03	£ 523,147.89	£ 175,884.25	£ 75,687.19	£ 188,366.42	£ 439,937.86
Secondary Transport	£109,073.54	£ 40,679.70	£ 185,803.79	£ 262,835.77	£ 598,392.80	£ 166,978.49	£ 17,403.85	£ 240,863.92	£ 425,246.26
SEND IB Transport	£179,907.06	£223,878.75	£ 241,938.79	£ 435,145.30	£1,080,869.90	£ 342,737.30	£ 112,491.81	£ 524,238.49	£ 979,467.60
SEND OOB Transport	£259,033.70	£387,410.77	£ 575,348.57	£ 659,683.83	£1,881,476.87	£ 599,220.71	£ 224,526.34	£ 830,778.53	£ 1,654,525.58
Total Spend	£629,881.83	£754,413.23	£1,170,004.47	£1,529,587.93	£4,083,887.46	£1,284,820.75	£ 430,109.19	£1,784,247.36	£3,499,177.30

The total spend on HTST for mainstream (primary and secondary) and SEND (IB and OOB) including post-16, in 2021 was just over £4m. By the end of Q3 in 2021, the Local Authority had spent £2.5m on HTST. In comparison, by the end of Q3 2022, the Local Authority had spent just under £3.5m, and this is following the implementation of the new HTST policies. Should we see similar spend in Q4 for the 2022/23 financial year that we did in 2021, then we could see an overall spend of over £5m.

Increasing number of children with SEND & Sufficiency of SEND provision.

In September 2021 there were 1523 children in the borough with EHCP plans in place, rising to just under 1,800 in January 2022, equating to approximately 2.5 per cent of the school aged population, with projections that this could rise by 60 per cent to 2,400 EHCPs by 2025. In January 2023, the Local Authority already had 1811 children with an EHCP plan. Nationally, the number of pupils with special educational needs (SEN) increased to 1.49 million pupils in 2022, representing 16.5% of all pupils. This is the highest rate recorded since 2014.

SEND – Out of Borough (OOB)

There is an increasing number of children with educational, health and care plans (EHCPs) in the Borough, as noted above, and with not enough local provision in Wokingham, they are having to spend additional time travelling to schools outside of the borough. This is reflected in the increase in expenditure on Home To School Transport for SEND OOB provision.

Currently, the borough has two SEND schools, Addington in Woodley, and Chiltern Way Academy in Wokingham, with Oak Tree in Winnersh due to open September 2023. Currently around 40 per cent of those with an EHCP need to be in a specialist SEND school or specialist provision within a school, meaning that a lot of children are being sent out of borough for their schooling.

In the 2021/2022 financial year (Q1 – 4), the Local Authority was funding an average of 153 eligible students to schools within the Borough costing £1.8m (See Table 2 below).

Table 2: SEND OOB Transport Quarterly Spend

	2021					2022			
	Q1	Q2	Q3	Q4	2021/2022 Total spend	Q1	Q2	Q3 (new policies)	2022/2023 Total spend
SEND OOB Transport	£259,033.70	£387,410.77	£ 575,348.57	£ 659,683.83	£1,881,476.87	£ 599,220.71	£ 224,526.34	£ 830,778.53	£ 1,654,525.58

The average number of students being transported between Q1 and Q3 of 2022 however has increased to 186 and the total spend was £1.65m during this period, just under the total for the whole of 2021/2022.

If we look at Q3 in Table 2 above (October and December 2021), the Local Authority spent just over £575k on OOB HTST. This is compared to £830k for the same period in 2022, following the implementation of the new HTST policies. This equates to an average spend of approximately £70 per day per student in Q3 2022, compared to £63 per student per day in Q3 2021.

This increase in average spend per student can be attributed to not only the increase in demand, as shown in Table 2, but also the increase in the number of students requiring sole transport, due to their complex SEND needs, and where a child may be the only child going to a particular school. For example, by the end of Q3 2022 there were 22 sole transport routes amounting to an overall annual cost of £592k.

SEND In- Borough (IB)

In the 2021/2022 financial year (Q1 – 4), the Local Authority was funding an average of 181 eligible students to schools within the Borough costing just over £1m (See Table 3 below).

Table 3: SEND IB Transport Quarterly Spend

	2021					2022			
	Q1	Q2	Q3	Q4	2021/2022 Total spend	Q1	Q2	Q3 (new policies)	2022/2023 Total spend
SEND IB Transport	£179,907.06	£223,878.75	£ 241,938.79	£ 435,145.30	£1,080,869.90	£ 342,737.30	£ 112,491.81	£ 524,238.49	£ 979,467.60

The average number of students being transported between Q1 and Q3 of 2022 has increased to 201 and the total spend was just under £980k during this period, again just under the total for the whole of 2021/2022.

In Q3 (October and December 2021) the Local Authority spent £241k on IB HTST. This is compared to £524k for the same period in 2022, following the implementation of the new HTST policies. This equates to an average spend of approximately £44 per day per student in Q3 2022, compared to £33 per student per day in Q3 in 2021.

The increase in average spend per student can be attributed to demand, but also the increase in the number of students requiring sole transport due to their complex SEND needs and where a child may be the only child going to a particular school. By the end of Q3 2022 for example, there were 12 IB sole transport routes amounting to an overall annual cost of £246k.

The total spend on providing SEND (IB and OOB) sole transport between April and December (Q1 – Q3) 2022 was £840k and is likely to increase by the end of Q4 (March 2023).

Mainstream Transport & School Place Sufficiency

There is an increase on the pressure of school places, predominantly in years 5 to 9, caused in the main by people moving into the Wokingham Borough mid-phase. Part of this pressure is attributable to an immigration route being opened on 31 January 2021, providing British National (Overseas) (BN(O)) status holders from Hong Kong and their eligible dependants, with the opportunity to come to the UK to live, study and work, on a pathway to citizenship. This has seen more than 734 school place applications being processed from September 2021 to December 2022 for children moving into Wokingham with their families, and over 200 of those 734 have been for years 5 and 6 in the primary sector.

Wokingham has seen one of the biggest influxes of Hong Kong Nationals in the whole of the South East, the outstanding schools and attractive location making Wokingham a place that many families want to settle.

The Community Transport and the Budget Manager for HTST now have strong links in place, robust application processing controls and communication channels. The new HTST policy has reduced the local eligibility criteria for home-to-school transport towards the statutory minimum, yet due to the increase in demand for school places, the cost of providing mainstream home to school transport is increasing, particularly in the primary sector.

The majority of the schools in Wokingham are all now at capacity, particularly in years 5 and 6 for primary and 7, 8, 9 and 10 for secondary. This has meant that children moving into the area are in many cases, unable to access their local school, and therefore become statutorily eligible for transport assistance to the nearest school which can be offered. This has had a direct impact on the HTST budget, with £300k of a £500k spend this financial year, being on children who cannot access a local school.

Mainstream Provision – Primary

Overall, in the 2021/2022 financial year (Q1 to Q4), the Local Authority spent just over £500k on transporting young people to local primary schools within Wokingham. By the end of Q3 of the 2022/2023 financial year the spend on primary HTST was already £440k (See Table 4 below).

On average the Local Authority is transporting 150 primary school aged children to and from school per month, an increase on average of 32% year on year.

Table 4: Mainstream Primary Transport Quarterly Spend

	2021				2021/2022 Total spend	2022			2022/2023 Total spend
	Q1	Q2	Q3	Q4		Q1	Q2	Q3 (new policies)	
Primary Transport	£ 81,867.53	£102,444.01	£ 166,913.32	£ 171,923.03	£ 523,147.89	£ 175,884.25	£ 75,687.19	£ 188,366.42	£ 439,937.86

In the first half of the 2022/2023 financial year, Floreat Montague Primary School, The Coombes Primary School and Gorse Ride Infant & Junior Schools were the most common schools' children were diverted too when their local schools were full. The Coombes primary school, however, has seen a marked increase of eligible children being transported to the school, rising from 14 eligible pupils to 43 pupils in Q3.

The spend per student per day has not significantly changed in the 2022/2023 financial year in comparison with 2021/2022. It has remained around £21 to £23 per student per day on average across the quarter. It is the demand here that is having the most significant effect on the spend in primary HTST.

Mainstream Provision - Secondary

Overall, in the 2021/2022 financial year (Q1 to Q4), the Local Authority spent just under £600k on transporting young people to local secondary schools within Wokingham. By the end of Q3 of the 2022/2023 financial year the spend on secondary HTST was just over £425k (See Table 5 below).

On average the Local Authority is transporting approximately 400 primary school aged children to and from school per month, and whilst it has been steadily increasing, the numbers remain very similar to 2021/2022.

Table 5: Mainstream Secondary Transport Quarterly Spend

	2021				2021/2022 Total spend	2022			2022/2023 Total spend
	Q1	Q2	Q3	Q4		Q1	Q2	Q3 (new policies)	
Secondary Transport	£109,073.54	£ 40,679.70	£ 185,803.79	£ 262,835.77	£ 598,392.80	£ 166,978.49	£ 17,403.85	£ 240,863.92	£ 425,246.26

The biggest cost to school transport in mainstream secondary is the lack of safe walking routes to schools, which cost the Local Authority £165k for Q1 – Q3 2022. These pupils are most likely to be attending Bohunt School, as much of the area to the west and south of Bohunt is rural, and Bohunt is the nearest school for children living in that area. The difficulty of pupils being able to walk to Bohunt School results in a large quantity of children receiving school transport due to the safety of routes. This has cost the Local Authority £55,800 in Q1 to Q3, with an annual forecast set to be around £122,800.

As with the primary sector, the spend per student per day has not significantly changed in the 2022/2023 financial year in comparison with 2021/2022. It has remained around £10 per student per day on average across the quarter. It is the demand here as well as lack of safe walking routes to Bohunt school that is having the most significant effect on the spend in secondary HTST.

Transport for young people over 16 (Post-16)

Every local authority in England has a statutory duty to prepare and publish an annual post 16 transport policy statement. This must comply with the requirements of section 509AA of the Education Act 1996 regarding the adequate provision of transport to facilitate the attendance of persons of sixth form age receiving education or training.

Whilst there is a requirement to publish a policy statement, there is no statutory requirement on local authorities to provide free or subsidised post 16 travel support. 'Sixth form age' refers to those young people who are over 16 years of age but under 19 or continuing learners who started their programme of learning before their 19th birthday (academic years 12, 13 or 14).

Overall, eligibility to transport arrangements across these groups is up to the local authority but underpinning the Local Authority decisions must be the duty to ensure that learners are able to access the education and training of their choice.

In accordance with the new Local Authority Post-16 Travel Assistance Policy, where a young person has an education health and care plan (EHCP) or a learning difficulty/disability, the council currently offers some students support with travel on a discretionary basis, depending on their needs. If a young person qualifies for travel assistance based on their needs, there is a charge they must pay to contribute towards their transport, which is currently £785 per academic year.

Young people who do not meet the eligibility criteria can also pay for a seat on a school bus. It currently costs £785 for a fare payer school bus pass.

The total spend on providing non-statutory post-16 transport by the end of Q3 of 2022/2023 was £482k and the income generated by the charge was £38k, transporting an average of 42 students per month. The average spend per day, per student, for post-16 travel is £40, similar to the daily spend on SEND in-Borough students.

The total spend on providing post-16 non-statutory transport by the end of the financial year 2021/2022 was £337k and the income generated was £28k, transporting an average of 35 students per month.

As highlighted above, the Local Authority has seen an increase in the demand for post-16 travel assistance, and this is linked to the dramatic increase in children and young people with an EHCP in the Borough, and the income generated by the charge, contributes little to the overall spend.

Analysis and Conclusion

Over the years, Childrens Services has striven to contain the transport overspend within the overall budget allocation. This has been managed by protecting the transport budget during savings rounds, by redirecting funding from other areas wherever possible, by using accumulated reserves to offset overspends at year end and by consulting on and implementing changes to the most recent policy which has led to the removal of the majority of discretionary spending. Transport route management has also played a key part in ensuring effective use of resources.

However, there is continued and additional pressure on the home to school & college transport budget. The pressures experienced by the Local Authority, which can all serve to increase the number of children potentially eligible for mainstream home-to-school transport, and therefore have a statutory entitlement to home to school transport assistance, include underlying population growth, such as the large influx of Hong Kong Nationals, and families fleeing the war in Ukraine, new housing developments, increasing

numbers of families in temporary housing, increasing numbers of looked after children, and the changing landscape of schools.

Wokingham has seen a dramatic increase in mid-phase arrivals into the Borough, which has caused the majority of schools to reach capacity in certain year groups, particularly year 5 and 6, and as such, the 'nearest suitable school' for many children, is not their local school. There appears to be a clear relationship between available capacity in mainstream schools within the Local Authority and spend on home-to-school transport.

Like Wokingham, many local authorities have managed these pressures by reducing their local eligibility criteria for home-to-school transport towards the statutory minimum. However, by doing that, brings an unresolved tension at the heart of home-to-school transport policy, between the responsibilities of parents in getting their children to school versus the expectations of parents in the level and type of assistance that local authorities can provide.

The Local Authority is also experiencing a range of market pressures affecting the cost of providing home-to-school transport. Inflationary costs of transport such as higher fuel costs, driver minimum wage increases, coupled with commercial providers ceasing to offer public transport routes which are no longer profitable and commercial providers stopping trading, reducing the pool of providers with whom the Local Authority can contract, have all collectively driven up the costs of providing home to school transport. The Local Authority has addressed these inflationary pressures as much as possible through smarter commissioning with attention to both cost and quality, carried out strategic reviews of routes and sharper income generation from unused capacity on buses.

The picture for SEND home-to-school transport is very different to that of mainstream transport. For SEND we have seen a significant rise in both the numbers of children in receipt of transport and the associated costs of providing that transport year on year. The increasing number of children with educational, health and care plans (EHCPs) in the Borough coupled with a lack of local provision, means children are increasingly having to be transported to schools outside of the borough. This is reflected in the increase in expenditure on Home To School Transport for SEND out of Borough provision.

The increasing complexity of needs of children with SEND is also contributing to the growing expenditure on SEND transport for the Local Authority. Increasing numbers of children with complex medical needs or profound and multiple disabilities for example is creating demand for more costly forms of transport, for example specially equipped buses, and more skilled passenger assistants who could provide medical support in an emergency. At the same time, increasing numbers of children presenting with extremely challenging behaviour is also leading to greater use of individual taxi journeys for this cohort.

Understandably, the Council is concerned, and has been for some time about the rising cost of providing home to school transport. The service, however, is essentially demand-led, and increasing demand, particularly in SEND has led inevitably to increased expenditure.

The general arrangements in place for supervising and reporting on the home to school transport budget are robust with strong links now between SEND, Community Transport, and the budget manager for HTST. Despite these controls, however, home to school transport expenditure has continued to rise. The demand-led nature of the service is a major

factor here, as is the lack of SEND provision within the Borough. Whilst the Local Authority continues to have to send students with an EHCP to be educated outside of Wokingham, there will be a continued pressure on the HTST budget, regardless of any policy changes.

Finally, the Local Authority has seen a 79% increase in free school meals (FSM) eligibility in May 2022 compared to May 2018, likely to be caused by the cost-of-living crisis. This is having a direct impact on the home to school transport budget as more families become eligible for transport.

This will have a lasting impact on transport budgets as in accordance with the statutory guidance, any child who became eligible for FSM on or after 1st April 2018 will continue to receive it whilst Universal credit is rolled out. Once Universal Credit is fully rolled out (Expected date March 2023), any existing pupil who no longer meets the eligibility criteria at that point will continue to receive free school meals until the end of their current phase of education, i.e., primary or secondary. As the FSM eligibility of the children are protected, once they became eligible for FSM, should the parents' financial situation change, it will not impact their eligibility and the child could continue to receive home to school travel assistance.

Moving forward, PeopleToo consultancy have been appointed to look at the issues that have been highlighted in this report, to ensure Home to school transport continues to be appropriately managed through robust eligibility criteria and review.

FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

The Council faces unprecedented financial pressures as a result of; the longer-term impact of the COVID-19 crisis, Brexit, the war in Ukraine and the general economic climate of rising prices and the increasing cost of debt. It is therefore imperative that Council resources are optimised and are focused on the vulnerable and on its highest priorities.

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	N/A	N/A	N/A
Next Financial Year (Year 2)	N/A	N/A	N/A
Following Financial Year (Year 3)	N/A	N/A	N/A

Other financial information relevant to the Recommendation/Decision
N/A

Cross-Council Implications (how does this decision impact on other Council services, including properties and priorities?) N/A – Report not requiring a decision

Public Sector Equality Duty
N/A

Climate Emergency – This Council has declared a climate emergency and is committed to playing as full a role as possible – leading by example as well as by exhortation – in achieving a carbon neutral Wokingham Borough by 2030
Please state clearly what the impact of the decision being made would be on the Council's carbon neutral objective. N/A

Reasons for considering the report in Part 2
N/A

List of Background Papers
Home to School Transport Policy 2022/2023

Contact Zoe Storey	Service Learning Achievement and Partnerships
Telephone No	Email zoe.storey@wokingham.gov.uk