



# CABINET

<b>7.30 pm</b>	<b>Wednesday 14 August 2024</b>	<b>Council Chamber - Town Hall</b>
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Members 9: Quorum 4

Councillor Ray Morgon (Leader of the Council), Chairman

	<b>Cabinet Member responsibility:</b>
Councillor Gillian Ford	Lead Member for Adults & Wellbeing
Councillor Oscar Ford	Lead Member for Children & Young People
Councillor Paul McGeary	Lead Member for Housing & Property
Councillor Paul Middleton	Lead Member for Digital, Transformation & Customer Services
Councillor Barry Mugglestone	Lead Member for Environment
Councillor Natasha Summers	Lead Member for Housing Need & Climate Change
Councillor Christopher Wilkins	Lead Member for Finance
Councillor Graham Williamson	Lead Member for Regeneration

**Zena Smith**  
**Head of Committee and Election Services**

**For information about the meeting please contact:**  
**Anthony Clements, Tel: 01708 433065**  
**e-mail: [anthony.clements@onesource.co.uk](mailto:anthony.clements@onesource.co.uk)**



**Webcast**

**Please note that this meeting will be webcast.  
Members of the public who do not wish to appear  
in the webcast will be able to sit in the balcony,  
which is not in camera range.**

***Under the Committee Procedure Rules within the Council's Constitution the Chairman of the meeting may exercise the powers conferred upon the Mayor in relation to the conduct of full Council meetings. As such, should any member of the public interrupt proceedings, the Chairman will warn the person concerned. If they continue to interrupt, the Chairman will order their removal from the meeting room and may adjourn the meeting while this takes place.***

***Excessive noise and talking should also be kept to a minimum whilst the meeting is in progress in order that the scheduled business may proceed as planned.***

### **Protocol for members of the public wishing to report on meetings of the London Borough of Havering**

Members of the public are entitled to report on meetings of Council, Committees and Cabinet, except in circumstances where the public have been excluded as permitted by law.

Reporting means:-

- filming, photographing or making an audio recording of the proceedings of the meeting;
- using any other means for enabling persons not present to see or hear proceedings at a meeting as it takes place or later; or
- reporting or providing commentary on proceedings at a meeting, orally or in writing, so that the report or commentary is available as the meeting takes place or later if the person is not present.

Anyone present at a meeting as it takes place is not permitted to carry out an oral commentary or report. This is to prevent the business of the meeting being disrupted.

Anyone attending a meeting is asked to advise Democratic Services staff on 01708 433076 that they wish to report on the meeting and how they wish to do so. This is to enable employees to guide anyone choosing to report on proceedings to an appropriate place from which to be able to report effectively.

Members of the public are asked to remain seated throughout the meeting as standing up and walking around could distract from the business in hand.

**DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF**



## **AGENDA**

### **1 ANNOUNCEMENTS**

On behalf of the Chair, there will be an announcement about the arrangements in case of fire or other events that might require the meeting room or building's evacuation.

### **2 APOLOGIES FOR ABSENCE**

(if any) – receive.

### **3 DISCLOSURES OF INTEREST**

Members are invited to disclose any interests in any of the items on the agenda at this point of the meeting. Members may still disclose an interest in an item at any time prior to the consideration of the matter.

### **4 MINUTES (Pages 5 - 12)**

To approve as a correct record the minutes of the meeting held on **17<sup>th</sup> July 2024** (attached) and to authorise the Chair to sign them.

### **5 A GOOD LIFE - DRAFT CULTURE STRATEGY (Pages 13 - 54)**

Report attached.

### **6 THE COUNCIL'S CONSULTATION POLICY (Pages 55 - 110)**

Report attached.

### **7 EXTENSION OF THE JOINT SEXUAL HEALTH CONTRACT (Pages 111 - 124)**

Report attached.

### **8 HOME TO SCHOOL TRANSPORT (Pages 125 - 274)**

Report attached.

### **9 CHILDREN IN CARE SUFFICIENCY STRATEGY (Pages 275 - 314)**

Report attached.

### **10 1ST QUARTER REVENUE AND CAPITAL MONITORING REPORT 2023/24 (Pages 315 - 334)**

Report attached.



**MINUTES OF A CABINET MEETING**  
**Council Chamber - Town Hall**  
**Wednesday, 17 July 2024**  
**(7.30 - 9.18 pm)**

**Present:**

Councillor Ray Morgon (Leader of the Council), Chairman

	<b>Cabinet Member responsibility:</b>
Councillor Gillian Ford	Lead Member for Adults & Wellbeing
Councillor Oscar Ford	Lead Member for Children & Young People
Councillor Paul McGeary	Lead Member for Housing & Property
Councillor Paul Middleton	Lead Member for Digital, Transformation & Customer Services
Councillor Natasha Summers	Lead Member for Housing Need & Climate Change
Councillor Christopher Wilkins	Lead Member for Finance
Councillor Graham Williamson	Lead Member for Regeneration

**In attendance:** Councillor Keith Prince (CON), Councillor Keith Darvill (LAB) Councillor Martin Goode (EHRG), Councillor John Tyler (RAIG), Councillor Laurance Garrard (HRA, Chair of Overview & Scrutiny)

Also in the chamber; Councillor Matt Stanton (LAB)

**203 ANNOUNCEMENTS**

On behalf of the Chair, there was an announcement about the arrangements in case of fire or other events that might require the meeting room or building's evacuation.

**204 APOLOGIES FOR ABSENCE**

Apologies received from Councillor Barry Mugglestone.

**205 DISCLOSURES OF INTEREST**

There were no disclosures of interest.

206 **MINUTES**

The minutes of the meeting held on **12<sup>th</sup> June 2024**, were agreed as a correct record and the Chair signed them.

207 **CUSTOMER SERVICE STRATEGY**

Report: **Cabinet approval of the new Customer Service Strategy**

Presented by: **Cllr Paul Middleton, Cabinet Member for Digital Transformation, IT and Customer Services**

**Summary**

1. The Council is committed to delivering excellent customer service, raising customer satisfaction levels and meeting the needs of its resident, service users and other customers of our services. This ambition is reflected in the Corporate Plan for 24/25 which states:
2. *“We will provide excellent customer service and engage effectively with our communities”*. This new strategy sets out the actions the Council will take over the next three years to improve satisfaction rates for customers, clients and service users. It will be led by the Customer Service Directorate in the Resources Strategic Directorate and the strategy’s scope covers all teams delivering front-line services to residents of the Borough.
3. Importantly, the new strategy proposes a new set of customer service standards that residents can expect from us when they interact with us, regardless of service. It embodies a One Council approach to the delivery of quality services, within the confines of our financial context. These standards will improve our consistency of service and reduce the variation in response times residents currently experience from us.
4. Our vision is to be an award-winning organisation for customer service. We are one of the most efficient and productive councils in the country and we want to match that reputation by also being known for the quality of our service delivery. We aspire to deliver excellent customer service in every interaction we have with our residents, businesses and other stakeholders. We want our customers to be satisfied with the services they receive from us. By customers, we mean our residents, service users and people from businesses who access our services.
5. To achieve the ambitious vision, the strategy outlines three interrelated missions, and these are:

- a. Embedding a customer-centric culture across the organisation;
  - b. Modernising service delivery; and
  - c. Improving the customer experience.
6. By achieving these missions, and implementing the associated programme of work effectively, we expect to improve the customer's experience of our services. This will be captured by an expected increase customer satisfaction rates. When the strategy is fully implemented, we expect the following benefits:
- Improved customer service levels to residents, indicated by improved customer satisfaction;
  - Happier, more productive and engaged staff;
  - Reduced failure demand across the council - which is costly and time consuming to administer - caused by double or triple contact to us which is avoidable had we got it right first time;
  - Help make the organisation an attractive place to work, helping us become an employer of choice for new recruits;
  - Improve trust and confidence in what the Council delivers for local taxpayers and service users; and
  - Raise the profile of our organisation so that we become known as the best local authority for providing excellent customer service.
7. Our overall measure of success will be the increase in customer satisfaction rates we expect to see over the lifetime of the strategy.

### **Cabinet**

- **Approved** the contents of the draft Customer Service Strategy for the Council – see Appendix A;
- **Approved** the new Customer Service Standards – see Appendix B;
- **Agreed** that the strategy be published in September 2024; and
- **Delegated** authority to the Director of Customer Services to take forward the activities set out in the Roadmap – see Appendix C.

## 208 **IMPROVEMENT & TRANSFORMATION PLAN**

### Report: **Improvement & Transformation Plan**

Presented by: **Councillor Ray Morgon, Leader of the Council**

### **Summary**

Havering is a well-run cost effective Council. Our unit costs are the 16th lowest compared to 16 other Outer London boroughs, i.e. the lowest as assessed by LG Futures. We are ranked by IMPOWER (at their last point of formal publication) as being the 5th most productive council in the country. Our income collection for Council Tax is in the top-quartile in London. We have consistently sold off assets

(over £160m since 2013/14) to minimise borrowing costs of our capital programme, and Members have maximised Council Tax increases throughout austerity.

The Council takes its financial responsibilities very seriously. We have maximised Council Tax income, have one of the lowest unit costs in the country, we have sold assets, we don't have high levels of borrowing and now we are depleting our reserves.

After significant systemic underfunding since 2010, the Council's financial challenge is no longer one we could manage without Government intervention. A Capitalisation Direction was applied for to prevent us from issuing a S114 for this financial year (2024/25). As part of the requirements to receive the capitalisation direction, an Improvement & Transformation Plan is required to be submitted no later than 27<sup>th</sup> August.

Another condition of the Capitalisation Direction is for the Council to undergo an independent Financial Management review. The review is an assessment of Havering's Financial Management arrangements and governance arrangements, and the Chartered Institute of Public Finance and Accountancy have been commissioned by the Department of Levelling Up, Housing and Communities to undertake this on their behalf, and submit a report to them directly in due course.

This review has commenced and is likely to conclude at the end of July. The Council must incorporate the review recommendations in the Improvement and Transformation Plan prior to its submission.

## **Cabinet**

- (1) **Approved** the Improvement and Transformation Plan.
- (2) **Authorised** the Chief Executive to implement and deliver the Plan and to agree any changes to the Plan as he shall deem necessary to satisfy the terms and conditions of the capitalisation directive.

**Cabinet noted** that the delivery of actions set out within this plan is the responsibility of the Executive Leadership Team and that this plan will be subject to regular and frequent monitoring and reporting.

## 209 **DLUHC PRODUCTIVITY PLAN**

Report: **DLUHC Productivity Plan**

Presented by: **Councillor Ray Morgon, Leader of the Council**

### **Summary**

The Government is reviewing productivity across all public services and local government is included in this exercise. The recent Local Government Finance Settlement announced that councils would be asked to produce productivity plans. A letter received 16th April 2024 formally started that process with a submission deadline for plans on the 19th July 2024.



Local Government have done a huge amount in recent years to improve productivity and efficiency, however, lock down and the more recent cost of living crisis have proved challenging. The productivity plan has been requested of all councils and will help DLUHC understand what is working well, and what more is needed to unlock future opportunities and any gaps.

This is a particular challenge for Havering council, due to the significant systemic underfunding since 2020 and the low costs, actions already taken to date.

### **Cabinet**

**Approved** the Productivity Plan.

## 210 **ANNUAL PERFORMANCE REPORT**

Report: **Annual Performance Report 2023/24**

Presented by: **Councillor Ray Morgon, Leader of the Council**

### **Summary**

This is the Council's Annual Performance Report that enables a transparent review and scrutiny of the Council's overall performance for its residents. It provides an overview of the outcomes of priorities and projects outlined in the corporate plan. It is essential that the Council monitors its performance regularly to ensure that it is meeting its strategic objectives and providing value for money.

### **Cabinet**

1. **Noted** the 2023/24 annual performance report
2. **Agreed** to publish the report on the council's website

## 211 **SHELTERED HOUSING LIFT PROJECT**

Report: **Sheltered Housing Lift Project**

Presented by: **Councillor Paul McGeary, Cabinet Member for Housing & Property**

### **Summary**

This report concerns the award of a contract, after a compliant tender process, for the construction of nine lifts housed in small extensions at three two-storey sheltered schemes in Havering.

The works were requested due to sheltered scheme residents having increasing issues with mobility therefore finding stairs difficult. It was agreed

to investigate the possibilities and, subsequently after some consultation, look at design options. Planning consent was obtained for the works.

The works were tendered following approval of the non-key ED giving authorisation to seek tenders. A compliant tender process was undertaken in accordance with that authorisation and bids were evaluated on a 70/30 price/quality ratio. The tender process was reviewed and approved by the Procurement Gateway Review Group on 9<sup>th</sup> May 2024. More detail can be found in exempt appendix A.

The most economically advantageous tender, submitted by Kirkman and Jourdain Ltd, is within budget at £1,438,813.

### **Cabinet**

**Approved** the award of a contract to build the nine lifts to *Kirkman and Jourdain Ltd*, at the cost of £1,438,813 with the contract estimated to commence late July 2024 and conclude October 2025.

## 212 **APPROVAL TO GO OUT TO CONSULTATION ON THE EAST LONDON JOINT WASTE PLAN**

Report: **Approval to consult on the East London Joint Waste Plan**

Presented by: **Councillor Williamson, Cabinet Member for Regeneration**

### **Summary**

This report seeks approval to consult on the Draft East London Joint Waste Plan (ELJWP). The ELJWP has been produced jointly with Redbridge, Newham, and Barking and Dagenham. It is an update to the previously adopted Joint Waste Plan (2012). Consultation is proposed to start in late July and run for a minimum of 6 weeks, in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

### **Cabinet**

**Agreed** the publication of the Draft East London Joint Waste Plan and associated documents (attached as Appendix 1, 2, 2.1 and 3) for at least a 6-week period of statutory public consultation under regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012, with an anticipated start date in late July 2024

## 213 **STARTING WELL OFSTED IMPROVEMENT PLAN**

Report: **Starting Well Ofsted Improvement Plan**

Presented by: **Councillor Oscar Ford, Cabinet Member for Children & Young People**

### **Summary**

This report seeks approval to consult on the Draft East London Joint Waste Plan (ELJWP). The ELJWP has been produced jointly with Redbridge, Newham, and Barking and Dagenham. It is an update to the previously adopted Joint Waste Plan (2012). Consultation is proposed to start in late July and run for a minimum of 6 weeks, in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

**Cabinet**

**Endorsed** and **adopted** the content of the costed Starting Well Ofsted Improvement Plan.

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**Chairman**

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**CABINET**

**Subject Heading:**

A Good Life – Draft Culture Strategy

**Cabinet Member:**

Councillor Gillian Ford

**ELT Lead:**

Patrick Odling-Smee

**Report Author and contact details:**

Guy Selfe, Head of Leisure and Culture,  
01708 433866,  
[guy.selfe@havering.gov.uk](mailto:guy.selfe@havering.gov.uk)

**Policy context:**

People – things that matter to residents

**Financial summary:**

To deliver all the individual projects within the draft culture strategy, A Good Life, it is estimated there will be a total cost of £1.5m. Strategic funding partners are encouraging funding applications to deliver A Good Life following the unsuccessful application to be Borough of Culture. An Expression of Interest (EOI) has been submitted to Arts Council England and subject to passing through the EOI stage a full application will be submitted for a grant of £500k. Other applications are expected to be submitted to reach as close to the amount required. The balance of funding required will be met by re-purposing existing budgets as match funding from the Council.

**Is this a Key Decision?**

- (a) Expenditure or saving (including anticipated income) of £500,000 or more
- (b) Significant effect on two or more Wards

**When should this matter be reviewed?**

March 2025

**Reviewing OSC:**

Overview and Scrutiny Board

**The subject matter of this report deals with the following Council Objectives**

People - Supporting our residents to stay safe and well X

Place - A great place to live, work and enjoy X  
Resources - Enabling a resident-focused and resilient Council

## **SUMMARY**

A draft cultural strategy, A Good Life (Appendix A), has been written based on the LBOC application. Projects from the LBOC application have formed the focus of the strategy. This was following consultation with over a thousand people and over fifty groups and organisations.

In order to deliver the projects within 'A Good Life', external funding applications need to be made to external funding partners.

## **RECOMMENDATIONS**

Cabinet is recommended to:

1. Approve the draft Culture Strategy for 2025-2028, 'A Good Life' as attached at appendix A.
2. Delegate to the Head of Leisure and Culture, in consultation with the Strategic Director of Resources and the Cabinet Member for Adults and Wellbeing the ability to amend and update the Culture Strategy from time to time, provided that such changes do not contravene the principles detailed in this report.
3. Delegate to the Head of Leisure Culture, in consultation with the Strategic Director of Resources and the Cabinet Member for Adults and Wellbeing the ability to take all steps necessary to deliver the Culture Strategy including (but not limited to) applications for, acceptance of and spending of external funding.

## **REPORT DETAIL**

## **Background**

1. On 13 March 2024, Cabinet agreed to the incorporation of a company limited by guarantee wholly owned by the Council for the purpose of delivering the LBOC year (if awarded) and/or realising and delivering other cultural and place making opportunities. The application to be LBOC was unsuccessful.
2. During the application process for the LBOC, there were positive conversations with external funders who have expressed a desire to reverse the Borough's lower investment through external funding per head compared to other London Boroughs. These conversations have continued since the outcome for the LBOC.

## **Current Situation**

3. A draft cultural strategy, A Good Life (Appendix A), has been written based on the LBOC application. Projects from the LBOC application have formed the focus of the strategy. This was following consultation with over a thousand people and over fifty groups and organisations.
4. The strategy has been developed by the public, private and voluntary sector in Havering, and represents the planned strategic work of a broad range of organisations and groups. It is a consortium strategy designed to act as a three -year catalyst for nurturing and growing the cultural life of a rapidly changing place. It is designed to be used by anyone developing, making and building cultural activity in Havering. It supports a shared vision across a networked borough.
5. A Good Life has the following vision:

A Good Life is a transformational approach to the long-term wellbeing of Havering's residents within a radically changing place. Empowering communities, nurturing social connectivity, addressing inequality, building a sustainable creative ecology, and promoting good physical and mental health are foundations of the strategy.

6. A Good Life has five principles:

**Developing a creative health borough;**

Intricately weaving the concept of long-term wellbeing through cultural activity.

**Transforming the cultural ecology;**

Capacity building to benefit from growth and seeking a levelling up in investment.

**Redefining heritage for the 21<sup>st</sup> Century;**

Rebalancing the widest definition of heritage, to better include the borough's new population.

**Every child and young person engaging in culture;**

Uniting education and arts partners to empower young people and make them feel proud.

**Addressing social and environmental justice;**

Helping lead the way in dismantling inequalities and addressing the climate emergency.

7. The principles are followed by a number of objectives:

- A bold new identity for Havering that celebrates all our people, places, and heritage.
- Harness culture to embrace and champion the fast changing nature of Havering's communities ensuring representation for all.
- Transform our cultural ecology, addressing structural inequalities, building new artistic legacies for Havering.
- Engage all people in culture, enabling access physically and digitally across every part of the borough.
- Empower talent and provide new opportunities for underserved and underrepresented communities, prioritising social justice and equity.
- Address health inequalities and the physical and mental wellbeing of all our residents.

8. It is recommended that progress with drafting a cultural strategy involving extensive consultation is noted and that the Council 'signs up' to endorsing the draft strategy.

**Delivering A Good Life**

9. There have been positive conversations with a number of strategic funding partners following the outcome of the LBOC application. One such conversation with Arts Council England (ACE) has resulted in an expression of interest being submitted. Subject to a successful outcome of the expression of interest, a full funding application will be submitted to ACE to part fund the delivery of A Good Life.

10. Arts Council England expect other funding to be secured as match funding for their contribution if successful. As such, other funding applications to a range of funders are also being prepared to raise sufficient funding to deliver all of the projects within A Good Life. It is expected funding applications will be submitted to Heritage Lottery Fund, Historic England, National Lottery Communities Fund, Paul Hamlyn Foundation, City Bridge Trust amongst others.

11. By delivering these projects subject to successful funding applications, the Council will be adhering to the Vision: The Havering You Want to be Part Of,



and the principle, Place – a great place to live, work and enjoy. Outcome – Improve Havering’s art, history, leisure and culture offer.

12. This decision is required as external funding applications and the acceptance of the terms and conditions of any grants if successful require the sign off from the S151 Officer.

## **REASONS AND OPTIONS**

### **Reasons for the decision:**

A decision is required to demonstrate the Council are signed up to the draft culture strategy, ‘A Good Life’ and to then submit external funding applications to realise the delivery of the strategy.

### **Other options considered:**

1. Do nothing – without endorsing A Good Life and applying for external funding, there will be no grants received enabling the delivery of many elements of the LBOC application as captured within a new draft Cultural Strategy for Havering, A Good Life. The estimated total funding required is £1.5m. This has been rejected as the impact and benefits to the borough of inward investment, engagement and legacy through making funding applications are considered to be too significant to miss the opportunity if any bid is successful.
2. Do not identify existing budgets that can be re-purposed towards cultural activity as evidence of Council support to external funders. This has been rejected, as without an element of a Council contribution, bids are not likely to be successful and will fail at the first hurdle.
3. Limit the number of funding applications submitted. This has been rejected as it decreases the number of projects that can be delivered if successful and the associated outputs and outcomes. Also, funders have made it clear they would like to discuss possible funding bids with Havering as the profile of the borough has increased significantly through the application to be LBOC.

## **IMPLICATIONS AND RISKS**

**Financial implications and risks:**

External funding applications to a range of strategic partners and other funding organisations are proposed to be made to deliver the projects as set out in the draft cultural strategy, A Good Life. If successful, funding up to an estimated £1.5m in total could be achieved to deliver the projects.

The cost of the preparation and submission of the external funding bids is approximately £18k which is being contained within existing budgets.

There will be a requirement to commit some partnership funding towards the overall costs. For the LBOC application, Council officers were circulated a funding template to identify existing budgets that are expected to be available in 2025/2026 that could be realigned to contribute towards delivering the projects within A Good Life. It is expected that any match funding requirement can be met from using existing budgets.

Where match funding or residual liabilities cannot be met from existing budgets as envisaged, section 3.3.3 para 5 of the constitution shall be followed.

The amount of expenditure that will be incurred delivering the cultural strategy, A Good life will be dependent on the level of partnership funding that is received following successful applications of funding and will not result in additional budget pressure for Havering.

**Legal implications and risks:**

The Council has a general power of competence under Section 1 of the Localism Act 2011 to do anything an individual can do, subject to any statutory constraints on the Council's powers. None of the constraints on the Council's Section 1 power are engaged by the recommendations within this report.

The Council's Contract Procedure Rules state:

25.1 Where the council receives Grant Funding and is named as the accountable body for the expenditure of monies, and where the terms of the grant permits the council to directly carry out Works, or buy Services or Supplies, any procurement will be conducted in line with CPR.

25.2 Where the funding received exceeds £500,000 a report will be presented to the SLT for approval to enter into the Grant Agreement (or other funding arrangement) and to record the availability of funding subject to the terms of the grant.

25.4 Where the funding is for use by a third party, the obligation to account for the funding contained in the grant terms will be included in the agreement with the third party. Furthermore, the terms of making the grant shall include a clause to competitively tender for Services, Supplies or Works and reflect the Council's

strategies, policies and objectives in so much as they apply to, or are compatible with, the funding objectives as set out in the grant terms imposed on the Council and CPR.

In the event that the Grant application is successful, the Grant funding agreement will have to be reviewed by Legal Services. It will be the responsibility of the Council to comply with the relevant funding conditions under the Grant Agreement.

**Human Resources implications and risks:**

There are no human resource implications or risks associated with submitting external funding bids to deliver the projects outlined within A Good Life. Officers have been involved in the process of submitting the bids but this has all been contained within 'business as usual'.

Should Havering be successful with external funding bids, it is expected that project management and the delivery of projects will be costed and funded through these external funding bids. Any posts would be 'fixed term' for the time required to commission and deliver the projects. The post/s would be created and recruited to in accordance with the Council's HR policies and procedures.

There will be a requirement to provide some officer support, however this is expected to be managed through 'business as usual'.

**Equalities implications and risks:**

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have 'due regard' to:

- (i) The need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) The need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) Foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are age, disability, gender reassignment, marriage and civil partnerships, pregnancy and maternity, race, religion or belief, sex/gender, and sexual orientation.

The Council is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socio-economics and health determinants.

In all situations, urgent or not, the Council will seek to ensure equality, inclusion, and dignity for all.

Should Havering be successful with the external funding bids to deliver all or part of elements of A Good Life, one of the guiding principles of delivery is equality, diversity, inclusivity and access. This principle will be applied to delivery of all the programmes.

### **Health and Wellbeing implications and Risks**

There are no health and wellbeing implications or risks associated with applying for external funding to deliver the draft cultural Strategy - A Good Life.

However, if Havering is awarded external funding, there are many positive health and wellbeing implications. This will be in the form of employment opportunity, skills, social connectedness, mental wellbeing, improved nutritional knowledge and physical activity. Participation, whether as a direct participant in the activity, a volunteer or as a spectator can bring mental and physical health and wellbeing.

As part of the proposed programme of activity there is a desire to provide education, training and development opportunities for cultural activity to positively impact people to progress their careers within the borough – talent retention.

Activities will provide access either physically or digitally through hyper-local activity so everyone has access to culture activity within 15 minutes of their home or business. This will include encouraging access to outdoor spaces within the borough.

A key part of the overall programme as outlined in A Good Life is to grow the cultural ecology in Havering through developing spaces for creative industries to thrive. This would provide a big benefit to the local economy.

### **ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS**

There are no implications or risks associated with applying for external funding to deliver a number of projects from the LBOC application and subsequently within the draft cultural strategy, A Good Life.

However, if Havering is awarded external funding, the team will acknowledge best practice regarding climate change and environmental needs in line with the Havering Climate Change Action Plan.

The team will consider the environmental impact of materials, sourcing, construction and transportation associated with the proposed programme of activity. The total amount of waste produced will follow the principles of the waste hierarchy: prevention, reuse, recycling, and energy recovery, with disposal as a last resort.

All event organisers will be signposted to a free set of carbon calculators developed by Julie's Bicycle (<https://juliesbicycle.com/our-work/creative-green/creative-climate-tools/>), for the creative industries to understand the environmental impacts of events, tours and productions. They allow users to track a range of different impact areas including

energy use, water consumption, waste, travel, freight and materials.

**BACKGROUND PAPERS**

None

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**LONDON BOROUGH OF HAVERING**  
**CULTURAL STRATEGY**

Page 23

**A GOOD LIFE 2025-2028**

**HAVERING**LONDON

# HAVERING'S CULTURAL STRATEGY

Page 24



This strategy has been developed by the **public**, **private** and **voluntary** sector in Havering, and represents the planned strategic work of a broad range of organisations and groups.

It is a **consortium** strategy designed to act as a three year catalyst for nurturing and growing the cultural life of a rapidly changing place.

It is designed to be used by **anyone** developing, making and building cultural activity in Havering.

It supports a **shared** vision across a networked borough.





**“ WE BELIEVE IT’S TIME TO PUT HAVERING FIRMLY ON THE LONDON MAP ”**

# THE JOURNEY TOWARDS A GOOD LIFE

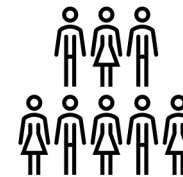
**Bidding for London Borough of Culture throughout Autumn 2023 sparked a profound sense of hope for Havering.**

Havering Council led extensive workshops involving its leadership, officers and members. Collaborative sessions with local voluntary organisations and industry stakeholders empowered grassroots organisations to actively shape the bid. The participation of more than 50 organisations and 1,000 members of the public in consultation signified more than endorsement. The process revealed a public, private and voluntary sector sense of unity surrounding Havering's plans and a collective recognition of the imperative to celebrate a forward-looking borough.

So much momentum has been shown in rapidly developing the borough's cultural offer and in response to the bid, strategic partners have expressed a keen interest in harnessing and supporting this moment of transformational opportunity. This document sets out the borough's next steps cultural strategy, as an action centered manifesto for meaningful change through partnership.

Significantly the process has:

- > **Raised the profile of culture within the Council**
- > **Embedded culture within the Council's Corporate Plan**
- > **Created new Havering Together events, bringing the public, private and voluntary sectors together**
- > **Generated new or different strategic partnerships with Historic England, Arts Council England and the National Heritage Lottery Fund**
- > **Established Havering London, a new cultural placemaking and fundraising organisation**
- > **Seen a new sense of unity and purpose across a wide range of culture partners in Havering**



**1000 MEMBERS OF THE  
PUBLIC CONSULTED**



**MORE THAN 50  
ORGANISATIONS  
CONSULTED**

# HAVERING'S CASE FOR CULTURE

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## **There are many definitions of culture.**

This strategy adopts the definition from the Mayor of London's Cultural Strategy, 'Culture for all Londoners':

“

**... takes a broad view of culture, from arts institutions, creative industries, the historic environment and museums, to community festivals, pubs and nightclubs, busking pitches, skateparks and street art.**

”

# HAVERING HAS SPOKEN

Some feedback from the extensive consultation

**CHOIR INCLUDING ALL AGES, SINGING TOGETHER TO CELEBRATE A VARIETY OF MUSIC.**

Page 28  
Agenda

**A FESTIVAL OF ALL THAT IS GOOD IN HAVERING. WE HAVE SO MANY TALENTED PEOPLE, ARTISTS, MUSICIANS AND OTHERS THAT WE CAN HIGHLIGHT.**

Denise

**ROMFORD MARKET THROUGH THE AGES.**

Martin

**SHOWCASING OUR STRENGTHS AS ONE OF THE BIGGEST AND GREENEST OF THE LONDON BOROUGHS VIA OPEN SPACE EVENTS.**

Nii

**WORKSHOPS THAT ENGAGE YOUNG PEOPLE WITH THEIR LOCAL BUILT ENVIRONMENT.**

Sophia

**LOCAL PEOPLE, AND GROUPS, USING ART AND FOOD, IN A SUSTAINABLE AND ENVIRONMENTALLY CONSCIOUS WAY.**

Laurie

**DEVELOP A PERMANENT COMPREHENSIVE WEBSITE SHOWCASING ALL CULTURAL OPPORTUNITIES IN THE BOROUGH.**

Pamela

**A COMMUNITY-DRIVEN INTERACTIVE DIGITAL ART PROJECT THAT CELEBRATES INVITING RESIDENTS TO CONTRIBUTE PERSONAL STORIES, PHOTOS, AND TRADITIONS.**

Nilay

# HAVERING'S CASE FOR CULTURE



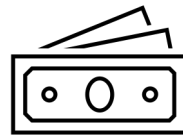
**50%** OF ADULTS WOULD LIKE TO SEE MORE CULTURAL EXPERIENCES ON THEIR HIGH STREETS (5)



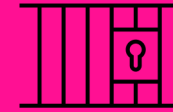
**£3.2B** IS CONTRIBUTED TO LONDON'S ECONOMY DIRECTLY FROM HERITAGE (1)



**38%** MORE LIKELY TO REPORT GOOD HEALTH (4)



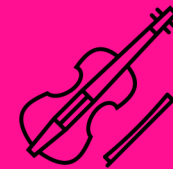
**£115.9BN** IS THE AMOUNT THE CREATIVE INDUSTRIES ARE WORTH TO THE UK ECONOMY (6)



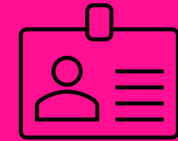
**18%** OF YOUNG OFFENDERS WHO TAKE PART IN ARTS ACTIVITIES ARE LESS LIKELY TO RE-OFFEND (3)



**17%** INCREASE REPORTED IN COGNITIVE ABILITY FOR THOSE ENGAGED IN STRUCTURED ARTS ACTIVITIES (2)



**67%** OF PEOPLE WITH DEMENTIA, SAW REDUCED ANXIETY AND THE NEED FOR MEDICINE BY ENGAGING WITH MUSIC THERAPY (7)



**1 IN 6** JOBS IN THE CAPITAL ARE IN THE CREATIVE SECTOR (8)



**“CREATING THIS STRATEGY HAS  
SPARKED A PROFOUND SENSE  
OF HOPE FOR HAVERING”**

# INTRODUCING HAVERING AND ITS CULTURAL ECOLOGY

**Residents of Havering, London's most eastern borough, the 3rd largest, are proud to live in the greenest borough (59% green), with 2,000 acres of open space (including 108 local parks).**

Havering is a cluster of village-like close knit communities, rich with loyal east enders and more recent residents with stories to tell. It has a thriving cultural quarter in Hornchurch, a historic National Trust property at Rainham Hall, and an RSPB reserve. Romford is the 4th largest retail district in London. It's a borough proud of its heritage, stretching back to Roman times and with a street market dating to 1247. Since 2022, the Elizabeth Line now serves the borough.

Recent years have seen purposeful strategic change in the cultural infrastructure. Queen's Theatre Hornchurch's achievements have been recognised with awards, including London Theatre of the Year 2020. A Havering Changing consortium bid to Arts Council England's Creative People and Places programme has delivered four years of engaging Havering's most underserved communities in over 500 events, reaching 50,000 more people. A Local Cultural Education Partnership (FUSE) has been established, a Creative Health partnership launched. The National Theatre is working in Havering and the Havering Music School involved in regional partnerships. The listed Upminster Windmill has been restored to working order. Romford Film Festival has grown in reputation and Romford BID organises successful events. New networks of artists such as Yay Mates are growing.



# THE NEED IN HAVERING

## A CHANGING BOROUGH

THERE'S BEEN A **10.4%** POPULATION GROWTH,  
AND HISTORIC VOLUME OF HOUSE BUILDING

THE **OLDEST** POPULATION IN LONDON  
(MEDIAN AGE 40 YEARS OLD)

THE **11<sup>TH</sup>** FASTEST CHANGING BOROUGH IN  
THE COUNTRY

THE ETHNICITY OF RESIDENTS IS CHANGING QUICKLY -  
**33.5%** IDENTIFY AS NON-WHITE BRITISH, DOUBLING  
FROM 16.7% (2011)

HAVERING IS GETTING YOUNGER - 2ND HIGHEST  
GROWTH IN THE 0-4 YEAR AGE GROUP IN THE  
COUNTRY, A **26.5%** INCREASE IN 25 - 39 YEAR OLDS

**24.3%** INCREASE IN 0-19 YEAR OLDS

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**HAVERING IS CHANGING  
MORE QUICKLY AND  
RADICALLY THAN MOST  
LONDON BOROUGHES**



**THE CHANGING  
POPULATION NEED NEW  
WAYS OF LIVING IN ORDER  
TO IMPROVE LIFE CHANCES**

# **THE NEED IN HAVERING**

## **CHALLENGES FOR RESIDENTS**

THE **LOWEST** PERCENTAGE OF RESIDENTS WITH L4 OR ABOVE QUALIFICATIONS (29.5%) IN LONDON

**1 IN 5** RESIDENTS (20%) HAVE NO QUALIFICATIONS, 5TH HIGHEST IN LONDON

**55%** OF HAVERING YOUNG PEOPLE SEE SOCIAL ANXIETY AS THE LARGEST BARRIER TO ENGAGING WITH CULTURE  
(FUSE'S 'THE CHILDREN HAVE SPOKEN' REPORT)

**67.3%** OF HAVERING ADULTS ARE OVERWEIGHT OR OBESE, 3RD HIGHEST IN LONDON

HAVERING HAS THE **4<sup>TH</sup> HIGHEST** STROKE PREVALENCE, MOST CARE HOME BEDS, 3RD HIGHEST DISABILITY RATES IN LONDON

# THE NEED IN HAVERING

## UNDERDEVELOPED CULTURAL ECOLOGY

THE **4<sup>TH</sup>** LOWEST LEVEL OF PUBLIC ENGAGEMENT IN CULTURE IN LONDON

ONLY **1** OF THE 268 ARTS COUNCIL ENGLAND NATIONAL PORTFOLIO ORGANISATIONS IN LONDON. £4 PER PERSON COMPARED TO £531 IN LAMBETH, £1111 HACKNEY, £24 NEWHAM (2018/22)

ONLY **0.1%** OF NPO SPEND IN LONDON IS INVESTED IN HAVERING (2023-26)

JUST **14** ARTS AND HERITAGE NATIONAL LOTTERY GRANTS 2015-2021 (0.37% OF LONDON'S TOTAL SPEND)

**NONE** OF THE 272 ARTIST STUDIOS IN LONDON ARE HERE  
(MAYOR OF LONDON'S CULTURAL INFRASTRUCTURE MAP 2023)

HAVERING HAS THE **2<sup>ND</sup>** LOWEST NUMBER OF CREATIVE BUSINESSES OF ANY LONDON BOROUGH (2018/19)  
(CREATIVE AND CULTURAL INDUSTRIES REPORT, BOP CONSULTING)

LESS THAN **1%** OF HAVERING'S ECONOMY IS MADE UP OF CREATIVE BUSINESSES (6% OF NATIONAL ECONOMY)

HAVERING IS THE BOROUGH WHERE YOU'RE THE **3<sup>RD</sup>** LEAST LIKELY TO ACCESS A CULTURAL FACILITY WITHIN A 15-MINUTE WALK



# HAVERING HAS ONE OF THE LEAST DEVELOPED CULTURAL ECOLOGIES IN LONDON



**“ A PARTNERSHIP APPROACH AIMS TO UNLOCK NEW INVESTMENT FOR HAVERING ”**

# LEARNING FROM OTHERS

## Health and Wellbeing

Southwark Culture Health and Wellbeing Partnership is an innovative and inclusive partnership addressing inequalities in health and wellbeing through culture - an informal cross sector network of over 150 members.

<https://www.southwark.gov.uk/southwark-creates/networking/culture-health-and-wellbeing-conversation>



## Heritage

In Living Memory in Lewisham unearthed lost or untold stories to construct a new history of the borough, as told by its residents - including a partnership with Goldsmiths enabling close working between academic, heritage and community stakeholders to create a digital archive and virtual museum.

<https://sites.gold.ac.uk/inlivingmemory/>



## Young People

Part of Brent 20, the Seen and Heard project saw young people affect genuine and lasting change in London's built environment, joining public space design workshops and redesigning local spaces to put young people's needs at their heart.

<https://www.lse.ac.uk/cities/research/cities-space-and-society/Seen-and-Heard>



# LEARNING FROM OTHERS

## Public Space

Redesign of Fellowship Square in Waltham Forest, a new public space with interactive fountains, free and low cost events, art installations and performances all year round.

<https://www.walthamforest.gov.uk/regeneration-and-growth/regeneration-projects-and-developments/regeneration-walthamstow/fellowship-square-walthamstow>



## Cultural Hubs

Southwark Council transformed an underused multi-storey car park into a major cultural and creative hub and workspace, Peckham Levels, which has led economic regeneration through the creation of over 450 jobs.

<https://peckhamlevels.org/>



## Inspiring Futures

The Barking and Dagenham Cultural Education Partnership nurtures links between cultural organisations and schools to work towards every young person having the opportunity to be creative, either in school or beyond.

<https://www.lbbd.gov.uk/schools-and-learning/inspiring-futures-lbbd-cultural-education-partnership#:~:text=Inspiring%20Futures%3A%20The%20Barking%20and,either%20in%20school%20or%20beyond>





# A GOOD LIFE

# THE VISION

## A GOOD LIFE

**A GOOD LIFE** is a transformational approach to the long-term wellbeing of Havering's residents within a radically changing place. Empowering communities, nurturing social connectivity, addressing inequality, building a sustainable creative ecology, and promoting good physical and mental health are foundations of the strategy.



**HAVERING WILL PLANT THE SEEDS FOR A THRIVING CULTURAL BOROUGH**



# FIVE PRINCIPLES FOR A GOOD LIFE



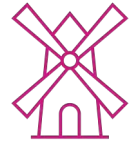
## **DEVELOPING A CREATIVE HEALTH BOROUGH**

Intricately weaving the concept of long-term wellbeing through cultural activity.



## **TRANSFORMING THE CULTURAL ECOLOGY**

Capacity building to benefit from growth and seeking a levelling up in investment.



## **REDEFINING HERITAGE FOR THE 21ST CENTURY**

Rebalancing the widest definition of heritage, to better include the borough's new population.



## **EVERY CHILD & YOUNG PERSON ENGAGING IN CULTURE**

Uniting education and arts partners to empower young people and make them feel proud.



## **ADDRESSING SOCIAL AND ENVIRONMENTAL JUSTICE**

Helping lead the way in dismantling inequalities and addressing the climate emergency.



# OBJECTIVES

## A GOOD LIFE

**IDENTITY**  
**COMMUNITIES**  
**ECOLOGY**  
**ENGAGE**  
**EMPOWER**  
**HEALTH**

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A bold new **IDENTITY** for Havering that celebrates all our people, places, and heritage.

Harness culture to embrace and champion the fast-changing nature of Havering's **COMMUNITIES** ensuring representation for all.

Transform our cultural **ECOLOGY**, addressing structural inequalities, building new artistic legacies for Havering.

**ENGAGE** all people in culture, enabling access physically and digitally across every part of the borough.

**EMPOWER** talent and provide new opportunities for underserved and underrepresented communities, prioritising social justice and equity.

Address **HEALTH** inequalities and the physical and mental wellbeing of all our residents.

# OUTCOMES IN DETAIL

## A GOOD LIFE

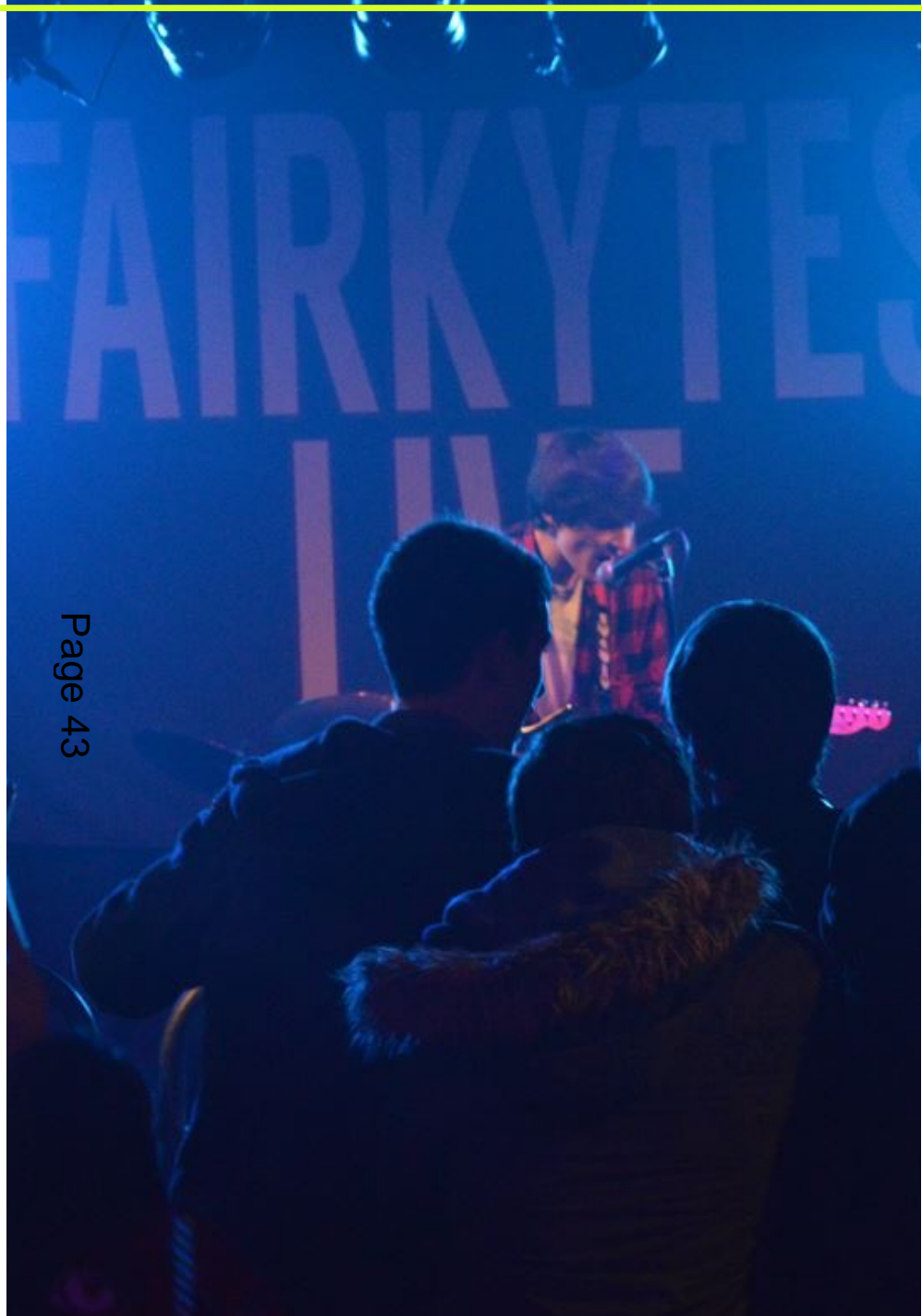
A BOLD NEW **IDENTITY** FOR HAVERING THAT CELEBRATES ALL OUR PEOPLE, PLACES, AND HERITAGE.

**H**aving is in urgent need of a new narrative. Too often people are unaware of where the borough is, what its assets are, what opportunities it presents and how it can further contribute to the richness of London's diverse fabric. A Good Life will help Havering to clearly articulate a new co-created (e.g. where local people actively contribute to shaping) narrative with partners, one that reflects a rich history alongside what it means to embrace the rapid changing nature of the borough.

HARNESS CULTURE TO EMBRACE AND CHAMPION THE FAST-CHANGING NATURE OF HAVERING'S **COMMUNITIES** ENSURING REPRESENTATION FOR ALL.

Havering is struggling to embrace some of the sweeping and unusually rapid demographic changes it faces. At times, these are being countered with high levels of intolerance. If the borough is to thrive into the future, this concern urgently needs solutions. The sharing and understanding of different cultures is well evidenced as one of the best ways of addressing intolerance. Havering will use A Good Life to help achieve a change in community cohesion, championing those in the margins. This ambition will be delivered through projects that celebrate different communities, promote empathy and understanding, foster the conditions to bring people together. A long term outcome of A Good Life will be a place that is better equipped to welcome and make the most of a newly forming population.





# OUTCOMES IN DETAIL

## A GOOD LIFE

**TRANSFORM OUR CULTURAL ECOLOGY, ADDRESSING STRUCTURAL INEQUALITIES, BUILDING NEW ARTISTIC LEGACIES FOR HAVERING.**

Havering has one of the least developed cultural ecologies in London. This is a missed opportunity not only in terms of the benefits culture can play in people’s lives but also the economic impacts of culture, with Havering falling behind in one of the fast-growing sectors in the UK economy. A Good Life will help address this, creating sustainable change within that ecology. It will offer existing community groups and creative practitioners in the borough the short-term opportunity to capacity build, enable external creative businesses the chance to establish new relationships in the borough in the medium term, facilitate new longer term creative organisations arising from projects. The legacy of this growth in the cultural ecology will be vital to Havering’s future economic success and placemaking aspirations.

**ENGAGE ALL PEOPLE IN CULTURE, ENABLING ACCESS PHYSICALLY AND DIGITALLY ACROSS EVERY PART OF THE BOROUGH.**

Havering’s dispersed geography of towns and villages means that Havering has a high proportion of residents who do not live within 15-mins of being able to access culture. Havering will develop infrastructure to enable short term hyper-local access to provision across the borough. A Good Life will include building a new digital platform, which will offer a tailored website drawing together cultural activity, local cultural events, and wider voluntary social and wellbeing activities. New features will include enhanced access provision, digital spaces for engagement with isolated residents, wellbeing resources, streaming, and a tool that will enable users to select activity by social level of engagement, physical location and distance, all part of longer-term digital capacity building.

# OUTCOMES IN DETAIL

## A GOOD LIFE

**EMPOWER TALENT AND PROVIDE NEW OPPORTUNITIES FOR UNDERSERVED AND UNDERREPRESENTED COMMUNITIES, PRIORITISING SOCIAL JUSTICE AND EQUITY.**

Having limited paths for developing creative careers, with many young people choosing elsewhere to pursue them. There are no dedicated artist workspaces in Havering, yet the borough is rich with opportunities to develop cultural venues, developing temporary space into long-term use to support fledgling creative companies. A Good Life will provide producing and cultural changemaking training, and develop a wave of future cultural activists and evaluators to continue this work.

**ADDRESS HEALTH INEQUALITIES AND THE PHYSICAL AND MENTAL WELLBEING OF ALL OUR RESIDENTS.**

Havering faces significant and serious challenges in addressing health inequalities. But it has already recognised, through the establishment of Creative Health Havering, its engagement in the work of London Arts and Health (which supports artists and health professionals across the whole of London), the Creative Health City movement (a growing movement which looks to embed culture in public health), and its networking of culture into the NHS place-based approach, the link between culture and wellbeing. Havering will use A Good Life as an opportunity to not only provide short term preventative opportunities across the spectrum of health challenges, but to broker new ways of working which will be embedded into the health agenda medium term and provide long term sustainable practices, questioning structural inequalities, the effects of which will be tracked into the future.



# A BOLD NEW IDENTITY FOR HAVERING THAT CELEBRATES ALL OUR PEOPLE, PLACES, AND HERITAGE.

Project	Timetable	Delivery Partner	Key Partners	Legacy
<b>'Poetic Place'</b> - will profile the growing population of young people and those on the margins (LGBTQIA+, D/deaf & disabled, Global Majority) and platform their voices across the borough. People will work with poets to be displayed on billboards borough wide, providing space for their aspirations.	2026 - 2027	Havering London	Borough Schools, Community Groups, Property Developers, Estate Agents, LBH Communications, Wates	* A place that is better equipped to welcome and make the most of a newly forming population * Enhanced young people's voice borough wide
<b>'Market Town'</b> - Romford Market will be transformed into London's largest stage, this mass public event will be part of shaping a bold new narrative for Havering. A playful recreation of the historic market will be animated through a community performance lasting from sunrise to sunset.	September 2025	Variable Matter	Romford BID, Community Groups, Societies, Local Bands, Schools, Business, Performing Arts Organisations, Havering Museum, Market Traders, Havering Music School	* A new approach to the programming of events in Romford Market * A new co-created narrative for Havering, that partners will be able to adopt and keep refining into the future * Raising the profile of Havering as a destination
<b>'Mega, Mega, Mega'</b> - a musical heritage project charting an important moment in London club culture and electronic music history - commissioning a series of works in film, podcasts, installations and sound creating an exhibition and archive of stories of this often forgotten generation.	2026 - 2027	Havering London	Romford BID, Havering Museum, Nightclubs, Bars and pubs, LBH, Havering Music School	* A permanent archive of Havering Music Heritage * A new co-created narrative for Havering, that partners will be able to adopt and keep refining into the future
<b>'Havering Unearthed'</b> - this project will map current heritage, and offer an open call to unearth hidden narratives, from historic underrepresented stories to modern cultural heritage. It will include commissioned VR, audio walks, videos and trail plaques, opening up the borough's heritage to a new generation of digital natives.	2025 - 2027	Havering London	Havering Museum, Bretons Hall Community Association, Rom Skate Park, Tithe Barn, RAF Museum, Upminster Windmill, Community Groups	* A digital heritage platform that charts journeys and trails through Havering * A new co-created narrative for Havering, that partners will be able to adopt and keep refining into the future

Also see **'Heritage Revived'**

## HARNESS CULTURE TO EMBRACE AND CHAMPION THE FAST-CHANGING NATURE OF HAVERING'S COMMUNITIES ENSURING REPRESENTATION FOR ALL.

Project	Timetable	Delivery Partner	Key Partners	Legacy
<p><b>'Community Venues Network'</b> - will include faith based organisations, community hubs and pubs programming hyper local activity across every part of the borough, building on the work of Havering Changing's Presents programme.</p>	2025 - 2028	Havering London	Havering Changing, LBH Ageing Well, Havering Music School	<ul style="list-style-type: none"> <li>* Increased commissioning and programming capacity to enable local touring</li> <li>* A new network of public spaces with enhanced assets and facilities</li> </ul>
<p><b>'Communities Celebrating'</b> - a series of cultural events to bring Havering's fast changing and increasingly diverse communities together for outdoor, celebratory creative experiences. Ethnically diverse, D/deaf &amp; disabled or lower socio-economic background led grassroots community groups supported to choose, co-create and take part in cultural celebrations.</p>	2025-2026	Havering Changing	Havering Asian Social and Welfare Association (HASWA), House of Polish and European Community (HOPEC), Community Groups	<ul style="list-style-type: none"> <li>* Existing community groups and creative practitioners in the borough with increased capacity</li> <li>* A place that's better equipped to welcome and make the most of a newly forming population</li> </ul>
<p><b>'Museum of Everyday People'</b> - a participation project exploring the profound influence of everyday objects on Havering's class identity and personal heritage, showcasing crafts and music from individuals and community groups, culminating in a borough wide exhibition.</p>	2025 - 2026	Havering London	Havering Changing, Havering Museum, Community Groups	<ul style="list-style-type: none"> <li>* A place that's better equipped to welcome and make the most of a newly forming population</li> <li>* Existing community groups and creative practitioners in the borough with increased capacity</li> </ul>

Also see **'Poetic Place'**

# TRANSFORM OUR CULTURAL **ECOLOGY**, ADDRESSING STRUCTURAL INEQUALITIES, BUILDING NEW ARTISTIC LEGACIES FOR HAVERING.

Project	Timetable	Delivery Partner	Key Partners	Legacy
<b>'Havering London'</b> - establish the borough's new culture and placemaking organisation to develop, fundraise for, deliver and evaluate the cultural strategy and associated projects through a public, private and voluntary sector partnership.	2025 - 2028	Havering London	LBH, Havering Changing, Fuse, Creative Health Havering, Communicating Havering	<ul style="list-style-type: none"> <li>* Developed relationships with key strategic partners</li> <li>* A well developed approach to cultural evaluation understood by organisations borough wide</li> <li>* Raising the profile of Havering as a destination</li> </ul>
<b>'Heritage Revived'</b> - is an animation of 'at risk' heritage sites across the borough, for example a cultural festival at Rom Skatepark, the only Grade II listed skatepark in the world, will celebrate the UK's contribution to world skateboarding history, assisting the site's capital intentions.	Summer 2025	Havering London	LBH, Rom Skatepark, Other 'at risk' Heritage Sites	<ul style="list-style-type: none"> <li>* A new network of public spaces with enhanced assets and facilities</li> <li>* A new co-created narrative for Havering, that partners will be able to adopt and keep refining into the future</li> </ul>
<b>'Cultural Capital'</b> - a new network of public spaces supported through funding to enhance facilities.	2025 - 2026	Havering London	Havering Changing	<ul style="list-style-type: none"> <li>* A new network of public spaces with enhanced assets and facilities</li> </ul>
<b>'Festival Network'</b> - a new network rebuilding Havering's Festival economy, including shared infrastructure and capacity building as a step change.	2025 - 2028	Havering London	LBH, Havering Fest, Romford Shakespeare Theatre, Havering Pride, Romford International Film Festival	<ul style="list-style-type: none"> <li>* A Festival network continuing to build a festival economy</li> <li>* Raising the profile of Havering as a destination</li> </ul>
<b>'Heritage Projects Officer'</b> – support the strategic develop of heritage infrastructure and capacity building across the borough.	2025 - 2026	Havering London	LBH, Heritage Organisations and Groups	<ul style="list-style-type: none"> <li>* A new co-created narrative for Havering, that partners will be able to adopt and keep refining into the future</li> <li>* Existing community groups and creative practitioners in the borough with increased capacity</li> </ul>
<b>'Bretons'</b> – following the outcome of a heritage led options appraisal of the overall Bretons site, identify the strategic priorities to be delivered. Apply for external funding to help achieve and deliver this strategic vision.	2025 - 2028	LBH	LBH, Heritage Organisations and Groups	<ul style="list-style-type: none"> <li>* A new network of public spaces with enhanced assets and facilities</li> <li>* Raising the profile of Havering as a destination</li> </ul>

Also see **'Community Venues Network'**

## ENGAGE ALL PEOPLE IN CULTURE, ENABLING ACCESS PHYSICALLY AND DIGITALLY ACROSS EVERY PART OF THE BOROUGH.

Project	Timetable	Delivery Partner	Key Partners	Legacy
<p><b>'Harvest'</b> - a new collaboration between Havering Allotment Societies, inspirational artists and local chefs which will unlock communal allotment sites as new spaces for culture across the borough.</p>	Autumn 2026	Havering London	Havering Allotment Societies, Creative Health Havering, Havering Place Based Partnership	<ul style="list-style-type: none"> <li>* Communal allotment sites having been unlocked as spaces of culture</li> <li>* Existing community groups and creative practitioners in the borough with increased expertise to explore innovative creative health projects</li> </ul>
<p><b>'Access Havering'</b> - will be a catalyst programme designed to empower underrepresented local disabled creatives, to be inspired by world-leading companies, and collaborate with and help to generate a more connected network of deaf, disabled and neurodivergent residents. The programme will commission artists to develop new work and will run training and development in more accessible models of production and commissioning. This will include exemplary artistic commissions with companies specialising in work with SEND children and young people to test and demonstrate the potential use of the new sensory space</p>	2025 - 2028	Havering London	Queen's Theatre Hornchurch. Havering Association for the Disabled, The Habbit Factory, Havering Music School, Community Groups, Borough Schools, LBH	<ul style="list-style-type: none"> <li>* A more connected and resilient inter-generational network of D/deaf, disabled and neurodivergent residents</li> <li>* Existing community groups and creative practitioners in the borough with increased capacity</li> </ul>
<p><b>'Havering London Website'</b> - an innovative new website and brand concept, that redefines how people can engage with culture and types of events they want. This platform will allow users to search activities by proximity, social engagement level, accessibility, health focuses, and promoting sustainable transport routes.</p>	2025 - 2028	Havering London	Communicating Havering	<ul style="list-style-type: none"> <li>* A new digital legacy project, offering a unique digital website</li> <li>* Raising the profile of Havering as a destination</li> </ul>



# EMPOWER TALENT AND PROVIDE NEW OPPORTUNITIES FOR UNDERSERVED AND UNDERREPRESENTED COMMUNITIES, PRIORITISING SOCIAL JUSTICE AND EQUITY.

Project	Timetable	Delivery Partner	Key Partners	Legacy
'SEND Space Provision' - a capital project creating a space in the new Balgores school building that will see a pioneering approach to users, education, community and artists working together to create a new multi-use sensory space for creative activities, tested through smaller capital trails in SEND units.	2025 - 2028	London Borough of Havering	Borough Schools, Havering London	<ul style="list-style-type: none"> <li>* A place that's better equipped to welcome and make the most of a newly forming population</li> <li>* A more connected and resilient inter-generational network of D/deaf, disabled and neurodivergent residents</li> </ul>
'Creative Pioneers' – a training and development programme upskilling people in creative programming, producing, event management and evaluation.	2025 - 2028	Havering London	Havering College, Havering Music School, Adult Education College, Royal Central School of Speech and Drama	<ul style="list-style-type: none"> <li>* Young people able to act as cultural activists, evaluators, researchers and volunteers into the future</li> <li>* Existing community groups and creative practitioners in the borough with increased capacity</li> </ul>
'Digital Skills Development' – optimised the opportunities in regional development in digital industries, upskilling local people and creative sector.	2025 -2028	Havering London	LBH, Havering College, Digital Industries, Creative Businesses	<ul style="list-style-type: none"> <li>* Existing community groups and creative practitioners in the borough with increased capacity</li> </ul>
'Studio Havering' - a new studio development programme will see creative companies and artists progress meanwhile and temporary spaces into permanent artist spaces.	2025 - 2028	Havering London	LBH, Performing Architectures, East Street Arts, CEME, Wates Group	<ul style="list-style-type: none"> <li>* The borough's first dedicated artists spaces</li> <li>* A new tested process by which artists will be able to intersect directly with Council services</li> <li>* Existing community groups and creative practitioners in the borough with increased capacity</li> </ul>
'Developing FUSE partnership' - <ul style="list-style-type: none"> <li>&gt; The creation and embedding of a Youth Board.</li> <li>&gt; The delivery of 4 micro commissions, driven by the Youth Board.</li> <li>&gt; An Artist in Residence programme delivering creative education across the borough.</li> </ul>	2025 - 2028	Fuse (Local Cultural Education Partnership)	Borough Schools, Queen's Theatre Hornchurch	<ul style="list-style-type: none"> <li>* Every school in the borough engaging in cultural projects</li> <li>* Young people able to act as cultural activists, evaluators, researchers and volunteers into the future</li> </ul>

## ADDRESS HEALTH INEQUALITIES AND THE PHYSICAL AND MENTAL WELLBEING OF ALL OUR RESIDENTS.

Project	Timetable	Delivery Partner	Key Partners	Legacy
'Seeds of Change' - a programme of wellbeing activities, exploring healthy food ecologies, placing physical and environmental activism within the programme.	Spring 2026	Havering London	LBH Adult Education, LBH Children's Weight programme, Creative Health Havering	* Existing community groups and creative practitioners in the borough with increased expertise to explore innovative creative health projects
'St Georges Health and Wellbeing Hub' – will develop a programme of activities that support the hub's vision for an integrated Health and Wellbeing model including visual artworks, exhibitions, performances and workshops.	2025 - 2028	St Georges Health and Wellbeing Hub	LBH, Havering Place-Based Partnership, Creative Health Havering	* New ways of embedding culture into the NHS offering long term sustainable practices * A new tested process by which artists will be able to intersect directly with Council services
'Creative Health Havering Network' – will develop projects that prioritise loneliness, isolation and health inequalities, in relation to the network's priority groups of young adults with behavioural needs and SEND, and children with adverse childhood experiences.	2025 -2028	Creative Health Havering	Voluntary Sector Organisations, Havering Place-based Partnership	* Existing community groups and creative practitioners in the borough with increased expertise to explore innovative creative health projects
'Artists in Residence' - artists will directly engage with essential health services. This will respond to the specific care home demand, autism support post 19 and families at risk challenges. Artists will explore underlying health inequalities and advocate for structural change.	2025 - 2028	Havering London	LBH, Havering Place Based Partnership, Creative Health Havering, research partner King's College London, Royal Central School of Speech and Drama, Havering Music School	* New ways of embedding culture into the NHS offering long term sustainable practices * A new tested process by which artists will be able to intersect directly with Council services * A well developed approach to cultural evaluation in the borough

Also see 'Harvest'

# PARTNERSHIPS

## Havering Council

has undertaken a detailed internal process whereby officers from departments across the Council have identified funding from existing budgets to reallocate towards new and enhanced cultural activities, in line with shared objectives. Havering London colleagues will be meeting officers in April 2024 to discuss these projects further.

## Arts Council England

is a Strategic Partner for London Borough of Culture, with a keen interest in developing cultural provision in Havering. ACE has been positive about our LBOC bid and keen to discuss how to take forward elements. A meeting has been set for April 2024 with a range of senior ACE London colleagues. ACE has also encouraged Havering to consider an application to its Place Partnership project fund, which supports significant projects which are strategic place based partnership interventions intended to make a long term difference to the cultural and/or creative life of the local community, make a clear step change in provision in that place, is informed by robust needs analysis, responds to relevant local strategies and is led by a consortium of partners who are relevant to delivering the project.

## National Lottery Heritage Fund

is a Strategic Partner for London Borough of Culture and has been contacted to discuss Havering's heritage project ideas and how they meet NLHF's criteria. NLHF has been positive about our LBOC bid and the contribution of Heritage to it. Havering's Heritage plans respond to the National Lottery Fund's 2033 strategy, particularly in meeting its ambitions: improved condition and understanding of heritage, reduced amount of 'heritage at risk', made digital heritage more accessible, put landscapes and habitats into recovery, reduced barriers for people underserved by heritage, enabled more people's heritage to be recognised, championed digital technology to improve access.

## Greater London Authority

is the lead body for London Borough of Culture. This cultural strategy emerges from the process of bidding for London Borough of Culture throughout Autumn 2023. GLA has been positive about our LBOC bid and keen to discuss how to take forward elements. A meeting has been set for April 2024 with a range of GLA colleagues. The Mayor of London's Culture Strategy for London includes the priority Love London - more people experiencing and creating culture on their doorstep - and Culture and Good Growth - supporting, saving and sustaining cultural places. The Mayor of London is also committed to promoting the benefits of arts and culture for the health and wellbeing of Londoners, which aligns with the focus of A Good Life, as well as aligned priorities such as supporting creative and artist workspaces and diversity in historic environments.



**PARTNERS TO WORK  
TOGETHER TO GENERATE  
NEW INVESTMENT**

# PARTNERSHIPS

## **Paul Hamlyn Foundation**

is a Strategic Partner for London Borough of Culture. Havering London will be contacting the Paul Hamlyn Foundation to discuss its response to and interest in our LBOC bid, with Paul Hamlyn Foundation having supported similar projects to those outlined in the strategy in the past. The Foundation has an ambition to support organisations who are keen to explore the potential of art for personal, cultural and social transformation, including building capacity and resources for culture within historically underfunded communities.

## **Romford BID**

has been a key partner in the development of our bid to be London Borough of Culture, participating in the Application Board and facilitating Communicating Havering. Romford BID had committed significant investment to supporting the London Borough of Culture bid, if successful, and Havering London colleagues are meeting Romford BID in April 2024 to discuss its interest in partnering to deliver A Good Life. Romford BID is keen to support diverse and vibrant events and to improve its profile as a destination.

## **City Bridge Trust**

is a Strategic Partner for London Borough of Culture. Havering London will be contacting the City Bridge Trust to discuss its response to and interest in our LBOC bid, with City Bridge Trust having supported similar projects to those outlined in the strategy in the past. City Bridge Trust has previously identified Havering as a funding cold spot. Of its funding themes many of these align with A Good Life, including support and services for Deaf and disabled people which funds the provision of inclusive or adapted arts, health and wellbeing opportunities.

## **Havering Changing**

has been a key partner in the development of our bid to be London Borough of Culture, participating in the Application Board and as one of the four voluntary sector consortium feeding into and consulting on the development of the bid. Havering London colleagues are meeting Havering Changing in April 2024 to discuss its interest in partnering to deliver A Good Life, which aligns with many of the projects priorities including developing creativity hubs in heart of communities where local people have access to high quality arts and culture every week, and commissioning locally relevant productions to make the most of opportunities to create a step change in the quality of art presented to local audiences.

## **Historic England**

Havering Council and Havering London colleagues met representatives from Historic England as part of developing our bid to be London Borough of Culture. Historic England has been positive about our LBOC bid and the contribution of Heritage to it. Historic England has been contacted to discuss Havering's heritage project ideas and how they meet Historic England's criteria. Historic England's grant funding interests align with A Good Life's around historic sites and the need to repair or understand them better, and the desire to better understand, manage and conserve the historic environment in its many and varied forms.

### **Some other potential funding partners include:**

- CEME
- Clarion Futures
- Havering College
- Film London
- Forestry England
- Music for All
- National Lottery Communities Fund
- PRS Foundation
- The National Archives
- Art Fund
- Wates
- Arts and Humanity Research Council

# ADDRESSING HAVERING COUNCIL POLICES

A Good Life addresses Havering Council's objectives outlined in the Havering Vision corporate plan, set by the new political administration. This includes helping residents succeed in life through economic growth. It has clear intent relating to culture - improving the offer, increasing accessibility, the number of cultural assets, protecting heritage assets, all possible through LBOC, as well as focuses on towns, tourism, night-time economy and digital. Strategies alongside this include the Arts Strategy, which has Health and Wellbeing as a key objective, and the Havering Local Plan, which looks to enhance the cultural offer.

## **Havering Vision Corporate Plan**

[https://issuu.com/haveringcouncil/docs/6609\\_vision\\_for\\_havering\\_v9](https://issuu.com/haveringcouncil/docs/6609_vision_for_havering_v9)

## **Havering Local Plan**

[https://www.havering.gov.uk/downloads/download/641/havering\\_local\\_plan](https://www.havering.gov.uk/downloads/download/641/havering_local_plan)

## **Starting Well Children and Young People Plan**

## **READI Review and Action Plan**

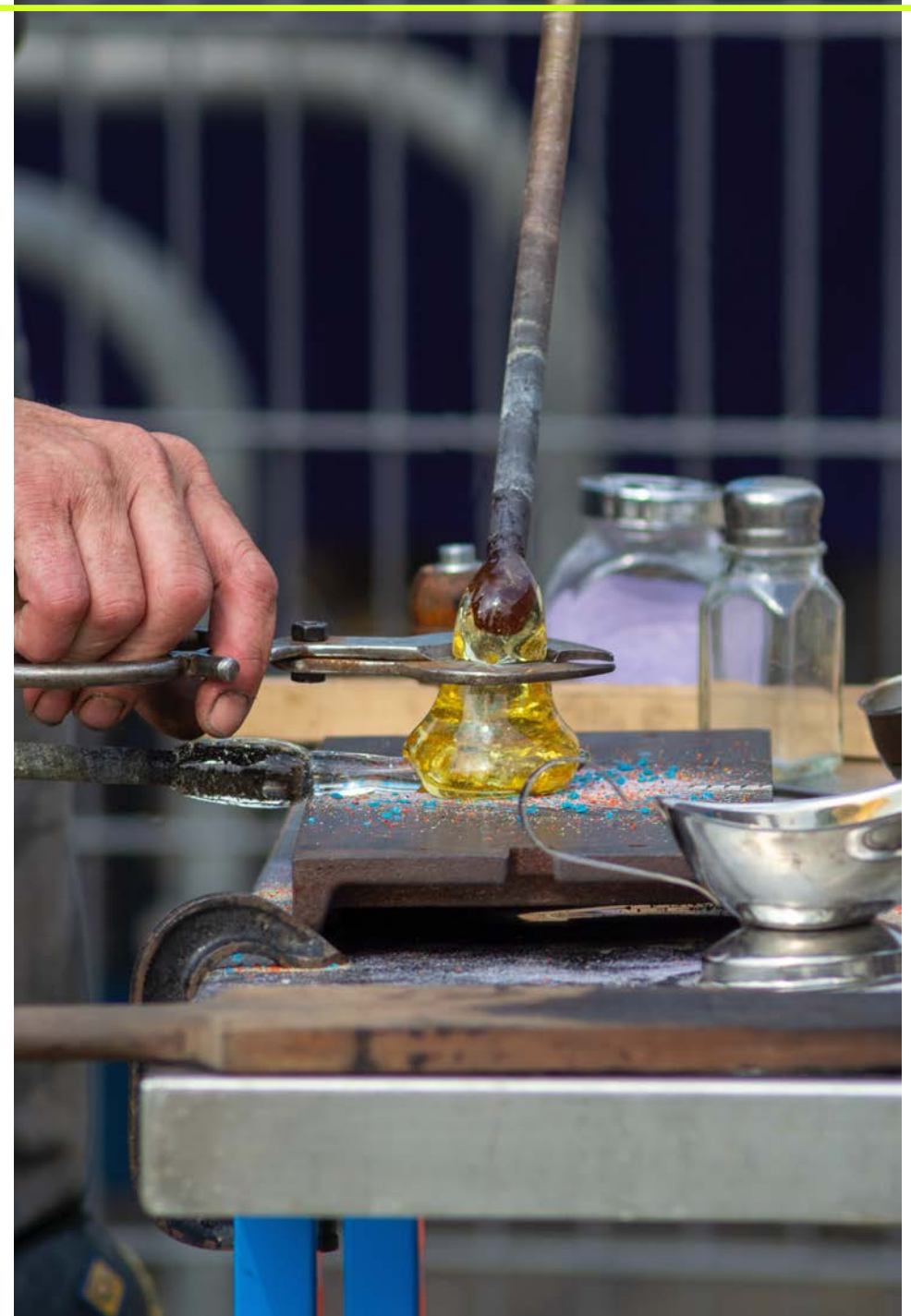
## **Climate Change Action Plan**

[https://www.havering.gov.uk/downloads/download/24/climate\\_change\\_action\\_plan](https://www.havering.gov.uk/downloads/download/24/climate_change_action_plan)

## **Inclusive Growth Strategy**

## **Poverty Reduction Strategy**

<https://democracy.havering.gov.uk/documents/s73389/9.1%20Poverty%20Reduction%20in%20Havering%20Strategy%20v4.1.pdf>



## References

- 1 Historic England 2017
- 2 The Case for Cultural Learning 2017
- 3 The Case for Cultural Learning 2017
- 4 The Case for Cultural Learning 2017
- 5 Arts Council England 2020
- 6 Cornerstones of Culture - Local Government Association 2022
- 7 All Party Parliamentary Group on Arts, Health and Wellbeing 2017
- 8 GLA Economics 2017

Images: Hannah Davis

VARIABLE | MATTER



## CABINET

14<sup>th</sup> August 2024

**Subject Heading:**

**Consultation Policy**

**Cabinet Member:**

Leader of the Council

**ELT Lead:**

Marcus Chrysostomou, Head of Communications

**Report Author and contact details:**

Sue Verner, Customer Insight Officer  
sue.verner@havering.gov.uk

**Policy context:**

This policy relates to:  
Resources – Enabling a resident focussed and resilient Council.

**Financial summary:**

There are no financial implications for the Council related to this decision. Consultation will be delivered within existing resources.

**Is this a Key Decision?**

Yes - Significant effect on two or more Wards

**When should this matter be reviewed?**

August 2027 or as appropriate

**Reviewing OSC:**

**Overview and Scrutiny Board.** The Consultation Policy will be refreshed every three years or if there is a change in legislation affecting this policy.

## The subject matter of this report deals with the following Council Objectives

- ✓People - Supporting our residents to stay safe and well
- ✓Place - A great place to live, work and enjoy
- ✓Resources - Enabling a resident-focused and resilient Council

**SUMMARY**

The aim of this policy is to provide guiding principles and quality standards for consultation activities thereby promoting best practice to those officers engaged in consultation, and ensuring that there is a consistent approach to these activities across the Council.

Within this overall aim, our key objectives are:

- To maximise stakeholder engagement by making consultation activities as inclusive as possible.
- To develop the Council's services to meet the range of needs of our residents, businesses, communities and service users.
- To co-ordinate consultation, develop best practice and centralise data and information.
- Through better co-ordination, reduce repetition, duplication and consultation fatigue.
- To develop the Council's ability to make effective use of consultation techniques.
- To maximise equality of consultation.
- To maximise opportunities for consultation.
- To better engage with groups we seldom hear from or those we may find hard to reach.
- To comply with the Equality Act 2010, the Data Protection Act 1998 and other relevant legislation.

**RECOMMENDATIONS**

It is recommended that Cabinet approve the attached Consultation policy.



**REPORT DETAIL**

The Target Operating Model programme that the Council recently conducted identified the need for a more joined up approach to how the Council conducts consultation, community engagement and participation. A bespoke team was subsequently set up under the Head of Communications to ensure that community consultation and engagement activity was more focussed and that we were more likely to achieve desired outcomes.

The Consultation Policy aims to support the Community Engagement Strategy and the process of informed and transparent decision-making and planning by improving the quality and effectiveness of public consultation undertaken by or on behalf of the Council. Through consultation we are seeking to:

- Strengthen our community leadership role.
- Stay in touch with, and meet the needs of our stakeholders.
- Inform policy development, service planning and decision-making.
- Raise awareness and understanding of our services and how they are provided, thereby increasing stakeholder capacity to influence change.
- Co-produce the improvement and development of our services by involving stakeholders in design.
- Maintain an open dialogue with stakeholders, whilst giving due consideration to the risk of consultation fatigue.

Expected outcomes are:

- Inclusivity is demonstrated leading to increased stakeholder involvement.
- Equal access to services is promoted.
- Improved co-ordination and quality of consultations.
- Improved evidence-based information for decision-making.
- Stakeholder trust in the Council is increased.
- More appropriate and effective services have been provided.
- The risk of Judicial Review is reduced or mitigated.

This is one of the four key priorities of Cabinet to improve engagement (alongside IT, Customer Service and our financial position).

The Consultation Policy is attached to this report at Appendix A

## REASONS AND OPTIONS

### Reasons for the decision:

A review was conducted to see what the current engagement provision is at the Council.

The findings found that currently most of our engagement activity involves informing and consulting residents around key areas as appropriate with some examples of involvement and collaboration with residents. The review also found that:

- A 'hub and spoke' model should be implemented for community engagement so there is a join up for all engagement across the council and partners.
- We have a spread of teams and individuals who are engaging with service users by way of consultation.
- There is no guiding principles and quality standards for how we consult with residents and service users.
- Other than in Housing, there is no corporate capture of feedback, data and information to help wider policy making.
- We need to create a broader range of approaches and tools to engage. This is particularly important given rapid changes in population demographics.
- It is important we understand digital poverty particularly among older people to ensure nobody is left out.
- We need to coordinate databases held across the Council to better inform engagement.
- We need to have clear 'you said, we did' feedback loops.
- The community needs to be enabled to lead more.
- We need to build community resilience and trusted relationships.

In addition, some services deliver a form of engagement activity with different resident or user groups showing pockets of good practice and expertise.

To further strengthen consultation best practice, there are more tools and shared forms for staff use currently in development:

Consultation Tool Kit

Dash form to register a consultation and survey

Consultation Forward Plan for internal use

**Other options considered:**

The only other option considered was to not have a consultation policy and continue with a piecemeal approach to consultation. This would not allow Members and the Executive Leadership Team a clear oversight on residents and service user's opinions and was rejected.

**IMPLICATIONS AND RISKS**

**Financial implications and risks:**

The approval of the Consultation Policy does not have direct financial implications or risks. The policy will be implemented using existing budgeted resources. If any developments arise from consultation or community engagement activities, they may have financial consequences. However, these will be assessed and managed in accordance with the Council's established approval procedures.

**Legal implications and risks:**

There are no direct legal implications arising from the recommendations in the report. The approval of a Consultation Policy complements Part 5 of the Localism Act 2011, which sets out measures to empower the community.

In accordance with public law, a duty to consult will usually arise in four main circumstances:

- First, where there is a statutory duty to consult.
- Second, where there has been a promise to consult.
- Third, where there has been an established practice of consultation.
- Fourth, where, in exceptional cases, a failure to consult would lead to conspicuous unfairness.

Where the Council chooses to consult, it will need to be guided by its 'Consultation Principles' which are based on the [Gunning Principles](#). These provide that:

- i) consultation must be undertaken at a formative stage;
- ii) sufficient information should be provided to enable informed feedback;
- iii) adequate time should be given for consideration of responses and
- iv) the feedback given should be conscientiously taken into account prior to any decision being taken.

In preparing the policy, reference has also been made to the Government's [Consultation Principles Guidance \(2018\)](#).

The adoption of the Consultation Principles will not impact the Council's statutory responsibilities.

**Human Resources implications and risks:**

There are no human resource implications or risks. Under the Target Operating Model a new community engagement team which now includes the existing post of Customer Insight Officer will ensure the delivery of this work.

**Equalities implications and risks:**

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have 'due regard' to:

- (i) The need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) The need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) Foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The Council is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socio-economics and health determinants.

The Council seeks to ensure equality, inclusion, and dignity for all in all situations.

A full Equality and Health Impact Assessment has been carried out and is attached at Appendix B with associated action plan.

**Health and Wellbeing implications and Risks**

There are no adverse health and wellbeing risks associated with this strategy

**ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS**

The Consultation Policy supports the work of the Council's Climate Change Action Plan including the primary method of undertaking consultation activity online, as supported by our [Corporate Plan](#). By using online tools we aim to make activities accessible and engaging for our stakeholders, and more effective and efficient for the

Council. As well as improving accessibility, this method aids accuracy of information, reduces our environmental impact and increases our ability to reach more people.

**BACKGROUND PAPERS**

There are no background papers

London Borough Of Havering

# Consultation Policy

August 2024

Sue Verner | Customer Insight Officer  
Communications, Engagement and Participation

# Document Control

## Sign off and ownership details

<b>Document Name</b>	Consultation Policy
<b>Version number</b>	V0.1
<b>Approved by</b>	
<b>Date Approved</b>	
<b>Date for Review</b>	
<b>Author</b>	Sue Verner – Customer Insight Officer, Communications, Engagement and Participation. sue.verner@haverling.gov.uk
<b>Owner</b>	Jerry Haley – Deputy Head of Engagement and Participation Jerry.haley@haverling.gov.uk
<b>Document Location</b>	

## Revision history

<b>Version</b>	<b>Change</b>	<b>Date</b>	<b>Dissemination</b>
<b>V0.1</b>			
<b>V0.2</b>			



## Equality & Health Impact Assessment record

1	Title of activity	Consultation Policy		
2	Type of activity	Policy which sets out the principles on which the Council will consult with stakeholders, such as local people and groups, about its policies and services.		
3	Scope of activity	The purpose of this policy is to provide guiding principles and quality standards for consultation activities thereby promoting best practice to those officers engaged in consultation, and ensuring that there is a consistent approach to these activities across the Council.		
4a	Are you changing, introducing a new, or removing a service, policy, strategy or function?	Yes / No	If the answer to <u>any</u> of these questions is 'YES', please continue to question 5.	If the answer to <u>all</u> of the questions (4a, 4b & 4c) is 'NO', please go to question 6.
4b	Does this activity have the potential to impact (either positively or negatively) upon people (9 protected characteristics)?	Yes / No		
4c	Does the activity have the potential to impact (either positively or negatively) upon any factors which determine people's health and wellbeing?	Yes/ No		
5	If you answered YES:	<b>Please complete the EqHIA in Section 2 of this document.</b> Please see Appendix 1 for Guidance.		
6	If you answered NO: <i>(Please provide a clear and robust explanation on why your activity does not require an EqHIA. This is essential in case the activity is challenged under the Equality Act 2010.)</i>  <i>Please keep this checklist for your audit trail.</i>			

Date	Completed by	Review date

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## Introduction

Havering Council (LBH) is committed to ensuring our decisions are made by taking into account the views, opinions and experiences of the people whom they affect.

This could include, but is not limited to, residents, businesses, communities, the voluntary sector, our staff, partner organisations and service users – these are all people who may be impacted by changes to our policies and priorities and how we provide our services. For the purpose of this policy, we may refer to these groups collectively as our stakeholders. Further examples of stakeholders are included throughout this policy.

We want to ensure that we meet our ‘duty to consult’, but most importantly, we want to work with our stakeholders to ensure that we identify the things that are important to them, whilst making sure the Council is well run and delivers [Havering's Vision for People, Place and Resources](#)<sup>1</sup>.

Underpinning this policy are four key priorities:

- Delivering services shaped to stakeholders’ needs.
- Making better use of limited resources.
- Having policies and strategies that reflect local priorities, needs and aspirations.
- Increasing our transparency in the work that we do.

## Purpose

This policy aims to support a process of informed and transparent decision-making and planning by improving the quality and effectiveness of public consultation undertaken by or on behalf of the Council. Through consultation we are seeking to:

- Strengthen our community leadership role.
- Stay in touch with, and meet the needs of our stakeholders.
- Inform policy development, service planning and decision-making.
- Raise awareness and understanding of our services and how they are provided thereby increasing stakeholder capacity to influence change.
- Co-produce the improvement and development of our services by involving stakeholders in design.
- Maintain an open dialogue with stakeholders, whilst giving due consideration to the risk of consultation fatigue.

## Policy summary

This policy sets out the guiding principles and quality standards for consultation activities, and in doing so, promotes best practice to those officers engaged in consultation and ensures that there is a consistent approach across the Council.

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<sup>1</sup> [https://issuu.com/haveringcouncil/docs/6609\\_vision\\_for\\_havering\\_lb](https://issuu.com/haveringcouncil/docs/6609_vision_for_havering_lb)

## Scope

This policy provides the guiding principles of how we will consult. It is not meant to be an exhaustive document encompassing everything we do, rather it will concentrate on:

- Why we consult
- When we consult
- Who we consult
- How we consult
- How we feed back

This policy will help co-ordinate the extensive consultation already taking place within the Council and it will promote best practice to those engaged in these activities.

## Aims, objectives and outcomes

The overall aim of this policy is to improve the services and operation of the Council by understanding the needs of residents, businesses, communities, service users and others – our stakeholders – and including them in our decisions.

Within this overall aim, our key objectives are:

- To maximise stakeholder engagement by making consultation activities as inclusive as possible.
- To develop the Council's services to meet the range of needs of our residents, businesses, communities and service users.
- To co-ordinate consultation, develop best practice and centralise data and information.
- Through better co-ordination, reduce repetition, duplication and consultation fatigue.
- To develop the Council's ability to make effective use of consultation techniques.
- To maximise equality of consultation.
- To maximise opportunities for consultation.
- To better engage with groups we seldom hear from or those we may find hard to reach.
- To comply with the Equality Act 2010, the Data Protection Act 1998 and other relevant legislation.

Expected outcomes are:

- Inclusivity is demonstrated leading to increased stakeholder involvement.
- Equal access to services is promoted.
- Improved co-ordination and quality of consultations.
- Improved evidence-based information for decision-making.
- Stakeholder trust in the Council is increased.
- More appropriate and effective services have been provided.
- The risk of Judicial Review is reduced or mitigated.

## Applicability

This policy does not replace any procedures that are currently in place for statutory consultations such as planning applications, housing or in relation to social care.

This policy applies to anyone who is undertaking consultation activity on behalf of the Council, and will include:

- All permanent and temporary Council employees, volunteers, people on work placements and elected members when acting as officers of the Council.
- All third parties and contractors performing a Council function or service.

## Policy

The terms consultation and engagement can sometimes be mistaken for the same thing, and used inter-changeably which can lead to confusion.

Consultation has a defined start and end date. It provides specific opportunities for people to share their opinions. The guiding principle for consultation is whether the process and those involved can influence the issue to be considered, policy to be developed or decision to be made.

Engagement describes the on-going process of developing relationships and partnerships so that the voice of local people and partners can be heard. Engagement work carried out by the Council is covered in our [Statement of Community Involvement](#)<sup>2</sup> and our [Resident Engagement and Participation Strategy](#)<sup>3</sup> all of which focus on moving our engagement with communities a step further by placing power in the hands of communities themselves. This supports local people to make decisions about their local area and to be actively involved in delivering solutions to local issues.

For the purpose of this policy, we have defined consultation as ***“the way we capture and consider the views of local people: Havering’s residents, businesses, communities, service users and all others who are affected by Council decisions, such as our staff”***.

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<sup>2</sup> [https://www.havering.gov.uk/download/downloads/id/5281/statement\\_of\\_community\\_involvement\\_2021.pdf](https://www.havering.gov.uk/download/downloads/id/5281/statement_of_community_involvement_2021.pdf)

<sup>3</sup> <https://www.havering.gov.uk/hreps>

## Why we consult

There are three good reasons why consulting is important to us:

- The Council is committed to capturing, listening to, and acting upon the views of our stakeholders. We seek out opinions on our services, policies, legislation and our service user's needs.
- We are committed to being open and transparent, involving service users and service deliverers in shaping our services and being responsive to their needs, to encouraging greater community ownership of local services, whilst developing trust. We are also committed to finding ways to consult with non-users to establish why people do not use our services and eliminate any barriers to access.
- It is required by Central Government and many funding organisations. Councils have a **duty to consult** at certain times, e.g. policy changes, planning decisions and budget setting, further guidance can be found in the [Revised Best Value Statutory Guidance \(2015\)](https://www.gov.uk/government/publications/revised-best-value-statutory-guidance)<sup>4</sup>. The [Local Government and Public Involvement in Health Act 2007](https://www.legislation.gov.uk/ukpga/2007/28/contents)<sup>5</sup> imposes a '**duty to involve**' upon Local Authorities. The [Race Relations \(Amendment\) Act 2000](https://www.legislation.gov.uk/ukpga/2000/34/contents)<sup>6</sup> and the [Equality Framework for Local Government \(2010\)](https://www.local.gov.uk/our-support/guidance-and-resources/equality-frameworks/equality-framework-local-government)<sup>7</sup> also call for **reasonable and proportionate consultation** to ensure that discriminating barriers that prevent equal access to services are identified and removed. Since the passing of the [Children Act 2004](https://www.legislation.gov.uk/ukpga/2004/31/contents)<sup>8</sup>, there has been a growing emphasis on services actively involving children, young people and parents/carers in the commissioning, development and evaluation of services.

Sometimes, the decisions that need to be made may not be popular with our residents, such as when we have no choice but to change or reduce a service because of financial restraints, however, under these circumstances it is even more important that we follow a robust process which involves genuine dialogue, respect, integrity, transparency and accountability. Effective consultation such as this provides us the ability to evidence how views were sought and considered, and how these views influenced any decisions that were made.

Public bodies who do not follow a robust consultation process and who do not practice 'good administration' when performing their public duties are at risk of having a decision challenged in the form of a '[judicial review](#)'<sup>9</sup>.

This is a legal procedure where the Courts 'review' the decision being challenged and decide if it is arguable that the decision is legally flawed.

Only a person with 'sufficient interest' or 'standing' is entitled to apply for a judicial review and can't be applied for by a person whom it does not directly affect, or just because the person does not agree with the decision. Those with sufficient interest can include legal persons, such as groups or organisations protecting or campaigning for a particular public interest, like a trade union.

Judicial review can only be used as a last resort – after all other applicable legal procedures have been pursued (for example, any rights of appeal to a special tribunal and mediation).

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<sup>4</sup> <https://www.gov.uk/government/publications/revised-best-value-statutory-guidance>

<sup>5</sup> <https://www.legislation.gov.uk/ukpga/2007/28/contents>

<sup>6</sup> <https://www.legislation.gov.uk/ukpga/2000/34/contents>

<sup>7</sup> <https://www.local.gov.uk/our-support/guidance-and-resources/equality-frameworks/equality-framework-local-government>

<sup>8</sup> <https://www.legislation.gov.uk/ukpga/2004/31/contents>

<sup>9</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/746170/JOYS-OCT-2018.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/746170/JOYS-OCT-2018.pdf)

## When we consult

The Council maintains a Consultation Forward Plan for internal use. This document is kept up to date so we can plan consultation activities to ensure we give adequate time for consultee's consideration and response.

When planning, we will consider when it is appropriate to consult with different audiences and will use a range of techniques, including large-scale representative surveys and small-scale discussion groups. Some of the reasons for when it is appropriate to consult, include:

- To improve planning, policy and decision making (including making major decisions, developing specific new policies, or improving and amending existing policies).
- To make better use of resources.
- To access new information, ideas and suggestions.
- To encourage greater participation in the activities of the Council.
- To measure residents' satisfaction with the Council.
- To shape Council activities around residents' needs and aspirations.

[The Consultation Institute](#)<sup>10</sup> (a well-established, not-for-profit best practice institute) identifies two areas of focus which should be used to decide when consultation should occur:

- When statutory legislation imposes an express duty to consult (e.g. planning decisions).
- Where consultees have a 'legitimate expectation'.

[The Doctrine of Legitimate Expectation](#)<sup>11</sup> is now seen as common law, whereby Courts recognise consultees' rights to a 'fair process'. This applies:

- When there has been a promise of consultation.
- Where official guidance or policies imply a promise to act in a particular way.
- Where there is a withdrawal of a 'benefit' with significant impacts to be considered.
- Where the nature of the relationship would create unfairness if there were to be inadequate consultation.

Consultation periods should avoid national holiday periods, religious observation periods when seeking views from particular faith groups and local or national pre-election periods (purdah).

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<sup>10</sup> <https://www.consultationinstitute.org>

<sup>11</sup> <https://www.iclr.co.uk/knowledge/glossary/legitimate-expectation/>



## Who we consult

People in Havering have a diverse wealth of knowledge and ideas that can be used to improve services. We believe it is important to include everyone in consultation activities and that we consider how Havering's demography is changing.

Our [Census 2021 Briefings](#)<sup>12</sup> based on data from The Office of National Statistics (ONS) Census 2021 found that since the last census in 2011, the number of people in Havering aged under 18 has increased by 15.2%, with most of the growth in this cohort seen in those aged 0-4 years. We still have one of the highest proportions of older people aged 65+ in London (17.6% - second after Bromley). Additionally, an estimated 38,449 residents reported having a disability in 2021 and almost 10% of residents aged 3 and over said that English was not their main language.

As Havering changes, it's more important than ever that we know the views of our stakeholders, improve the inclusiveness of our services to ensure that they are fit for purpose, and receive information that will support the work that we do.

Who we consult with depends on the nature of the consultation. Sometimes it is relevant to consult with all residents, businesses, communities, service users and others who are affected by Council decisions, whereas at other times it is appropriate to just involve a smaller cohort of stakeholders who may be particularly affected by our proposals.

When shaping policy and delivering services, it is vital that we pay due regard to the impact or potential impact on individuals' protected characteristics (as defined in the [Equalities Act 2010](#)<sup>13</sup>) and that we design inclusive and accessible consultation activities.

The [Public Sector Equality Duty](#)<sup>14</sup> places a legal obligation on Councils to have due regard to the need to eliminate unlawful discrimination, to advance equality of opportunity, and to encourage good relations between different people and different protected characteristics. This includes the duty to consult with individuals. Consultation is an important way of identifying the impacts of proposals on individuals.

The [UN Convention on the Rights of the Child](#)<sup>15</sup> upholds the rights of children and young people to express their views, feelings and wishes, and that they should be respected and listened to without discrimination or barriers in place, such as language, cultural differences and disability. The Council recognises the importance of this and have made a commitment in their [Corporate Plan](#)<sup>16</sup> to '*use the voice of children and young people to inform design and reviews of service provision*'. Equal opportunity of consultation will help us understand users' perceptions of the services they receive and their views on how things can be improved. Enforced by the [Children Act 2004](#),<sup>17</sup> particular attention will be given to how services are implementing the five Every Child Matters outcomes:

- Being healthy
- Staying safe
- Enjoying and achieving
- Making a positive contribution
- Achieving economic well being

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<sup>12</sup> <https://www.haveringdata.net/population-intelligence-briefings/>

<sup>13</sup> <https://www.legislation.gov.uk/ukpga/2010/15/contents>

<sup>14</sup> <https://www.gov.uk/guidance/equality-act-2010-guidance#public-sector-equality-duty>

<sup>15</sup> [https://www.unicef.org.uk/wp-content/uploads/2019/10/UNCRC\\_summary-1\\_1.pdf](https://www.unicef.org.uk/wp-content/uploads/2019/10/UNCRC_summary-1_1.pdf)

<sup>16</sup> [https://issuu.com/haveringcouncil/docs/6609\\_vision\\_for\\_havering\\_v9](https://issuu.com/haveringcouncil/docs/6609_vision_for_havering_v9)

<sup>17</sup> <https://www.legislation.gov.uk/ukpga/2004/31/contents>

Above all, we want to ensure that we consider the needs of the community when delivering services and tackling any potential unfair impacts of decisions and policies. We will conduct Equality and Health Impact Assessments (EqHIA) on all policies and functions to assess their potential level of impact. As part of this process, we may need to conduct consultations with specific groups within the community to check that a policy will not cause a negative or disproportionate effect on any particular protected characteristic. Where the potential for negative impact is identified, mitigating actions will be considered.

Depending on the nature of the consultation, we may consult with a range of stakeholders including, but not limited to:

- Members of the public and wider community.
- Children and young people.
- Residents.
- Businesses.
- Voluntary and community sector.
- Statutory partners.
- Service users.
- Other service providers.
- Politicians / Elected Members / Local Representatives.
- Staff.

## How we consult

We will ensure that we consider how we reach our stakeholders and how we listen to their opinions. Where appropriate, we might need to offer alternative methods to meet stakeholders' needs and to capture their views.

Depending on the type of consultation activity or to reach a wide range of stakeholders, we may need to use more creative ways of reaching stakeholders. There are many ways to do this and we have set out some examples in our Consultation Principles (below). Other examples are surveys distributed as paper copies, offered in an alternative language or specifically designed to ensure they are accessible to children and young people or children and adults with learning difficulties.

It is also important to us that we give consultees enough time to consider our proposals and to respond to them. Sometimes there are specific time periods for consultation, such as planning consultations, however, when there are no specific requirements, we will ensure that timeframes are proportionate and realistic. As an example, our annual budget consultation is available for consultees to have their say for approximately three months.

There are no clear rules surrounding how Local Authorities should consult, but it is possible to extract key factors from case law that should steer a public authority, and in turn the courts, in determining whether consultation has been undertaken correctly. Consultation should be carried out fairly and in accordance with the Gunning Principles (as derived from the court case R v Brent London Borough Council, ex parte Gunning (1985) 84 LGR 168 at 169).

Our consultations are carried out with this in mind, and we have adopted the [Gunning Principles](#)<sup>18</sup> along with the Government's [Consultation Principles: Guidance \(2018\)](#)<sup>19</sup> to form our own set of principles, the adoption of which, will not impact the Council's statutory responsibilities:

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<sup>18</sup> <https://www.local.gov.uk/sites/default/files/documents/The%20Gunning%20Principles.pdf>

<sup>19</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/691383/Consultation\\_Principles\\_\\_1\\_.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/691383/Consultation_Principles__1_.pdf)

## London Borough of Havering Consultation Principles

We are committed to ensuring our decisions are made by taking into account the views, opinions and experiences of the people that they affect.

This could include, but is not limited to, residents, businesses, communities, the voluntary sector, our staff, our partners and service users - people who may be impacted by changes to how services are provided, our policies and our priorities. For the purpose of these principles, we may refer to these groups collectively as our stakeholders.

The adoption of our Consultation Principles will not impact the Council's statutory responsibilities.

### 1. We will keep an open mind during the consultation

We will seek our stakeholders' views when our proposals are still at a formative stage and before we have made any decisions.

### 2. We will ensure consultees have the right information

We will give our stakeholders clear, concise and correct information with clear objectives to fully consider our proposals and to make an intelligent choice and contribution to the consultation process.

### 3. We will ensure we give adequate time for consideration and response

We will strive to engage with our stakeholders as early as possible. In some circumstances there are statutory time periods for consultation which must be adhered to. Where there are no specific requirements, timeframes for consultation will be proportionate and realistic to allow consultees sufficient time to consider the issues and provide a considered response. We will also allow enough time for our analysis and consideration of outcomes.

### 4. We will ensure we make information useful and accessible

We need to be able to demonstrate our commitment to inclusivity, that we have considered who needs to be consulted with and actively planned to reach and listen to the full range of stakeholders potentially affected.

We will use clear and simple language and ensure our consultations are accessible and jargon-free to allow our stakeholders to fully understand our proposals. We will use a number of different methods to consult with people depending on the purpose, needs, audience, cost and timeframe.

The primary method of undertaking consultation activity will be online, as supported by our [Corporate Plan](#).<sup>20</sup> By using online tools we aim to make activities accessible and engaging for our stakeholders, and more effective and efficient for the Council. As well as improving accessibility, this method aids accuracy of information, reduces our environmental impact and increases our ability to reach more people. Our consultation software is easy to use and supports assistive technology. By centralising consultation activities it helps us to monitor and evaluate the effectiveness of our consultations so we can continue to improve. Where appropriate, we will offer an alternative method to meet our stakeholders' needs.

Dependent on the type of consultation or in order to reach a wide and inclusive range of stakeholders, we may consider the use of other forms of engagement, this may include, but is not limited to, specially designed accessible forms, telephone, door knocking, on-the street, focus groups, forums, workshops, Citizen Panels, open days, drop-in events, exhibitions, roadshows and public meetings. For example, if we require the views and opinions of the children and young people in the borough, we may look to use schools as a way to consult.

### 5. We will demonstrate how consultation responses are taken into account when making a decision

We will consider consultation responses to our proposals when making decisions and act transparently. We will facilitate scrutiny by publishing our outcomes, including anonymised information about responses, such as how many responses we received and how these have been used in formulating policy or decisions. Our response will be published in a timely manner via communication channels such as our [Consultation Hub](#)<sup>21</sup>, our [newsletters](#)<sup>22</sup> and our [Website](#)<sup>23</sup>.

<sup>20</sup> [https://issuu.com/haveringcouncil/docs/6609\\_vision\\_for\\_havering\\_v9](https://issuu.com/haveringcouncil/docs/6609_vision_for_havering_v9)

<sup>21</sup> <https://consultation.havering.gov.uk/>

<sup>22</sup> <https://www.havering.gov.uk/newsletters>

<sup>23</sup> <https://democracy.havering.gov.uk>

## How we feed back

It is important that our stakeholders understand our decisions and policies and how consultation responses influenced outcomes from consultation activities. In order to develop a culture of consultation, consultees should feel part of an exercise in which they have a continuing interest.

Providing feedback to consultees on the overall results of a consultation is recognised as good practice and demonstrates their role in shaping Council policy and services. It is therefore important that feedback is timetabled as a routine part of all consultation plans. Key findings from larger consultations (for example, Havering's Budget Consultation) will be published and distributed in a timely manner, typically within three months of the close of the consultation.

As a minimum, all online consultations will be recorded and shared through our [Consultation Hub<sup>24</sup>](#). The platform provides a means of co-ordinating activities, which avoids 'consultation overload' and stores consultation information, providing the opportunity to centralise and cross-reference data gathered by the Council. Following the closure of a consultation we will update our stakeholders using the '[We asked, You said, We did<sup>25</sup>](#)' feedback facility within this platform.

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<sup>24</sup> <https://consultation.havering.gov.uk/>

<sup>25</sup> [https://consultation.havering.gov.uk/we\\_asked\\_you\\_said/](https://consultation.havering.gov.uk/we_asked_you_said/)

## Roles and responsibilities

### The role of officers within the Council

Officers within the Council are responsible for ensuring that the consultation processes and principles outlined in this policy are applied.

#### The Role of Council Officers

##### Executive Leadership Group

- Lead the development of strategies and plans, balance different needs, identify priorities and target resources.
- Ensure that relevant stakeholders are consulted on key service and policy-making decisions and this is fed into service planning and decision-making.
- Ensure that staff understand and apply the consultation principles outlined in this policy and that appropriate quality checks have taken place during the design stage.
- Authorise consultation activities, although this will be dependent upon the level of impact of the project proposals.

##### Officers

- Adhere to the consultation principles and pay due regard to the guidelines.
- Seek authorisation from the appropriate manager.
- Inform relevant stakeholders who are consulted during consultation development.
- Ensure strategic overview, co-ordination and analysis of consultation activity.
- Report on and disseminate the findings, as appropriate.
- Officers within the Council's Engagement team will provide an oversight and advisory role in research and consultation, including advice to be considered when planning consultation. They will maintain a Consultation Forward Plan for internal use, undertake quality checks of consultation activities, sign-post to consultation contacts and groups and provide training and support.

### The role of Councillors

The primary role of a Councillor is to represent their ward and the people who live in it. They are positioned at the frontline of engagement and act as a bridge between the community and the Council.

Havering Councillors will:

- Provide democratic accountability for public services and ensure that services are delivering quality and value for money.
- Act as community leaders in facilitating resident, community and business participation in all aspects of decision making and the shaping of services.

Councillors will encourage residents to participate in consultations and use this feedback to understand the views of those they represent and serve. As decision makers, they use consultation to inform the choices they make.

Councillors will have different actions depending on their role:

## The Role of Councillors

### Local Representative

- Represents the views of their local area, and therefore may take an overview role.
- Monitors the effectiveness and appropriateness of consultation activities.
- Ensures that correct and relevant information is received.
- Uses research and consultation results to monitor the performance of the Council or services over time.

### Elected Member

- Elected Members represent their local areas, and therefore are consultees themselves.
- Individual Ward Members should be consulted on proposals which will affect the area they represent and take into account the findings of a consultation when making a decision.
- Members are often a key group (i.e. a stakeholder), and their views should be sought in the same way as other stakeholders.

### Portfolio Member

Have an interest in consultations affecting their remit and may be involved in:

- Design and scoping of consultation.
- Promoting awareness of consultation activities.
- Keeping informed of consultation progress.
- Distributing and communicating findings of consultations, including how it was used to inform any subsequent decisions and policies.

## If you think the Council have not followed their own principles

The Council and its officers will endeavour at all times to follow the principles outlined within this policy whenever public consultations are undertaken.

If it is believed that the Council have not followed our own principles, residents should contact the key contact for the consultation, as identified on the Consultation Hub, or the consultation organiser, and state which principle they believe has not been followed. Alternatively, complaints can be raised through our [Corporate Complaint Procedure](#).<sup>26</sup>

## Data Collection

Havering Council collects, uses and is responsible for certain personal information about you. What we hold is protected under the [General Data Protection Regulation \(GDPR\)](#)<sup>27</sup> and we are responsible as 'controller' of that personal information.

Our consultation activities will collect stakeholder feedback, however, we may also collect the following information dependent on the activity:

- Location data such as postcode or address.
- Contact details such as email address or telephone number.
- Protected Characteristics data for equality monitoring, such as age, disability, sex/gender, ethnicity/race, religion/faith, sexual orientation, gender reassignment, marriage/civil partnership, pregnancy, maternity and paternity, socio-economic status, health and wellbeing,

We may use this information to inform the consultee of the outcome of the consultation, but only if they have requested updates. We may also use postcodes to allocate individuals and households into groups (called demographic segmentation) to inform our policies and decisions and also to ensure we have targeted a broad range of stakeholders. This information will not be solely used to make any decisions and will not be shared.

Consultees are not required to submit any equalities information, but any information received helps us ensure that we are consulting with a broad representation of our community and that there are no marginalised groups who have been excluded by the nature of the consultation. It helps us to see if there are any differences in the views of diverse groups of people, and to check if services are being delivered in a fair and reasonable way.

More information about Data Protection and how the Council ensures we protect the security and rights of individuals, can be found on our [Data Protection webpage](#)<sup>28</sup>.

## Related documents

[Havering Corporate Plan 2024-2027](#)<sup>29</sup>

[Havering Resident Engagement and Participation Strategy](#)<sup>30</sup>

[Statement of Community Involvement](#)<sup>31</sup>

## Implementation

All officers conducting consultation must complete mandatory Data Protection and GDPR Compliance training through the Council's e-learning portal.

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<sup>27</sup> <https://www.gov.uk/data-protection>

<sup>28</sup> [https://www.havering.gov.uk/info/20044/council\\_data\\_and\\_spending/139/data\\_protection](https://www.havering.gov.uk/info/20044/council_data_and_spending/139/data_protection)

<sup>29</sup> [https://issuu.com/haveringcouncil/docs/6609\\_vision\\_for\\_havering\\_v9](https://issuu.com/haveringcouncil/docs/6609_vision_for_havering_v9)

<sup>30</sup> <https://www.havering.gov.uk/hreps>

<sup>31</sup> [https://www.havering.gov.uk/download/downloads/id/5301/statement\\_of\\_community\\_involvement\\_2021.pdf](https://www.havering.gov.uk/download/downloads/id/5301/statement_of_community_involvement_2021.pdf)



**Appendix 1: Equality Analysis**

Equality and Health Impact Assessment attached and carried out as part of the development of this policy.

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## Equality & Health Impact Assessment (EqHIA)

### Document control

<b>Title of activity:</b>	Consultation Policy
<b>Lead officer:</b>	Sue Verner
<b>Approved by:</b>	Jerry Haley, Deputy Head of Engagement and Participation
<b>Date completed:</b>	13 June 2024
<b>Scheduled date for review:</b>	13 June 2027

Please note that the Corporate Policy & Diversity and Public Health teams require at least **5 working days** to provide advice on EqHIAs.

<b>Did you seek advice from the Corporate Policy &amp; Diversity team?</b>	Yes / No
<b>Did you seek advice from the Public Health team?</b>	Yes / No
<b>Does the EqHIA contain any confidential or exempt information that would prevent you publishing it on the Council's website?</b>	Yes / No

Please note that EqHIAs are **public** documents and must be made available on the Council's [EqHIA webpage](#).

**Please submit the completed form via e-mail to [EqHIA@haverling.gov.uk](mailto:EqHIA@haverling.gov.uk) thank you.**

# 1. Equality & Health Impact Assessment Checklist

Please complete the following checklist to determine whether or not you will need to complete an EqHIA and ensure you keep this section for your audit trail. If you have any questions, please contact [EqHIA@havering.gov.uk](mailto:EqHIA@havering.gov.uk) for advice from either the Corporate Diversity or Public Health teams. Please refer to the Guidance in Appendix 1 on how to complete this form.

## About your activity

1	Title of activity	Consultation Policy		
2	Type of activity	Policy		
3	Scope of activity	<p>The Consultation Policy sets out the guiding principles on which the Council will consult with stakeholders such as local people and groups about its policies and services, and provides quality standards thereby promoting best practice to those officers engaged in consultation. It ensures there is a consistent approach to these activities across the Council.</p> <p>Data driven and supported by the Corporate Plan, it sets out how an online offering should lead to a digital by choice service delivery model, though still ensuring we are able to support consultees who have no means to access consultation activities online, and where there are more appropriate methods of consultation.</p>		
4a	Are you changing, introducing a new, or removing a service, policy, strategy or function?	Yes / No	If the answer to <u>any</u> of these questions is 'YES', please continue to question 5.	If the answer to <u>all</u> of the questions (4a, 4b & 4c) is 'NO', please go to question 6.
4b	Does this activity have the potential to impact (either positively or negatively) upon people (9 protected characteristics)?	Yes / No		
4c	Does the activity have the potential to impact (either positively or negatively) upon any factors which determine people's health and wellbeing?	Yes / No		
5	If you answered YES:	Please complete the EqHIA in Section 2 of this document. Please see Appendix 1 for Guidance.		

6	If you answered NO:	Not applicable
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Completed by:	Sue Verner
Date:	13 June 2024

## 2. The EqHIA – How will the strategy, policy, plan, procedure and/or service impact on people?

Background/context:
<p>Havering has an increasing diverse population. Historically and still one of the oldest populations in London, it now has the second largest growing youngest population in the UK and the highest in London, with an increase of 19.7% in those aged 0–14 years. We have also seen a 26.5% growth in 25–39 years. This mix of customers and communities creates both challenges and opportunities for all those needing or wanting to engage with us.</p> <p>Havering Council has a ‘duty to consult’ and this policy aims to support a process of informed and transparent decision-making and planning by improving the quality and effectiveness of public consultation undertaken by or on behalf of the Council. Consultation activities are an important way of identifying the impacts of proposals on individuals.</p> <p>The main form of delivering consultation is supported by our <a href="#">Digital Strategy</a>, primarily through activities via online tools. 87% of households living in Havering are “internet savvy” and therefore we want to ensure we provide a digital by-choice model for consultees who wish to voice their opinion at a time that is convenient to them.</p> <p>However for those consultees who have limited or no means to access consultation activities online, we will continue to support them by appropriate methods of consultation.</p> <p>Dependent on the type of consultation or in order to reach a wide range of stakeholders, we may consider the use of other forms of consultation, this may include, but is not limited to, telephone, door knocking, on-the street, focus groups, forums, workshops, Citizen Panels, open days, drop-in events, exhibitions, roadshows and public meetings. For example, if we require the views and opinions of the children and young people in the borough, we may look to use schools as a way to consult.</p> <p>The policy sets out how we intend to do this, ensuring it does not have a negative effect on any of our stakeholders.</p>

**Who will be affected by the activity?**

Anybody wishing to engage with Council consultations will be affected by this policy. This includes, and is not limited to, members of the public and wider community, our residents, businesses, partners, voluntary and community sector, service users, other service providers, Politicians, Elected Members, Local Representatives and staff. For the purpose of this document, these groups will be referred to collectively as ‘stakeholders’.

**Protected Characteristic - Age: Consider the full range of age groups**

<i>Please tick (✓) the relevant box:</i>		<b>Overall impact:</b>  The number of people that live in Havering has increased over the last decade from 237,232 in 2011 to 262,052 in 2021. This is a 10.5% increase compared to a 7.7% increase across London and a 6.6% increase across England.
<b>Positive</b>	✓	
<b>Neutral</b>		
<b>Negative</b>		<p>The number of children aged under 18 has seen an increase of 15.2% (from 50,827 to 58,550), greatly outpacing the 4.8% and 3.9% increases in London and England, respectively. Havering now has a higher proportion of children aged 0-17 (22.3%) than 80% of local authorities in England. This increase is slightly lower than the latest ONS projections (2018). The ONS predicts that the 0-17 population will grow to 61,350 by 2031. Furthermore, Havering still has one of the highest proportions of older people aged 65+ in London (second after Bromley). The combined impact of having both a large older population and now a large (and growing) young population is that Havering now has the lowest proportion of working-age adults in London.</p> <p>Despite the changing demographics and the increasingly diverse population in Havering, the Policy will have a positive effect on all age ranges that have various expectations of the Council, as we support those consultees who can and want to engage with us online and those who can't. The Council will use age appropriate methods to capture the opinions of young people such as delivering consultation activities through schools.</p> <p>The Mosaic customer segmentation tool is owned and licenced by Experian UK. Using the latest consumer data and advanced analytical techniques, Mosaic divides the UK population into 15 “Groups” and 66 more detailed “Types”. Mosaic groups consumers together based on their likely demographics, lifestyle, behaviours and preferences to create a powerful consumer classification system.</p> <p>The Mosaic data relating to Internet “savviness” has been used to support this EQHIA. It gives an indication of the groups of residents (based on household level data) who are most likely to be adversely impacted by the preference of the Council to consult online.</p> <p>As can be seen in the tables below, the majority of households in each Mosaic Group are classified as “Fairly” or “Very Internet Savvy”, with over 85% of households in Havering considered fairly or very internet savvy.</p>

This supports our strategy of a digital by choice approach for those high proportion of consultees familiar with digital and therefore being able to engage with us by this efficient and convenient channel.

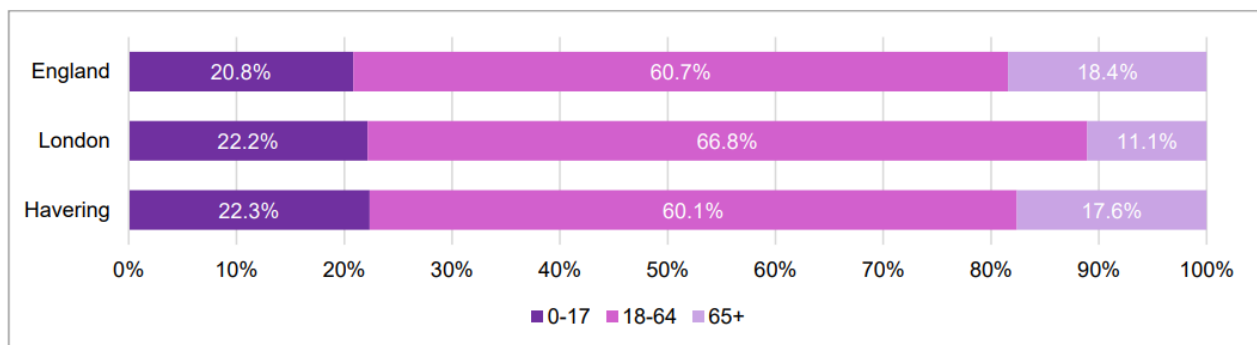
The lowest proportions of internet savviness are in Groups L “Vintage Value” and E “Senior Security”, who tend to be older in age. Whilst this does suggest that internet savviness decreases with age, the percentage of residents in these mosaic groups who are internet savvy is still nearly 80%.

This data demonstrates that there will not be a disproportionate impact on residents of any age through the use of online consultation practices. We will however, ensure we offer an alternative to meet our stakeholders’ needs where appropriate.

Furthermore, consultation activities are an important way of identifying the impacts of proposals on these individuals.

**Evidence:**

**Figure 3:** Comparing Havering aged 0-17, 18-64 & 65+ populations to London and England



Source: Office for National Statistics (ONS), Census 2021

Mosaic UK 7 Group	Name of Mosaic Group	Number of households in Havering assigned to each Mosaic Group	% households which are "Not" or "Not Very Internet Savvy"	% households which are "Fairly" or "Very Internet Savvy"	Rough estimate of household numbers - "Not" or "Not Very Internet Savvy"	Rough estimate of household numbers - "Fairly" or "Very Internet Savvy"	Average age of household
A	City Prosperity	382	9%	91%	34	348	44
B	Prestige Positions	9104	11%	89%	1001	8103	53
C	Country Living	437	14%	86%	61	376	56
D	Rural Reality	88	13%	87%	11	77	50
E	Senior Security	16101	21%	79%	3381	12720	74
F	Suburban Stability	11882	12%	88%	1426	10456	50
G	Domestic Success	15470	7%	93%	1083	14387	43
H	Aspiring Homemakers	15500	5%	95%	775	14725	37
I	Family Basics	7075	10%	90%	708	6368	38
J	Transient Renters	1277	10%	90%	128	1149	36
K	Municipal Tenants	3991	15%	85%	599	3392	47
L	Vintage Value	4444	21%	79%	933	3511	71
M	Modest Traditions	2108	16%	84%	337	1771	53
N	Urban Cohesion	9841	15%	85%	1476	8365	48
O	Rental Hubs	9796	7%	93%	686	9110	37
<b>TOTALS</b>		<b>107496</b>			<b>12640</b>	<b>94856</b>	

Mosaic UK 7 Group	Name of Mosaic Group	Number of households in Havering assigned to each Mosaic Group	% residents who are "Not" or "Not Very Internet Savvy"	% residents who are "Fairly" or "Very Internet Savvy"	Average age of household
J	Transient Renters	1277	10%	90%	36
H	Aspiring Homemakers	15500	5%	95%	37
O	Rental Hubs	9796	7%	93%	37
I	Family Basics	7075	10%	90%	38
G	Domestic Success	15470	7%	93%	43
A	City Prosperity	382	9%	91%	44
K	Municipal Tenants	3991	15%	85%	47
N	Urban Cohesion	9841	15%	85%	48
D	Rural Reality	88	13%	87%	50
F	Suburban Stability	11882	12%	88%	50
B	Prestige Positions	9104	11%	89%	53
M	Modest Traditions	2108	16%	84%	53
C	Country Living	437	14%	86%	56
L	Vintage Value	4444	21%	79%	71
E	Senior Security	16101	21%	79%	74

Source: Mosaic

**Sources used:**

Census 2021

Mosaic Augmentation Tool

**Protected Characteristic - Disability:** Consider the full range of disabilities; including physical mental, sensory and progressive conditions

Please tick (✓) the relevant box:

<b>Positive</b>	✓
<b>Neutral</b>	
<b>Negative</b>	

**Overall impact:**  
 In Havering an estimated 38,449 residents reported having a disability in 2021. This is an age-standardised proportion (ASP) of 15.3%, which is slightly lower than London (15.6%) and lower than England (17.7%). In Havering, an ASP of 6.6% reported that their day-to-day activities were limited a lot and 8.7% reported their day-to-day activities were limited a little, due to a disability (see figure 4 below).

29,742 households in Havering had at least one person with a disability. Of these households, 6,181 had two or more members with a disability.

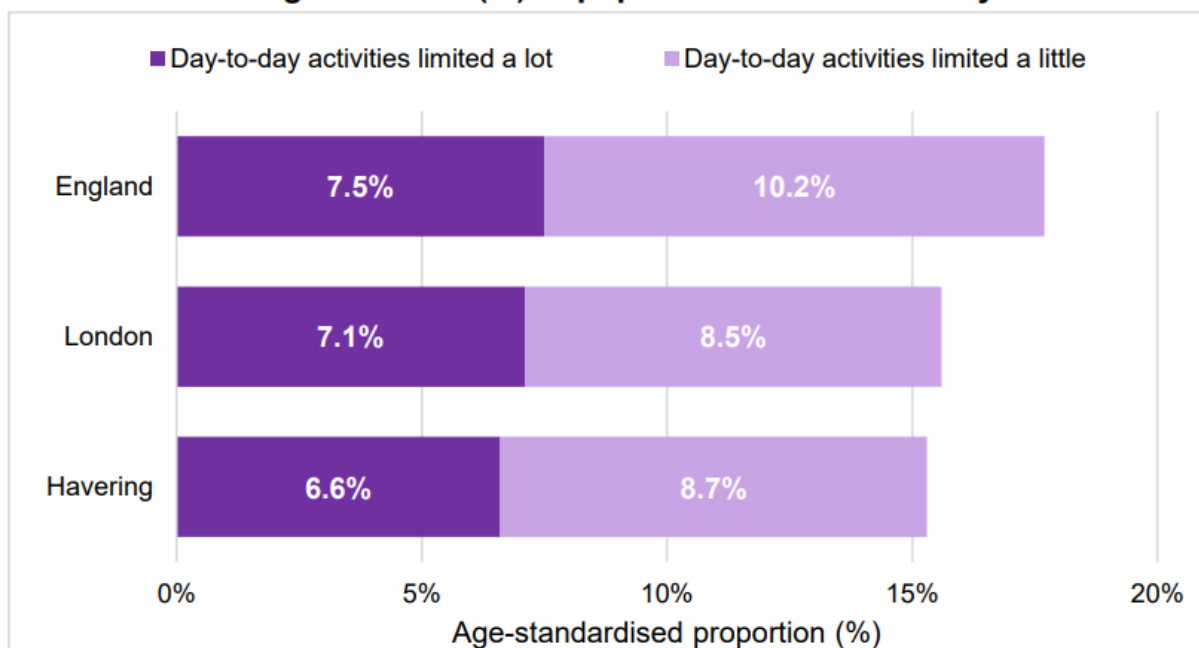
Having a disability doesn't necessarily mean a consultee cannot access online, however the policy sets out to ensure access to consultation activities is available to all. The consultation software is easy to use, supports assistive technology and where appropriate, we will offer an alternative to meet our stakeholders' needs.

Furthermore, consultation activities are an important way of identifying the impacts of proposals on these individuals.



**Evidence:**

**Figure 4: ASP (%) of population with a disability**



Source: Office for National Statistics (ONS), Census 2021; Produced by: Havering PHI

**Sources used:**

Census 2021

[Census 2021 Briefing #9: Health Disability and Unpaid Care](#)

**Protected Characteristic - Sex/gender: Consider both men and women**

Please tick (✓) the relevant box:

**Positive**

✓

**Neutral**

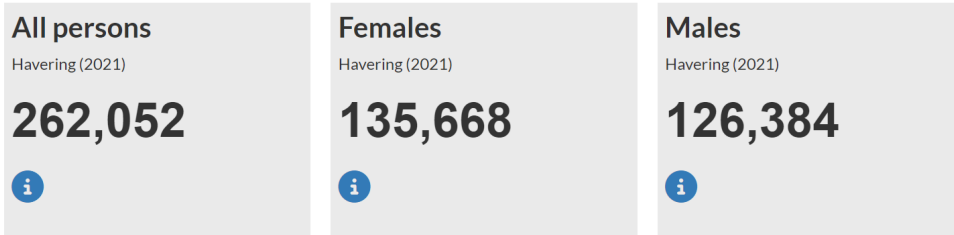
**Negative**

**Overall impact:**

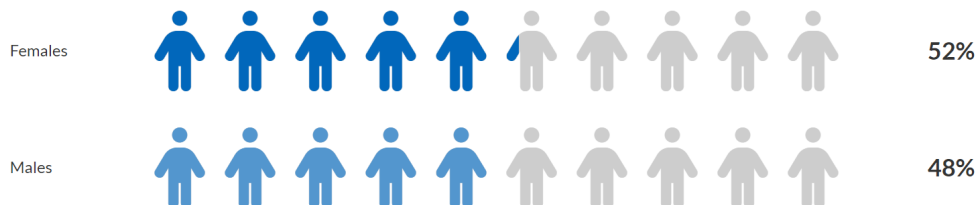
Havering has 135,668 females (52%) and 126,384 males (48%) in the borough. 93.67% of Havering residents identify as the same gender as when they were born.

The policy sets out to support a process of informed and transparent decision-making and planning by improving the quality and effectiveness of public consultation undertaken by or on behalf of the Council and it is not anticipated that a person's sex / gender will affect how a consultee engages with council consultations. It is therefore not considered likely that there will be a disproportionate impact of these proposals on this protected characteristic group. Furthermore, consultation activities are an important way of identifying the impacts of proposals on these individuals.

**Evidence:**



Population by sex for Havering (2021)



Gender Identity	Number	Percentage
Gender identity the same as sex registered at birth	196,462	93.67%
Gender identity different from sex registered at birth but no specific identity given	528	0.25%
Trans woman	228	0.11%
Trans man	212	0.10%
Non-binary	60	0.03%
All other gender identities	39	0.02%
Not answered	12,201	5.82%
<b>Total</b>	<b>209,730</b>	<b>100.00%</b>

Source: Office for National Statistics (ONS), Census 2021; Produced by: Havering PHI

**Sources used:**

[Census 2021 Briefing #6: Sexual Orientation and Gender Identity](#)

[Havering Data Intelligence Hub](#)

Census 2021

**Protected Characteristic - Ethnicity/race: Consider the impact on different ethnic groups and nationalities**

Please tick (✓) the relevant box:

**Positive**

**Neutral**

**Negative**

**Overall impact:**

Havering is becoming more diverse. In 2021, White British remains the most common ethnic group in Havering, with 66.5% (174,232) of the population, down from 83.3% (197,615) in 2011. The next most common ethnic group is Asian, accounting for 10.7% (28,150) of the population, up from 4.9% (11,545) in 2011.

In 2021, 87.8% (230,091) of usual Havering residents identified with at least one UK national identity (English, Welsh, Scottish, Northern Irish, British and Cornish). This is a decrease from 93.6% (222,066) in 2011. The figure for London in 2021 is 73.1% and England 90.3%. People who identified with at least one UK and one non-UK identity accounted for 1.8% (4,843) of the Havering population in 2021; this is an increase from 0.7% (1,680) in 2011. Those selecting a non-UK identity only accounted for 10.3% (27,118) of the Havering population in 2021, which is an increase from 5.7% (13,486) in

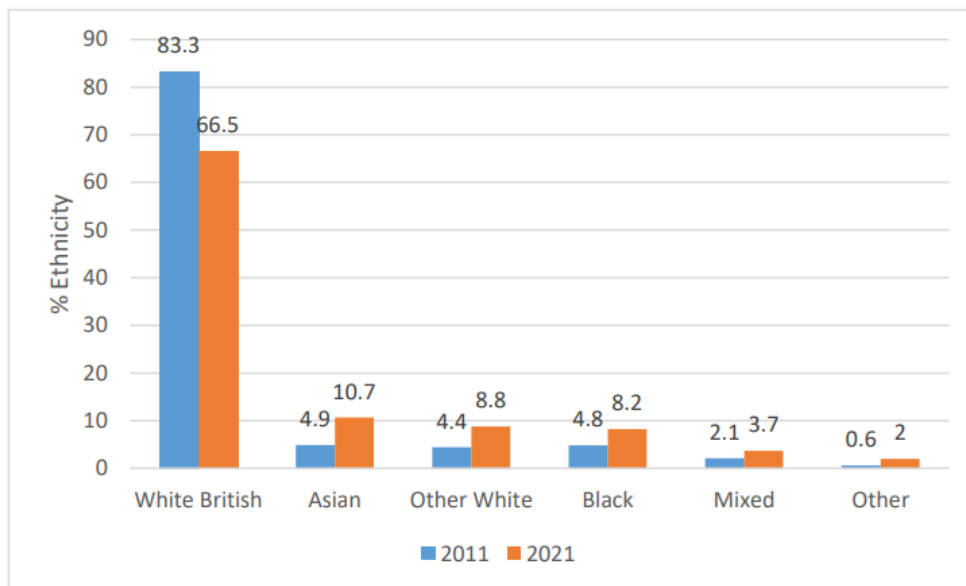
2011. Among those who described a non-UK national identity, the most common response was those describing “Romanian” as their national identity 2.0% (5,346) up from 0.2% (434) in 2011. The most common responses in 2011 were Irish 0.9% (2,037) and Lithuanian 0.5% (1,147).

90.1% of residents aged 3 and over describe their main language as English, next main languages Romanian 2.3% and Lithuanian 0.9%. 4.8% of households have no members where their main language is English.

Although there are a number of residents who identify as non-UK, it is not considered likely that introducing this policy will have a disproportionate impact on this protected characteristic group, as the policy seeks to ensure there is equal access to these activities for all, including an accessible website and consultation platform. Furthermore, consultation activities are an important way of identifying the impacts of proposals on these individuals.

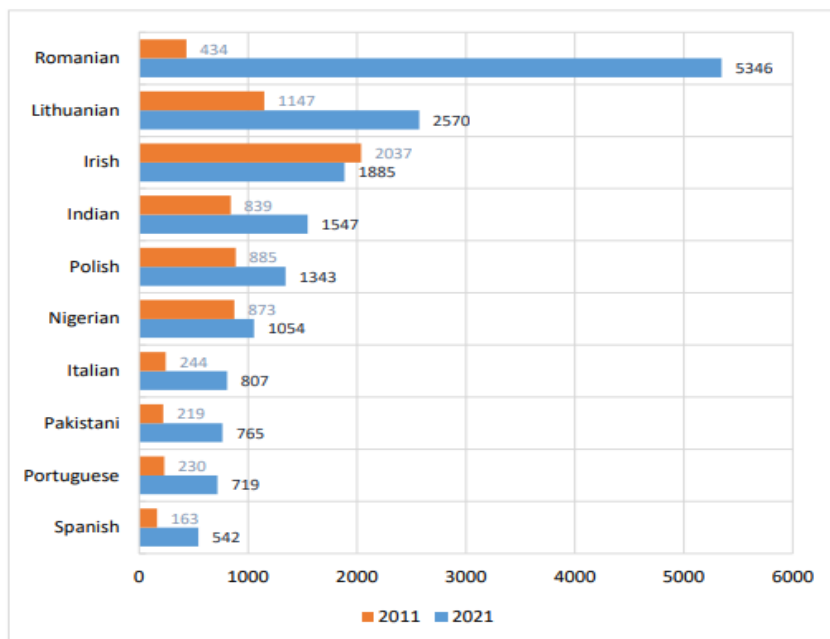
**Evidence:**

**Figure 1 – Havering population in 2011 and 2021 by main ethnic group**



**Source:** Office for National Statistics (ONS), Census 2011 & 2021; Produced by: Havering PHI

**Figure 6 – Top 10 national identity excluding British**



**Sources used:**

Census 2021

**Protected Characteristic - Religion/faith:** Consider people from different religions or beliefs including those with no religion or belief

Please tick (✓) the relevant box:

**Positive**

✓

**Neutral**

**Negative**

**Overall impact:**

The religion question is voluntary in the Census, but 94.5% of usual residents answered the question in 2021. The most commonly reported religion in Havering is Christian, with 52.2% of the total population in 2021 describing themselves as Christian. This is a reduction from 65.6% in 2011. No religion was the second most common response, with 30.6% identifying in this category, up from 22.6% in 2011. Other religions accounted for 11.7% of the total Havering population, which is an increase from 5.1% in 2011.

The policy sets out to support a process of informed and transparent decision-making and planning by improving the quality and effectiveness of public consultation undertaken by or on behalf of the Council and it is not considered likely that there will be a disproportionate impact on this protected characteristic group. Furthermore, consultation activities are an important way of identifying the impacts of proposals on these individuals.

**Evidence:**

Not available

**Sources used:**

Census 2021

**Protected Characteristic - Sexual orientation:** Consider people who are heterosexual, lesbian, gay or bisexual

Please tick (✓) the relevant box:

**Positive**

✓

**Neutral**

**Negative**

**Overall impact:**

The Census question on sexual orientation was a voluntary question asked of those aged 16 years and over. The number of people responding was very high with 93% (195,099) of Havering residents answering the question. In total, 91.07% (191,007) of Havering residents identified as straight or heterosexual. In total, 1.95% (4,092) Havering residents identified as one of the LGB+ orientations (“Gay or Lesbian”, “Bisexual” or “Other sexual orientation”). In total, 6.98% (14,631) Havering residents did not answer the question.

The policy sets out to support a process of informed and transparent decision-making and planning by improving the quality and effectiveness of public consultation undertaken by or on behalf of the Council and it is not considered likely that there will be a disproportionate impact on this protected characteristic group. Furthermore, consultation activities are an important way of identifying the impacts of proposals on these individuals.

**Evidence:**

**Figure 1: Detailed breakdown of sexual orientation in Havering for residents aged 16 and over**

Sexual Orientation	Number	Percentage
Straight or Heterosexual	191,007	91.07%
Gay or Lesbian	1,993	0.95%
Bisexual	1,540	0.73%
Pansexual	436	0.21%
Asexual	56	0.03%
Queer	21	0.01%
All other sexual orientations	46	0.02%
Not answered	14,631	6.98%
<b>Total</b>	<b>209,730</b>	<b>100.00%</b>

Source: Office for National Statistics (ONS), Census 2021; Produced by: Havering PHI

**Sources used:**

Census 2021

[Census 2021 Briefing #6: Sexual Orientation and Gender Identity](#)

**Protected Characteristic - Gender reassignment:** Consider people who are seeking, undergoing or have received gender reassignment surgery, as well as people whose gender identity is different from their gender at birth

Please tick (✓) the relevant box:

**Positive**

✓

**Neutral**

**Negative**

**Overall impact:**

The Census question on gender identity was also a voluntary question, asked of those aged 16 years and over. It was added to provide the first official data on the size of the transgender population in England and Wales. The question asked was “Is the gender you identify with the same as your sex registered at birth?” The number of people responding was very high with 94.2% (197,529) Havering residents answering the question. In total, 93.67% (196,462) Havering residents answered “Yes” and 0.51% (1,067) answered “No”. 5.82% (12,201) Havering residents did not answer the question.

The policy sets out to support a process of informed and transparent decision-making and planning by improving the quality and effectiveness of public consultation undertaken by or on behalf of the Council and it is not considered likely that there will be a disproportionate impact on this protected characteristic group. Furthermore, consultation activities are an important way of identifying the impacts of proposals on these individuals.

**Evidence:**

**Figure 3: Detailed breakdown of gender identity in Havering for residents aged 16 and over**

Gender Identity	Number	Percentage
Gender identity the same as sex registered at birth	196,462	93.67%
Gender identity different from sex registered at birth but no specific identity given	528	0.25%
Trans woman	228	0.11%
Trans man	212	0.10%
Non-binary	60	0.03%
All other gender identities	39	0.02%
Not answered	12,201	5.82%
Total	209,730	100.00%

Source: Office for National Statistics (ONS), Census 2021; Produced by: Havering PHI

**Sources used:**

Census 2021

[Census 2021 Briefing #6: Sexual Orientation and Gender Identity](#)

<b>Protected Characteristic - Marriage/civil partnership:</b> Consider people in a marriage or civil partnership	
<i>Please tick (✓) the relevant box:</i>	
<b>Positive</b>	<input checked="" type="checkbox"/>
<b>Neutral</b>	<input type="checkbox"/>
<b>Negative</b>	<input type="checkbox"/>
<b>Overall impact:</b> The policy sets out to support a process of informed and transparent decision-making and planning by improving the quality and effectiveness of public consultation undertaken by or on behalf of the Council and it is not considered likely that there will be a disproportionate impact on this protected characteristic group. Furthermore, consultation activities are an important way of identifying the impacts of proposals on these individuals.	
<b>Evidence:</b>	
<b>Sources used:</b>	

<b>Protected Characteristic - Pregnancy, maternity and paternity:</b> Consider those who are pregnant and those who are undertaking maternity or paternity leave	
<i>Please tick (✓) the relevant box:</i>	
<b>Positive</b>	<input checked="" type="checkbox"/>
<b>Neutral</b>	<input type="checkbox"/>
<b>Negative</b>	<input type="checkbox"/>
<b>Overall impact:</b> The policy sets out to support a process of informed and transparent decision-making and planning by improving the quality and effectiveness of public consultation undertaken by or on behalf of the Council and it is not considered likely that there will be a disproportionate impact on this protected characteristic group. Furthermore, consultation activities are an important way of identifying the impacts of proposals on these individuals.	
<b>Evidence:</b>	
<b>Sources used:</b>	

**Socio-economic status:** Consider those who are from low income or financially excluded backgrounds

<i>Please tick (✓) the relevant box:</i>		<b>Overall impact:</b>  59.5% of residents in Havering have a job, an increase from 58.9% in 2011.  3.6% of residents are unemployed, which is the fourth lowest rate in London but an improvement from the rate of 5.0% in 2011.  21.0% of residents are retired - the highest rate in London, which is in line with or high older person population.  Being on a low income or financially excluded doesn't necessarily mean customers / households will be disadvantaged by this policy, but this could mean that they do not have access to a computer, internet or a phone. If consultees cannot access consultation activities on-line, the policy has made sure that we mitigate this by providing alternative channels like paper copies and in person events where appropriate. Furthermore, consultation activities are an important way of identifying the impacts of proposals on these individuals.
<b>Positive</b>	✓	
<b>Neutral</b>		
<b>Negative</b>		

**Evidence:**

**Table 1 Reasons for economic inactivity, Havering, London and England, 2021**

Reason for economic inactivity	England and Wales	London	Havering
Economically inactive: Long-term sick or disabled	4.2%	3.6%	3.1%
Economically Inactive: Looking after home or family	4.8%	6.0%	5.1%
Economically inactive: Other	3.1%	4.1%	3.0%
Economically inactive: Retired	21.6%	12.9%	21.0%
Economically inactive: Student	5.6%	7.2%	4.6%

Source: Office for National Statistics (ONS), Census 2021; Produced by: Havering Insight Team

**Sources used:**

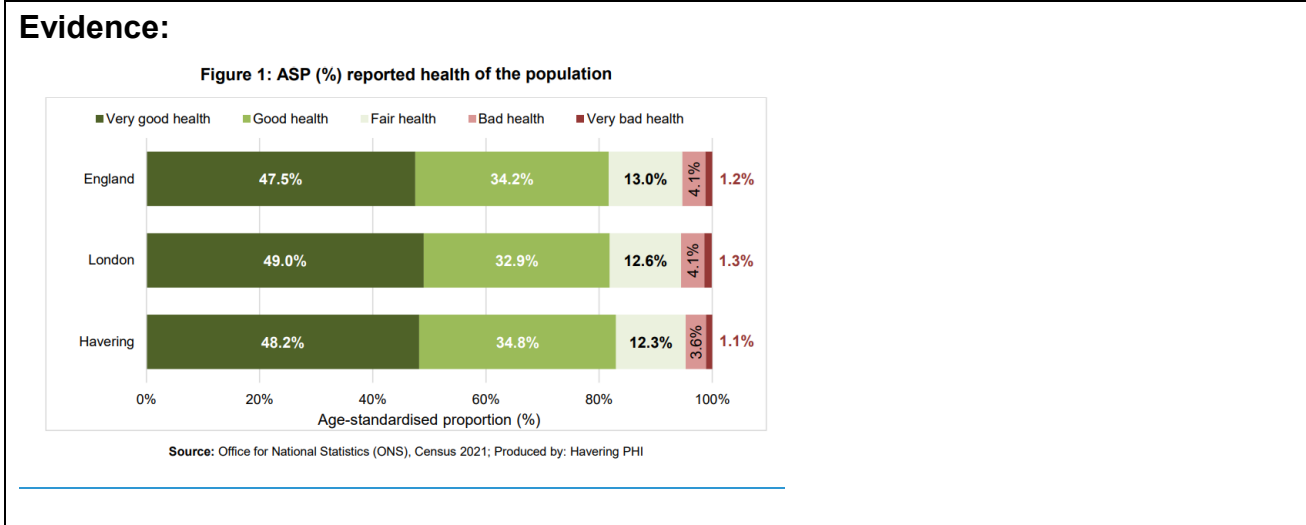
Census 2021

[Census 2021 Briefing #5: Labour Market, Industry and Occupation, and Travel to Work](#)

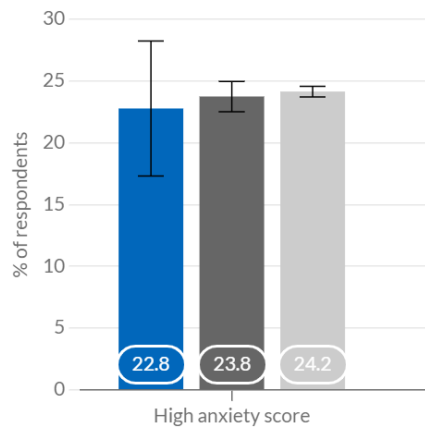


**Health & Wellbeing Impact:** Consider both short and long-term impacts of the activity on a person’s physical and mental health, particularly for disadvantaged, vulnerable or at-risk groups. Can health and wellbeing be positively promoted through this activity? Please use the Health and Wellbeing Impact Tool in Appendix 2 to help you answer this question.

<i>Please tick (✓) all the relevant boxes that apply:</i>		<p><b>Overall impact:</b></p> <p>In Havering an estimated 219,777 residents had ‘good’ or ‘very good’ health in 2021. This is an age standardised proportion (ASP) of 83.0%, which is higher than London (81.9%) and England (81.7%). However, in Havering, an ASP of 48.2% residents had ‘very good’ health compared to 49% in London.</p> <p>22.78% of those residents who completed the ONS annual population survey in 2020/21 self-reported their wellbeing as high anxiety.</p> <p>Improving the quality and effectiveness of public consultation undertaken by or on behalf of the Council will have a positive effect on the characteristics identified in the screening tool listed on page 17. Furthermore, consultation activities are an important way of identifying the impacts of proposals on these individuals.</p> <p><b>Do you consider that a more in-depth HIA is required as a result of this brief assessment?</b> Please tick (✓) the relevant box</p> <p style="text-align: right;">Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>
<b>Positive</b>	✓	
<b>Neutral</b>		
<b>Negative</b>		



Self-reported wellbeing (2020/21)



**Sources used:**

Census 2021

[Census 2021 Briefing #9: Health Disability and Unpaid Care](#)

### 3. Health & Wellbeing Screening Tool

Will the activity / service / policy / procedure affect any of the following characteristics? Please tick/check the boxes below

The following are a range of considerations that might help you to complete the assessment.

Lifestyle YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	Personal circumstances YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	Access to services/facilities/amenities YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
<input type="checkbox"/> Diet <input type="checkbox"/> Exercise and physical activity <input type="checkbox"/> Smoking <input type="checkbox"/> Exposure to passive smoking <input type="checkbox"/> Alcohol intake <input type="checkbox"/> Dependency on prescription drugs <input type="checkbox"/> Illicit drug and substance use <input type="checkbox"/> Risky Sexual behaviour <input type="checkbox"/> Other health-related behaviours, such as tooth-brushing, bathing, and wound care	<input type="checkbox"/> Structure and cohesion of family unit <input type="checkbox"/> Parenting <input type="checkbox"/> Childhood development <input type="checkbox"/> Life skills <input type="checkbox"/> Personal safety <input type="checkbox"/> Employment status <input type="checkbox"/> Working conditions <input type="checkbox"/> Level of income, including benefits <input type="checkbox"/> Level of disposable income <input type="checkbox"/> Housing tenure <input type="checkbox"/> Housing conditions <input type="checkbox"/> Educational attainment <input type="checkbox"/> Skills levels including literacy and numeracy	<input type="checkbox"/> to Employment opportunities <input type="checkbox"/> to Workplaces <input type="checkbox"/> to Housing <input type="checkbox"/> to Shops (to supply basic needs) <input type="checkbox"/> to Community facilities <input type="checkbox"/> to Public transport <input type="checkbox"/> to Education <input type="checkbox"/> to Training and skills development <input type="checkbox"/> to Healthcare <input type="checkbox"/> to Social services <input type="checkbox"/> to Childcare <input type="checkbox"/> to Respite care <input type="checkbox"/> to Leisure and recreation services and facilities
Social Factors YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	Economic Factors YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	Environmental Factors YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
<input type="checkbox"/> Social contact <input type="checkbox"/> Social support <input type="checkbox"/> Neighbourliness <input type="checkbox"/> Participation in the community <input type="checkbox"/> Membership of community groups <input type="checkbox"/> Reputation of community/area <input type="checkbox"/> Participation in public affairs <input type="checkbox"/> Level of crime and disorder <input type="checkbox"/> Fear of crime and disorder <input type="checkbox"/> Level of antisocial behaviour <input type="checkbox"/> Fear of antisocial behaviour <input type="checkbox"/> Discrimination <input type="checkbox"/> Fear of discrimination <input type="checkbox"/> Public safety measures <input type="checkbox"/> Road safety measures	<input type="checkbox"/> Creation of wealth <input type="checkbox"/> Distribution of wealth <input type="checkbox"/> Retention of wealth in local area/economy <input type="checkbox"/> Distribution of income <input type="checkbox"/> Business activity <input type="checkbox"/> Job creation <input type="checkbox"/> Availability of employment opportunities <input type="checkbox"/> Quality of employment opportunities <input type="checkbox"/> Availability of education opportunities <input type="checkbox"/> Quality of education opportunities <input type="checkbox"/> Availability of training and skills development opportunities <input type="checkbox"/> Quality of training and skills development opportunities <input type="checkbox"/> Technological development <input type="checkbox"/> Amount of traffic congestion	<input type="checkbox"/> Air quality <input type="checkbox"/> Water quality <input type="checkbox"/> Soil quality/Level of contamination/Odour <input type="checkbox"/> Noise levels <input type="checkbox"/> Vibration <input type="checkbox"/> Hazards <input type="checkbox"/> Land use <input type="checkbox"/> Natural habitats <input type="checkbox"/> Biodiversity <input type="checkbox"/> Landscape, including green and open spaces <input type="checkbox"/> Townscape, including civic areas and public realm <input type="checkbox"/> Use/consumption of natural resources <input type="checkbox"/> Energy use: CO2/other greenhouse gas emissions <input type="checkbox"/> Solid waste management <input type="checkbox"/> Public transport infrastructure

### 3. Outcome of the Assessment

The EqHIA assessment is intended to be used as an improvement tool to make sure the activity maximises the positive impacts and eliminates or minimises the negative impacts. The possible outcomes of the assessment are listed below and what the next steps to take are:

Please tick (✓) what the overall outcome of your assessment was:

✓	1. The EqHIA identified <u>no significant concerns</u> OR the identified <u>negative concerns</u> have already been <u>addressed</u>	➔	<b>Proceed with implementation</b> of your activity
	2. The EqHIA identified some <u>negative impact</u> which still needs <u>to be addressed</u>	➔	<b>COMPLETE SECTION 4:</b> <b>Complete action plan</b> and finalise the EqHIA
	3. The EqHIA identified some <u>major concerns</u> and showed that it is <u>impossible to diminish negative impacts</u> from the activity to an acceptable or even lawful level	➔	<b>Stop and remove</b> the activity or <b>revise</b> the activity <b>thoroughly</b> . <b>Complete an EqHIA on the revised proposal.</b>

## 4. Action Plan

The real value of completing an EqHIA comes from the identifying the actions that can be taken to eliminate/minimise negative impacts and enhance/optimize positive impacts. In this section you should list the specific actions that set out how you will address any negative equality and health & wellbeing impacts you have identified in this assessment. Please ensure that your action plan is: more than just a list of proposals and good intentions; sets ambitious yet achievable outcomes and timescales; and is clear about resource implications.

Protected characteristic / health & wellbeing impact	Identified Negative or Positive impact	Recommended actions to mitigate Negative impact* or further promote Positive impact	Outcomes and monitoring**	Timescale	Lead officer
All Protected Characteristics	Positive	The policy sets out to support a process of informed and transparent decision-making and planning by improving the quality and effectiveness of public consultation undertaken by or on behalf of the Council	<p>Consultation activities are an important way of identifying the impacts of proposals on all individuals.</p> <p>Analysis of the outcomes of individual consultations and surveys, which includes equalities data, will be monitored and reported on.</p>	Ongoing throughout the duration of the policy.	Jerry Haley
Health and Well-being	Positive	An improved and transparent process for consultation activities should enhance health and well-being rather than cause a negative impact.	<p>Consultation activities are an important way of identifying the impacts of proposals on all individuals.</p> <p>Analysis of the outcomes of individual consultations and surveys, which includes equalities data, will be monitored and reported on.</p>	Ongoing throughout the duration of the policy.	Jerry Haley

Residents who are unable or unwilling to consult online	Negative	The policy sets out to support a process of informed and transparent decision-making and planning by allowing for alternative methods of consultation in addition to the primary choice of digital by default.	<p>Consultation activities are an important way of identifying the impacts of proposals on all individuals.</p> <p>Analysis of the inclusivity of individual consultations and surveys, provided by equalities data, will be monitored and reported on.</p>	Ongoing throughout the duration of the policy.	Jerry Haley
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## 5. Review

In this section you should identify how frequently the EqHIA will be reviewed; the date for next review; and who will be reviewing it.

<b>Review:</b>	The EqHIA should be reviewed in three years.
<b>Scheduled date of review:</b>	13/06/2027
<b>Lead Officer conducting the review:</b>	Customer Insight Officer

**Please submit the completed form via e-mail to [EqHIA@havering.gov.uk](mailto:EqHIA@havering.gov.uk) thank you.**

# Appendix 1. Guidance on Undertaking an EqHIA

**This Guidance can be deleted prior to publication.**

## What is it?

The Equality & Health Impact Assessment (EqHIA) is a tool to ensure that your activity meets the needs of individuals and groups that use your service, whilst at the same time ensuring a person's chance of leading a healthy life is the same wherever they live and whoever they are. We want to ensure that the activities of the Council are 'fit for purpose' and meet the needs of Havering's increasingly diverse communities and employees. This robust and systematic EqHIA process ensures that any potential detrimental effects or discrimination is identified, removed, or mitigated and positive impacts are enhanced.

## When to Assess:

An EqHIA should be carried out when you are changing, removing or introducing a new service, policy, strategy or function; for simplicity, these are referred to as an "activity" throughout this document. It is best to conduct the assessment as early as possible in the decision-making process.

### Guidance: Equality & Health Impact Assessment Checklist

The Checklist in Section 1 asks the key questions,

**4a) Are you changing, introducing a new, or removing a service, policy, strategy or function?**

**4b) Does this activity (policy/strategy/service/decision) have the potential to impact (either positively or negatively) upon people (9 protected characteristics)?**

**4c) Does this activity (policy/strategy/service/decision) have the potential to impact (either positively or negatively) upon any factors which determine people's health and wellbeing?**

- If the answer to ANY of the questions 4a, 4b or 4c of the Checklist is 'YES' then you must carry out an assessment. e.g. Proposed changes to Contact Centre Opening Hours  
'YES' = you need to carry out an EqHIA
- If the answer to ALL of the questions, 4a or 4b of the Checklist is NO, then you do not need to carry out an EqHIA assessment. e.g. Quarterly Performance Report  
'NO' = you DO NOT need to carry out an EqHIA. Please provide a clear explanation as to why you consider an EqHIA is not required for your activity.

## Using the Checklist

The assessment should take into account all the potential impacts of the proposed activity, be it a major financial decision, or a seemingly simple policy change. Considering and completing this EqHIA will ensure that all Council plans, strategies, policies, procedures, services or other activity comply with relevant statutory obligations and responsibilities. In particular it helps the Council to meet its legal obligation under the [Equality Act 2010 and the Public Sector Equality Duty](#) and its public health duties under the [Health and Social Care Act 2012](#).



## Having Due Regard

To have due regard means that in making decisions and in its other day-to-day activities, the Council must consciously consider the need to:

- Eliminate unlawful discrimination, harassment and victimisation
- Advance equality of opportunity between different groups
- Foster good relations between different groups
- Reduce inequalities in health outcomes

## Combining Equality and Health Impact Assessment:

[Equality Impact Assessments \(EIAs\)](#) provide a systematic way of ensuring that legal obligations are met. They assess whether a proposed policy, procedure, service change or plan will affect people different on the basis of their 'protected characteristics' and if it will affect their human rights. Currently there are **nine protected characteristics** (previously known as 'equality groups' or 'equality strands'): age, disability, sex/gender, ethnicity/race, religion/faith, sexual orientation, gender reassignment, marriage/civil partnership, and pregnancy/ maternity/paternity.

An activity does not need to impact on all 9 protected characteristics – impacting on just one is sufficient justification to complete an EqHIA.

[Health Impact Assessments \(HIAs\)](#) consider the potential impact of any change or amendment to a policy, service, plan, procedure or programme on the health and wellbeing of the population. HIAs help identify how people may be affected differently on the basis of where they live and potential impacts on health inequalities and health equity by assessing the distribution of potential effects within the population, particularly within vulnerable groups. 'Health' is not restricted to medical conditions, or the provision of health services, but rather encompasses the wide range of influences on people's health and wellbeing. This includes, but is not limited to, experience of discrimination, access to transport, housing, education, employment - known as the 'wider determinants of health'.

This [Equality and Health Impact Assessment \(EqHIA\)](#) brings together both impact assessments into a single tool which will result in a set of recommendations to eliminate discrimination and inequality; enhance potential positive impacts and mitigate where possible for negative impacts. In conducting this EqHIA you will need to assess the impact (positive, neutral or negative) of your activity on individuals and groups with **protected characteristics** (this includes staff delivering your activity), **socio-economic status** and **health & wellbeing**. Guidance on what to include in each section is given on the next pages.

### Guidance: What to include in background/context

In this section you will need to add the background/context of your activity, i.e. what is the activity intending to do, and why?

Make sure you include the scope and intended outcomes of the activity being assessed; and highlight any proposed changes. Please include a brief rationale for your activity and any supporting evidence for the proposal. Some questions to consider:

- What is the aim, objectives and intended outcomes?
- How does this activity meet the needs of the local population?
- Has this activity been implemented in another area? What were the outcomes?
- Is this activity being implemented as per best practice guidelines?
- Who were the key stakeholders in this activity?

\*Note that the boxes will expand as required

## Guidance: Who will be affected by the activity?

The people who will be affected may be

**Residents:** pay particular attention to vulnerable groups in the population who may be affected by this activity

**Businesses/ manufacturing / developers / small, medium or large enterprises**

**Employees:** e.g. Council staff for an internal activity, other statutory or voluntary sector employees, local businesses and services

\*Note that the boxes will expand as required

## Guidance: What to include in assessing a Protected Characteristic e.g. AGE

Please tick (✓) the relevant box:

**Positive**

**Neutral**

**Negative**

**Overall impact:** In this section you will need to consider and note what impact your activity will have on individuals and groups (including staff) with protected characteristics based on the data and information you have. You should note whether this is a positive, neutral or negative impact.

**It is essential that you note all negative impacts. This will demonstrate that you have paid 'due regard' to the Public Sector Equality Duty if your activity is challenged under the Equality Act.**

\*Note that the boxes will expand as required

**Evidence:** In this section you will need to document the evidence that you have used to assess the impact of your activity.

When assessing the impact, please consider and note how your activity contributes to the three aims of the Public Sector Equality Duty (PSED) as stated in the section above.

It is essential that you note the full impact of your activity, so you can demonstrate that you have fully considered the equality implications and have paid 'due regard' to the PSED should the Council be challenged.

- If you have identified a **positive impact**, please note this.
- If you think there is a **neutral impact** or the impact is not known, please provide a full reason why this is the case.
- If you have identified a **negative impact**, please note what steps you will take to mitigate this impact. If you are unable to take any mitigating steps, please provide a full reason why. All negative impacts that have mitigating actions must be recorded in the **Action Plan**.
- **Please ensure that appropriate consultation with affected parties has been undertaken and evidenced**

**Sources used:** In this section you should list all sources of the evidence you used to assess the impact of your activity. This can include:

- Service specific data
- Population, demographic and socio-economic data. Suggested sources include:
  - o Service user monitoring data that your service collects
  - o [Havering Data Intelligence Hub](#)
  - o [Office for National Statistics \(ONS\)](#)

If you do not have any relevant data, please provide the reason why.

\*Note that the boxes will expand as required

## Guidance: What to include in assessing Health & Wellbeing Impact:

Please tick (✓) all the relevant boxes that apply:

**Positive**

**Neutral**

**Negative**

**Overall impact:** In this section you will need to consider and note whether the proposal could have an overall impact on, or implications for, people's health and wellbeing or any factors which determine people's health.

How will the activity help address inequalities in health?

Include here a brief outline of what could be done to enhance the positive impacts and, where possible, mitigate for the negative impacts.

\*Note that the boxes will expand as required

**Do you consider that a more in-depth HIA is required as a result of this brief assessment?** Please tick (✓) the relevant box

Yes       No

**Evidence:** In this section you will need to outline in more detail how you came to your conclusions above:

- What is the nature of the impact?
- Is the impact **positive** or **negative**? It is possible for an activity to have **both positive and negative impacts**. Consider here whether people will be able to access the service being offered; improve or maintain healthy lifestyles; improve their opportunities for employment/income; whether and how it will affect the environment in which they live (housing, access to parks & green space); what the impact on the family, social support and community networks might be
- What can be done to mitigate the negative impacts and/or enhance the positive impacts?
- If you think there is a **neutral impact**, or the impact is not known, please provide a brief reason why this is the case.
- What is the likelihood of the impact? Will the impact(s) be in weeks, months or years? In some cases the short-term risks to health may be worth the longer term benefits.
- Will the proposal affect different groups of people in different ways? A proposal that is likely to benefit one section of the community may not benefit others and could lead to inequalities in health.

**Please use the Health & Wellbeing Impact Tool in Appendix 2 as a guide/checklist to assess the potential wider determinants of health impacts.**

This tool will help guide your thinking as to what factors affect people's health and wellbeing, such as social support, their housing conditions, access to transport, employment, education, crime and disorder and environmental factors. It is not an exhaustive list, merely a tool to guide your assessment; there may be other factors specific to your activity.

Some questions you may wish to ask include:

- Will the activity impact on people's ability to socialise, potentially leading to social isolation?
- Will the activity affect a person's income and/or have an effect on their housing status?
- Is the activity likely to cause the recipient of a service more or less stress?
- Will any change in the service take into account different needs, such as those with learning difficulties?
- Will the activity affect the health and wellbeing of persons not directly related to the service/activity, such as carers, family members, other residents living nearby?
- If there is a short-term negative effect, what will be done to minimise the impact as much as possible?

- Are the longer-term impacts positive or negative? What will be done to either promote the positive effects or minimise the negative effects?
- Do the longer term positive outcomes outweigh the short term impacts?

\*Note that the boxes will expand as required

**Sources used:** In this section you should list all sources of the evidence you used to assess the impact of your activity. This could include, e.g.:

Information on the population affected

- Routinely collected local statistics (e.g. quality of life, health status, unemployment, crime, air quality, educational attainment, transport etc.)
- Local research/ Surveys of local conditions
- Community profiles

Wider Evidence

- Published Research, including evidence about similar proposals implemented elsewhere (e.g. Case Studies).
- Predictions from local or national models
- Locally commissioned research by statutory/voluntary/private organisations

Expert Opinion

- Views of residents and professionals with local knowledge and insight

\*Note that the boxes will expand as required

## Guidance: Outcome of the Assessment

On reflection, what is your overall assessment of the activity?

The purpose of conducting this assessment is to offer an opportunity to think, reflect and **improve** the proposed activity. It will make sure that the Council can evidence that it has considered its due regard to equality and health & wellbeing to its best ability.

It is not expected that all proposals will be immediately without negative impacts! However, where these arise, what actions can be taken to mitigate against potential negative effects, or further promote the positive impacts?

Please tick one of the 3 boxes in this section to indicate whether you think:

1. all equality and health impacts are adequately addressed in the activity – proceed with your activity pending all other relevant approval processes
2. the assessment identified some negative impacts which could be addressed – please complete the Action Plan in Section 4.
3. If the assessment reveals some significant concerns, this is the time to stop and re-think, making sure that we spend our Council resources wisely and fairly. There is no shame in stopping a proposal.

\*Note that the boxes will expand as required

## Guidance: Action Plan

For each protected characteristic/health & wellbeing impact where an impact on people or their lives has been identified, complete one row of the action plan. You can add as many further rows as required.

State whether the impact is Positive or Negative

Briefly outline the actions that can be taken to mitigate against the negative impact or further enhance a positive impact. These actions could be to make changes to the activity itself (service, proposal, strategy etc.) or to make contingencies/alterations in the setting/environment where the activity will take place.

For example, might staff need additional training in communicating effectively with people with learning difficulties, if a new service is opened specifically targeting those people? Is access to the service fair and equitable? What will the impact on other service users be? How can we ensure equity of access to the service by all users? Will any signage need changing? Does the building where the service being delivered comply with disability regulations?

## Guidance: Review

Changes happen all the time! A service/strategy/policy/activity that is appropriate at one time, may no longer be appropriate as the environment around us changes. This may be changes in our population, growth and makeup, legislative changes, environmental changes or socio-political changes.

Although we can't predict what's going to happen in the future, a review is recommended to ensure that what we are delivering as a Council is still the best use of our limited resources. The timescale for review will be dependent on the scale of the activity.

A major financial investment may require a review every 2-3 years for a large scale regeneration project over 10-15 years.

A small policy change may require a review in 6 months to assess whether there are any unintended outcomes of such a change.

Please indicate here how frequently it is expected to review your activity and a brief justification as to why this timescale is recommended.

## Appendix 2. Health & Wellbeing Impact Tool

Will the activity/service/policy/procedure affect any of the following characteristics? Please tick/check the boxes below

The following are a range of considerations that might help you to complete the assessment.

Lifestyle YES <input type="checkbox"/> NO <input type="checkbox"/>	Personal circumstances YES <input type="checkbox"/> NO <input type="checkbox"/>	Access to services/facilities/amenities YES <input type="checkbox"/> NO <input type="checkbox"/>
<input type="checkbox"/> Diet <input type="checkbox"/> Exercise and physical activity <input type="checkbox"/> Smoking <input type="checkbox"/> Exposure to passive smoking <input type="checkbox"/> Alcohol intake <input type="checkbox"/> Dependency on prescription drugs <input type="checkbox"/> Illicit drug and substance use <input type="checkbox"/> Risky Sexual behaviour <input type="checkbox"/> Other health-related behaviours, such as tooth-brushing, bathing, and wound care	<input type="checkbox"/> Structure and cohesion of family unit <input type="checkbox"/> Parenting <input type="checkbox"/> Childhood development <input type="checkbox"/> Life skills <input type="checkbox"/> Personal safety <input type="checkbox"/> Employment status <input type="checkbox"/> Working conditions <input type="checkbox"/> Level of income, including benefits <input type="checkbox"/> Level of disposable income <input type="checkbox"/> Housing tenure <input type="checkbox"/> Housing conditions <input type="checkbox"/> Educational attainment <input type="checkbox"/> Skills levels including literacy and numeracy	<input type="checkbox"/> to Employment opportunities <input type="checkbox"/> to Workplaces <input type="checkbox"/> to Housing <input type="checkbox"/> to Shops (to supply basic needs) <input type="checkbox"/> to Community facilities <input type="checkbox"/> to Public transport <input type="checkbox"/> to Education <input type="checkbox"/> to Training and skills development <input type="checkbox"/> to Healthcare <input type="checkbox"/> to Social services <input type="checkbox"/> to Childcare <input type="checkbox"/> to Respite care <input type="checkbox"/> to Leisure and recreation services and facilities
Social Factors YES <input type="checkbox"/> NO <input type="checkbox"/>	Economic Factors YES <input type="checkbox"/> NO <input type="checkbox"/>	Environmental Factors YES <input type="checkbox"/> NO <input type="checkbox"/>
<input type="checkbox"/> Social contact <input type="checkbox"/> Social support <input type="checkbox"/> Neighbourliness <input type="checkbox"/> Participation in the community <input type="checkbox"/> Membership of community groups <input type="checkbox"/> Reputation of community/area <input type="checkbox"/> Participation in public affairs <input type="checkbox"/> Level of crime and disorder <input type="checkbox"/> Fear of crime and disorder <input type="checkbox"/> Level of antisocial behaviour <input type="checkbox"/> Fear of antisocial behaviour <input type="checkbox"/> Discrimination <input type="checkbox"/> Fear of discrimination <input type="checkbox"/> Public safety measures <input type="checkbox"/> Road safety measures	<input type="checkbox"/> Creation of wealth <input type="checkbox"/> Distribution of wealth <input type="checkbox"/> Retention of wealth in local area/economy <input type="checkbox"/> Distribution of income <input type="checkbox"/> Business activity <input type="checkbox"/> Job creation <input type="checkbox"/> Availability of employment opportunities <input type="checkbox"/> Quality of employment opportunities <input type="checkbox"/> Availability of education opportunities <input type="checkbox"/> Quality of education opportunities <input type="checkbox"/> Availability of training and skills development opportunities <input type="checkbox"/> Quality of training and skills development opportunities <input type="checkbox"/> Technological development <input type="checkbox"/> Amount of traffic congestion	<input type="checkbox"/> Air quality <input type="checkbox"/> Water quality <input type="checkbox"/> Soil quality/Level of contamination/Odour <input type="checkbox"/> Noise levels <input type="checkbox"/> Vibration <input type="checkbox"/> Hazards <input type="checkbox"/> Land use <input type="checkbox"/> Natural habitats <input type="checkbox"/> Biodiversity <input type="checkbox"/> Landscape, including green and open spaces <input type="checkbox"/> Townscape, including civic areas and public realm <input type="checkbox"/> Use/consumption of natural resources <input type="checkbox"/> Energy use: CO2/other greenhouse gas emissions <input type="checkbox"/> Solid waste management <input type="checkbox"/> Public transport infrastructure



<b>CABINET</b>	<b>14<sup>th</sup> August 2024</b>
<b>Subject Heading:</b>	Permission to enact the final two year extension for the Integrated Sexual Health Service.
<b>Cabinet Member:</b>	Councillor Gillian Ford, Cabinet Member for Health and Adult Care services
<b>ELT Lead:</b>	Mark Ansell, Director of Public Health
<b>Report Author and contact details:</b>	Faith Nare, Commissioner – Live Well T: 01708 431432 E: <a href="mailto:faith.nare@havering.gov.uk">faith.nare@havering.gov.uk</a>
<b>Policy context:</b>	Under the Health and Social Care Act 2012 local authorities have a duty to secure the provision of open access services for contraception and for testing and treatment of sexually transmitted infections STIs for their residents. This is mandatory and entails the key principles of providing services that are free, confidential, open access and not restricted by age.
<b>Financial summary:</b>	The value of enacting the remaining1+1 extension would be at a maximum value of £2,594 million to London Borough of Havering (subject to performance) and will be funded by the Council’s Public Health Grant.
<b>Is this a Key Decision?</b>	Yes, as there is expenditure of £500,000 or more
<b>When should this matter be reviewed?</b>	September 2024
<b>Reviewing OSC:</b>	Peoples Overview and Scrutiny Board

**The subject matter of this report deals with the following Council Objectives**

People - Supporting our residents to stay safe and well	X
Place - A great place to live, work and enjoy	
Resources - Enabling a resident-focused and resilient Council	X



## **SUMMARY**

This paper seeks the approval of the final extension of the Barking and Dagenham, Havering and Redbridge Integrated Sexual Health Services Contract for the remaining 1+1 years for a maximum cost to Havering Council of £2.594 million up until 30th September 2026. This will ensure continuity of service provision and stability within Havering, Barking & Dagenham and Redbridge, and provide sufficient time to complete service recommissioning under new Provider Selection Regime (PSR) arrangements.

## **RECOMMENDATIONS**

For the reasons set out in this report, Cabinet is recommended to:

- Approve the annual extension and agree in principle to the final year extension of the Integrated Sexual Health Services Contract for the remaining 1+1 years available up until 30th September 2026, with a cost of £2.594m in total.
- Delegate to the Director of Public Health to agree the final year extension to the Contract subject to good performance

## **REPORT DETAIL**

The report requests the approval to enact the remaining 1+1 year extensions to the Integrated Sexual Health Service (ISHS) contract held with Barking Havering and Redbridge University Hospital NHS Trust (BHRUT) from 1st October 2024 to 30th September 2026. The ISHS contract is jointly commissioned with Barking and Dagenham and Redbridge councils, with Havering Council acting as lead commissioner with respect to the contract on behalf of the other boroughs.

The Integrated Sexual Health Service Contract was entered on 30th September 2018 for a term of 5 years with BHRUT, with the option to extend for further 3 years (activated on the +1,+ 1,+1 basis). The first +1 extension was enacted in 2023 and a further 1+1 years remain available.

The remaining 1+1 year extensions will be activated on an annual basis, subject to continued satisfactory performance. Throughout the extension period, the local authority also retains the right to give 6-months' notice on the contract, either to facilitate the issuing of a new service contract following recommissioning, or in the event that service performance does not remain at acceptable levels.

### **Appetite for Enacting Extension**

Based on the feedback from initial feasibility discussions between provider and commissioners, there is an appetite for contract extension.

**National / Local Context:**

Most of the adult population of England are sexually active, and there are long term changes in the sexual attitudes, lifestyles and behaviours across much of the population. Access to high quality sexual health services improves the health and wellbeing of individuals and populations, and is an important public health priority across Barking and Dagenham, Havering and Redbridge (BHR) including addressing significant inequalities in sexual health between different population groups.

Commissioning responsibilities for Human Immunodeficiency Virus (HIV) and other sexual and reproductive health services have undergone major changes since April 2013, and commissioning responsibilities are currently distributed between NHS England, Local Authorities and Integrated Care Boards (ICBs). A Framework for Sexual Health Improvement, published in 2013, set out national ambitions for the new sexual health system in England.

Local authorities are mandated to commission comprehensive open access sexual health services, including free sexually transmitted infection (STI) testing and treatment, HIV prevention (PrEP), notification of sexual partners of infected persons, advice on, and reasonable access to, a broad range of contraception, and advice on preventing unplanned pregnancy and hepatitis vaccinations. The ISHS service for BHR represents the most significant element of this provision for local residents.

**Aims of the Service:**

The primary aims of the service are to improve sexual health outcomes, improve service user experience and provide cost effective delivery of high quality sexual health services across BHR through the operation of an open access, confidential, integrated sexual health service, and provide sexual health clinical governance oversight and leadership across each of the three boroughs regardless of setting or provider. Overarching objectives also include:

- Prevention of the spread of HIV, and reduce new and late diagnosis
- Prevention of the spread of STIs and ensure timely testing and treatment of STIs (excluding HIV) and including in at risk sexual partners
- Reduction in unwanted pregnancies by improving access to and uptake of a choice of contraception and promoting the use of the most effective reliable forms of long term contraception (LARC)
- To increasingly join up and integrate services around the needs of residents including substance misuse, mental health, domestic and sexual violence reduction and promoting wider public health programmes through initiatives such as Making Every Contact Count (MECC)
- Help in addressing the wider social determinants of ill health and reduce inequalities
- Providing sexual health clinical governance oversight and leadership to the local partners who provide sexual health services outside ISHS (i.e. Primary Care, Community Pharmacy).

These aims and objectives of the service help to achieve outcomes such as:

- Improve health and wellbeing of residents across BHR through the implementation of national standards and best practice to reduce health inequalities in sexual health
- Increase uptake of long-acting reversible contraception(LARC), and timely access to Emergency Hormonal Contraception including for disadvantaged or under-served communities
- Increase the uptake of HIV testing, reducing new and late HIV diagnoses, and preventing new infections including timely access to PrEP.

- Timely results, follow-up, partner notification and treatments for all STIs and improved uptake of immunisations to help to reduce the risk of onward infections
- Ensure screening/identification and interventions for health and social risks such as domestic and sexual violence, child sexual exploitation, Female Genital Mutilation (FGM), and child and adult safeguarding, as part of local arrangements for pathways of care and support.
- Improve sexual health outreach and promotion through the use of National and local evidence, HIV prevention (including, if commissioned by NHS England, or a further trial, PrEP) and uptake of sexual health interventions including LARC in key and vulnerable groups through targeted interventions and promotion, encouraging innovation. This will have been achieved as part of an integrated pathway with relevant commissioners.
- Address the sexual health needs in psychosexual counselling services that are within the confines of the mandated local authority function and as described within the specification.

### **Performance of Incumbent Service**

Commencing 1<sup>st</sup> October 2018, the ISHS service ran for around 18 months before being affected by the Covid-19 pandemic in March 2020. The impact of national Covid-19 restrictions on service operations alongside an increase in use of the online London e-service resulted in a drop in key measures of service performance.

From 2021/22, the service has shown recovery in key performance measures, while the channel-shift of some activity to the London e-service has seen a sustained proportion of STI testing and simple management being delivered outside of ISHS provision.

Overall performance of the service is good, and in line with other London providers such as Barts Health. Please see appendix 1 for further information regarding local service performance and sexual health outcomes.

The ISHS primarily operates out of Barking Hospital, with additional clinics run from Loxford polyclinic and Queen's Hospital. Continuing to improve access for residents in Havering and Redbridge remains a priority for BHRUT and commissioners. When accessing ISHS provision, Havering and BHR residents predominantly choose BHRUT; in 2023/24, 79% of all ISHS activity for Havering residents took place at BHRUT.

In terms of meeting resident's needs, equity data suggests that the service is used more by those groups who are often at greater disadvantage; Young people, those from some ethnic minority backgrounds and gay, bisexual and other men who have sex with men (GBMSM) tend to have the greatest need for sexual health services and make proportionally more use of services, indicating that the ISHS meets the needs of diverse communities.

In Year 4 of the contract Oct 2021 to Sept 2022, 18.3% of Havering service users were Asian or Asian British, 29.9% Black or Black British, 4.7% mixed and 40.1% White compared to an overall local population of 75.3% White (2021 Census data), who tend to be less disadvantaged.

### **Contract payment mechanism**

The original contract payment model was built on activity-based tariff payment model. However, as a result of the Covid-19 pandemic, the service began being paid on a block contract arrangement (worth 87% of the yearly contract value) – this was intended to ensure that minimum service costs were met, to stabilise the service during stay at home restrictions which limited service activity. Like many other London ISHS, BHRUT has remained on this block contract arrangement, however, evidence from the provider suggests that the current

87% block arrangement is not sufficient to cover service core running costs in the post-Covid period.

From September 2024, the three BHR boroughs and BHRUT have proposed that the service moves to a hybrid block (91.9% of yearly contract value) and performance-based payment (8.1% of yearly contract value) model (known as a modified block arrangement) to encourage continued improvement in outcomes, better overall sustainability and financial stability for the service.

Remaining on a largely block contract arrangement brings a high degree financial certainty for commissioners (as opposed to an activity based model), while the performance-based element offers the provider the opportunity to earn additional payment if the service achieves agreed outcomes that require upfront investment and/or service transformation.

The maximum amount that could be payable under the revised model (£1.297m to London Borough of Havering) is consistent with payment/activity baselines proposed when contract was originally awarded and subsequently budgeted for.

The table below shows the proposed cost breakdown for each of the BHR councils;

**Table 1: Modified Payment Model Costs**

<b>Council</b>	<b>Annual Contract Value</b>	<b>91.9% Annual Block value</b>	<b>8.1% Annual Performance Based Activity value</b>
<b>Havering</b>	<b>1,297,592</b>	<b>1,192,487</b>	<b>105,105</b>
<b>Barking &amp; Dagenham</b>	<b>1,617,025</b>	<b>1,486,046</b>	<b>130,979</b>
<b>Redbridge</b>	<b>1,024,011</b>	<b>941,066</b>	<b>82,945</b>

In terms of the performance based indicators (i.e. 8.1% of the payment), these will include increasing the take up of LARC, increasing STI testing and an increasing service capacity in Havering and Redbridge. Performance based payment will only be applied prospectively after agreement of the new payment model.

### **Future Commissioning Arrangements**

The NHS Provider Selection Regime (PSR) was introduced by regulations made under the Health and Care Act 2022, and came into force on 1 January 2024<sup>1</sup>. PSR lays out a new set of rules for procuring health care and public health services in England, including those health and care services commissioned by local authorities.

In keeping with the intent of the Act, the PSR has been designed to:

- introduce a flexible and proportionate process for deciding who should provide health care services
- provide a framework that allows collaboration to flourish across systems
- ensure that all decisions are made in the best interest of patients and service users.

The PSR is intended to make it straightforward for systems to continue with existing service provision where the arrangements are working well and there is no value for the patients, taxpayers, and population in seeking an alternative provider. Where there is a need to consider making changes to service provision, it will provide a sensible, transparent, and

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<sup>1</sup> [NHS commissioning » NHS Provider Selection Regime \(england.nhs.uk\)](https://www.england.nhs.uk/psr/)

proportionate process for decision-making that includes the option of competitive tendering as a tool decision-makers can use.

Extending the current contract for the remaining 1+1 years will allow sufficient time to conduct service re-procurement under the new PSR arrangements.

## **REASONS AND OPTIONS**

### **Reasons for the decision:**

The extension of the Integrated Sexual Health Service Contract by the remaining 1+1 years will ensure continuity of care to patients accessing sexual health service provision across BHR, while providing sufficient time to complete a service procurement exercise under the new PSR arrangements

### **Other options considered:**

#### **Option 1: Retender the Integrated Sexual Health Services**

The performance of the incumbent provider is satisfactory (Appendix 1) and does not necessitate a change at this stage. There will be a significant lead in time to complete a recommissioning exercise for a contract of this scale and complexity, which necessitates the recommended contract extension allow for this process.

#### **Option 2: Explore an integrated North East London-wide ISHS offer**

Discussions are underway to explore the potential for and likely opportunities/risks associated with a more formally integrated approach to ISHS commissioning across the North East London Integrated Care System (NEL ICS) footprint. The time to deliver any such integrated commissioning approach would preclude this as an alternative to extension of the current contract at this time, but will be explored further in relation to future recommissioning.

#### **Option 3: Do nothing and let the contract expire**

To do nothing would mean the service would expire on 30<sup>th</sup> September 2024. Allowing the existing contract to lapse would lead to a potential destabilisation of the current service. This is not a practical option and would lead to the Council not being fully compliant with its existing statutory obligations to provide this service, therefore this option has been rejected.

## **IMPLICATIONS AND RISKS**

### **Financial implications and risks:**

The Integrated Sexual Health Service Contract allows the Council to meet its obligation under the Health and Social Care Act 2012.

This report is recommending approval of the final extension of the Integrated Sexual Health Service Contract for the remaining 1+1 years available from 30<sup>th</sup> September 2024 to 30<sup>th</sup> September 2026 at an estimated cost of up to £1,297,592 per year, (£2.594m over the remaining two years).

As it currently stands the contract is being paid on a block arrangement with 87% of the contract cost being paid (£1,128,905). Negotiations are currently in place with the provider

for the 1+1 extension period. The proposal is that the service moves to a hybrid block (91.9% of yearly baseline) and performance-based payment (8.1% of yearly baseline) model (known as a modified block arrangement) as outlined in the table below:

<b>Council</b>	<b>Annual Contract Value</b>	<b>91.9% Annual Block value</b>	<b>8.1% Performance Based Activity value</b>
<b>Havering</b>	<b>1,297,592</b>	<b>1,192,487</b>	<b>105,105</b>

Although this will see an increase in cost and an element of variability the costs can be funded from the Council’s Public Health grant allocation and the amount of variability as an overall percentage of the contract is small at 8.1%. The move to a hybrid block and performance based payment model is aimed at encouraging more activity whilst ensuring the providers costs are met.

**Legal implications and risks:**

The Council has the power to award a contract for these services under Section 111 of the Local Government Act 1972, which allows the Council to do anything which is calculated to facilitate, or is conducive or incidental to, the discharge of any of its functions.

Additionally, through its general power of competence under Section 1 of the Localism Act 2011, the Council can do anything that individuals generally may do, subject to statutory limitations.

The value of the contract extension for the 1 + 1 years is 2,594 million. The proposed extension is permitted by the contract and captured under Regulation 72 (1) (a) of the Public Contracts Regulations 2015 (PCR)

For reasons set above, the Council may extend the contract with Barking, Havering and Redbridge University Hospitals NHS Trust for 1 + 1 years starting 30<sup>th</sup> of September 2024.

**Human Resources implications and risks:**

There are no implications or risks anticipated to council staff as the employees involved in the delivery of the current service are employed directly by the existing Provider.

**Equalities implications and risks:**

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to:

- I. the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- II. the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- III. foster good relations between those who have protected characteristics and those who do not.

Note: ‘Protected characteristics’ are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The Council is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socio-economics and health determinants.

The action undertaken will include monitoring how the service meets the needs of all eligible users, including those from ethnic minority communities and the disabled. The Council will also ensure that potential providers have undertaken equality training and adhere to the Council's Fair to All Policy or their own equivalent.

### **Health and Wellbeing implications and Risks**

Access to sexual health services is an essential form of public health provision.

Achieving better population sexual health encompasses both addressing illness or negative outcomes associated with poor sexual health (including STIs, unwanted pregnancy, sexual dysfunction, chronic infections), as well as promoting positive sexual wellbeing; enabling people to enjoy happy, fulfilling and consensual sexual relationships.

Analysis from the LGA identifies sexual health services as continuing to be one of public health's 'Best Buys' in terms of return on investment, given both the direct sexual health benefits and wider associated general health and mental wellbeing that these services deliver<sup>2</sup>

There are a number of population groups at higher risk of poorer sexual health outcomes, for whom access to free, open access and confidential sexual health provision is a vital part of reducing associated health inequalities. These include:

- Gay, bisexual and other men who have sex with men (GBMSM). GBMSM experience disproportionately high rates of STIs. In 2022, around one in five new STIs amongst Havering residents were among GBMSM, with a particularly high burden of gonorrhoea and syphilis within this cohort (of cases where sexual orientation was disclosed). This reflects a continued upward trend in the number of STI diagnoses amongst the GBMSM population across Havering and BHR.
- Young people – people aged 15-24 years accounted for more than 40% of all new STI diagnoses amongst Havering residents diagnosed in sexual health services in 2022. Young people also experience high rates of STI reinfection within 12 months of a previous STI diagnosis.
- Ethnic groups – in 2022, Havering residents from black, mixed and other ethnic backgrounds had higher rates of new STI diagnoses compared to those of white ethnicity. People from black African ethnicities are disproportionately impacted by HIV, accounting for nearly half of people living with HIV across Havering in 2022.
- Deprived populations – Those living in the most deprived areas tend to have STI diagnoses rates higher than those living in the least deprived.
- People involved in sex work, experiencing domestic violence or sexual exploitation are at acute risk sexual harm and adverse outcomes, as well as being more likely to concurrently face other forms or inequality and harm.

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<sup>2</sup> [Breaking point: Securing the future of sexual health services | Local Government Association](#)

Local Authorities (LA) are mandated to secure the provision of open access sexual health services, including for community contraception and the testing, diagnosis and treatment of STIs and testing and diagnosis HIV. If the contract extension is not granted and access to the provision disrupted, there is a risk of harm to people who cannot access necessary services in the local area. A 1+1 -year extension would mitigate the threat of potential loss of service and ensure continuation of essential service for local residents and visitors to BHR.

**Environmental and Climate Change implications and risks:**

In October 2020, the NHS became the first in the world to commit to delivering a net zero national health system. This means improving healthcare while reducing harmful carbon emissions, and investing in efforts that remove greenhouse gases from the atmosphere.

With around 4% of the country's carbon emissions, and over 7% of the economy, the NHS has an essential role to play in meeting the net zero targets set under the Climate Change Act (Delivering a 'Net Zero' National Health Service).

Two clear and feasible targets are outlined in the Delivering a 'Net Zero' National Health Service report:

- The NHS Carbon Footprint: for the emissions we control directly, net zero by 2040
- The NHS Carbon Footprint Plus: for the emissions we can influence, net zero by 2045.

Led by the NHS Chief Sustainability Officer, the Greener NHS National Programme exists to drive this transformation while delivering against its broader environmental health priorities. Laid out in the NHS Long Term Plan, these extended sustainability commitments range from reducing single-use plastics and water consumption, through to improving air quality.

On 1 July 2022, the NHS in England became the first health system to embed net zero into legislation, through the Health and Care Act 2022.



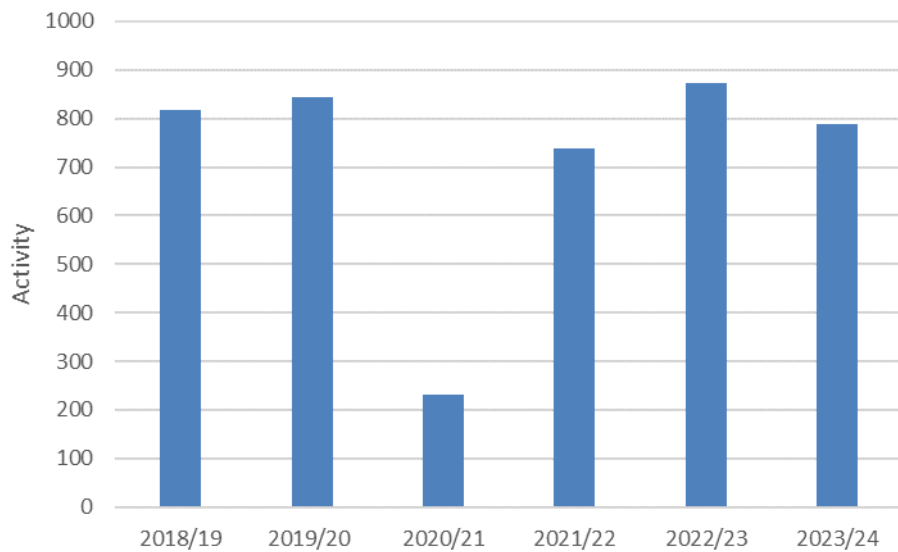
**BACKGROUND PAPERS**

**Appendix 1: BHRUT ISHS Performance Summary for Havering**

*Long-Acting Reversible Contraception (LARC) uptake*

The proportion of women in Havering choosing to use the most effective forms LARC continue to rise, with activity exceeding pre pandemic levels at the early stages of 2023-24. A drop in performance in the summer months of 2023 is linked with a number of strikes (junior doctors and NHS consultants) which impacted clinic accessibility, and year end performance figures.

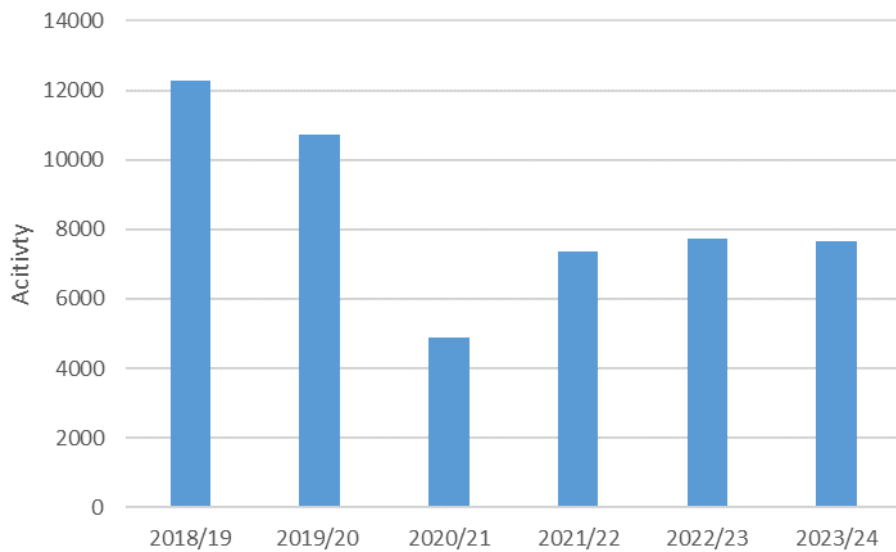
Figure 1: Annual LARC uptake amongst Havering residents (April 2018 – March 2023)



*STI testing rates*

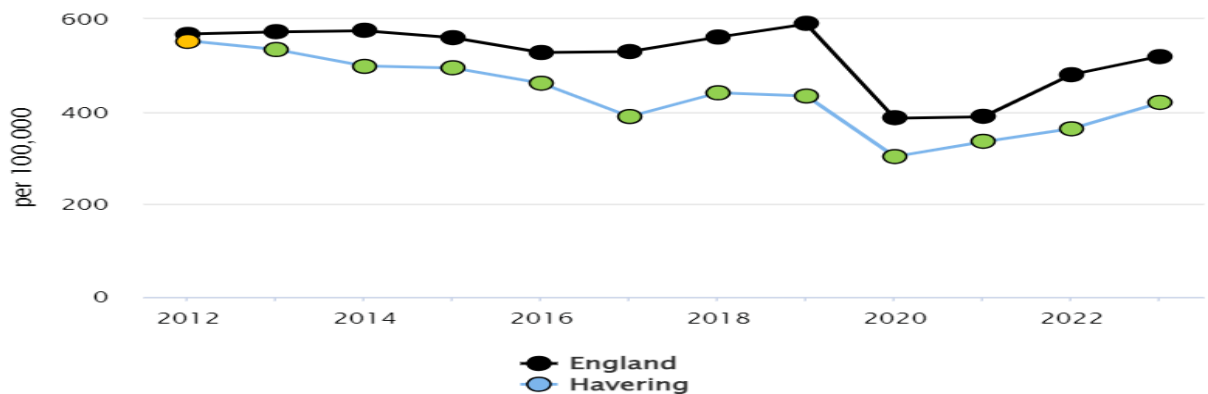
STI screening rates Havering have improved significantly since 2020/21 and have remained high. Currently, in-clinic testing activity reached approximately 65-70% of pre-pandemic levels, what is considered as satisfactory performance due to channel shift which took place after introduction of the Sexual Health London online testing programme.

**Figure 2: Annual STI screening rate for Havering (April 2018 – March 2023)**



Furthermore, the rate of new STI diagnoses increased in line with testing, suggesting that BHRUT responded well to the increasing STI trends nationally, and were screening the right patients.

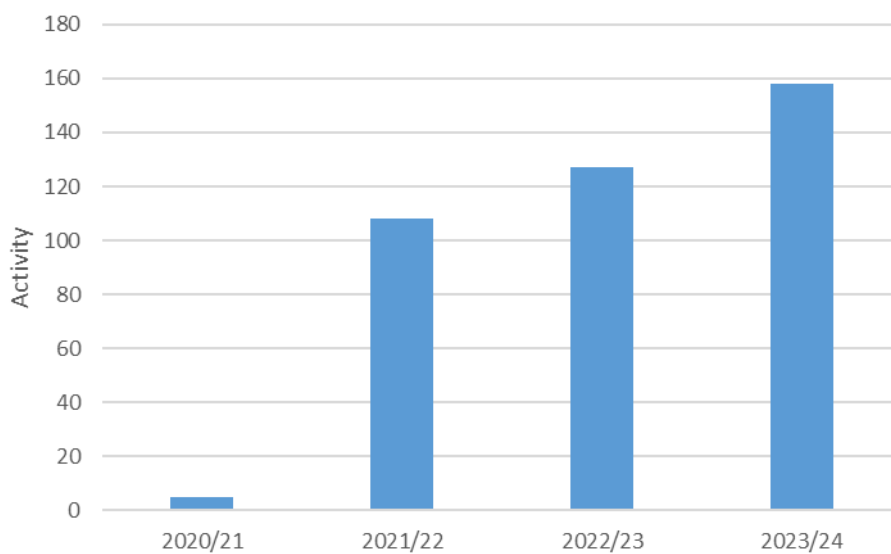
**Figure 3: New STI diagnosis (excluding Chlamydia under 25) in Havering and England per 100,000 residents**



*Access to Pre-exposure prophylaxis (PrEP)*

Pre-exposure prophylaxis (PrEP) is a drug to prevent HIV. It is currently offered via specialist sexual health services to patients at increased risk of HIV infection. Uptake of PrEP at BHRUT was initially slow, but performance improved steadily following a focused piece of work that was rooted in increasing understanding and awareness of PrEP among high risk residents.

Figure 4: PrEP uptake over time in Havering

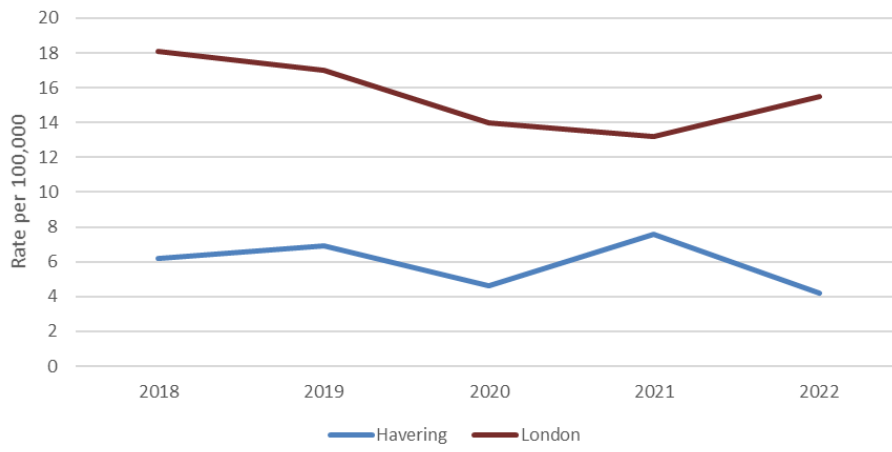


*HIV prevalence*

Rates of new HIV diagnoses across BHR continue to be below the London average.; The latest data for 2022 suggests a decline in diagnoses in Havering, in part linked to the introduction of PrEP. There is expected to be further increases in the HIV diagnosis rate as a result of the implementation of an opt-out HIV testing programme across A&E departments in 2023, which is likely to identify more HIV cases among individuals who would not otherwise access testing through traditional routes (i.e. via sexual health services).

Figure 5 : Havering New HIV Diagnosis rate per 100,000 (2018-2022)

**Cabinet, 14 August 2024**





## CABINET

<b>Subject Heading:</b>	Home to School Transport Policy
<b>Cabinet Member:</b>	Cllr Oscar Ford
<b>SLT Lead:</b>	Tara Geere
<b>Report Author and contact details:</b>	Trevor Cook, 01708 431250, trevor.cook@havering.gov.uk
<b>Policy context:</b>	This is a proposed change to the existing Home to School Transport Policy for the purpose of facilitating eligible children within Havering to attend their relevant educational establishment in line with statutory duties.
<b>Financial summary:</b>	This Policy change will enable the service to fulfil its duties and deliver a cost-effective home to school transport service to support delivery of a Medium-Term Financial Saving (MTFS) target over the next 4 years of £1.4m
<b>Is this a Key Decision?</b>	Indicate grounds for decision being Key: (a) Expenditure or saving (including anticipated income) of £500,000 or more
<b>When should this matter be reviewed?</b>	Before September 2024 and then annually
<b>Reviewing OSC:</b>	People OSC

### The subject matter of this report deals with the following Council Objectives

- People - Things that matter for residents X
- Place - A great place to live, work and enjoy X
- Resources - A well run Council that delivers for People and Place. X

**SUMMARY**

The Department for Education (DfE) has recently updated their statutory guidance, replacing the previous Home to School Travel and Transport guidance from 2014 as a result we had to change Havering's Policy to fall in line with the new statutory guidance.

In response to the changes to the government guidance, Havering Council undertook a consultation on a new Home to School Transport policy. There was a good response rate to the consultation, made over the statutory consultation period, with a total of 575 individuals responding.

We brought the new Home to School Transport policy to Cabinet in May where it was agreed and endorsed based on the understanding everyone had been consulted with.

It was later discovered that a cohort of schools had not been included within this consultation. These were schools where parents were taking their children to school and reclaiming a fuel reimbursement.

There were 16 schools we had omitted from the previous consultation due to internal systems recorded these recipients in a different database and were overlooked.

Parents and Carers brought this flaw in our consultation process to our attention and is something we had to address.

We started a repeat of the consultation with out of borough schools that supported Havering children and not just the 16 omitted from the initial consultation.

This consultation started on 15<sup>th</sup> June 2024 and it closed on the 14<sup>th</sup> July 2024. A total of 79 email invitations went out to individual schools and they were given 28 days to respond to the questionnaire of the consultation.

The consultation resulted in receiving 5 responses from the 79 invites a response of 6.3%

This now shows overall 580 responses with the vast majority were from Parents/Guardians accounting for 82 % of the responses, followed by school or educational settings at 7%, the general public at 4% and children under 16 offering a 3.5% contribution.

## RECOMMENDATIONS

Cabinet is recommended to agree the recommendations below:

1. To quash the decision, it made at its meeting on 15 May to approve the Home to School Transport Policy
2. To conscientiously consider the further representations that have been received in the additional consultation exercise described in the Report below.
3. To take a fresh decision based on the totality of the consultation responses set out in this and the previous Report.
4. To adopt the revised Home to School Transport policy attached at appendix A
5. To not introduce a charge for Post 16 Travel at this time

## REPORT DETAIL

1. As Cabinet will recall it approved the Home to School Transport Policy at its meeting on 15 May 2024.
2. It was pointed out by a parent following the meeting that there was a flaw in the consultation process as a number of schools had been omitted from being invited to consult on the Home to School Transport Policy.
3. The statutory guidance provides that “*Where they propose changes to their school travel policy which may affect children’s eligibility for transport, local authorities should consult locally. As a minimum, this should include consulting:*
  - *schools whose pupils will be affected by the proposed changes, including those located in other local authority areas;*
4. The parent identified some out borough schools which had not been consulted.
5. This was investigated and it was found that 16 schools which support Havering children and parents in receipt of fuel reimbursement as a form of transport assistance had been missed.
6. To correct this oversight, we ran another 28-day consultation from 17/06/2024 until 14/07/2024 and sent requests to 79 individual schools that

provide support to Havering Children even with or without transport assistance to capture all Havering Children in out of borough schools.

7. With the additional consultation finishing on the 14<sup>th</sup> July 2024 and out of 79 invites to respond we have received 5 views on this policy.
8. The responses to the later consultation are attached with the officer's comments also provided at Appendix E.
9. This is an unusual situation in that Cabinet had approved the Policy without having sight of these further responses.
10. In order to be fully compliant with its legal duty, Cabinet is asked to reconsider the approval as if it was coming to the decision afresh and taking into account the totality of the responses that it has received. Each of the consultation responses must be given conscientious consideration

## **REASONS AND OPTIONS**

### **Reasons for the decision:**

The launch of the DfE Statutory guidance requires Havering to review its current Home to School policy to ensure it meets the statutory duties. The revised policy provides a wider range of choices and greater flexibility for the Parents/Carers of eligible Children within the Borough using Home-to-school transport.

To continue to support Post 16 young people to access their education choices through not introducing a charging policy similar to all other local authorities at this time.

Improve the options available to Parents and Carers to enable their children to get to school.

Even with the extended consultation these reasons do not change and are reflected in the original Cabinet Report.

### **Other options considered:**

Government guidelines require that Council review its policy for Home to School transport provision, a do-nothing approach maintaining the current policy would not ensure that we comply with our statutory duties. The statute and guidelines, whilst not wholly prescriptive, do place specific duties on the Council meaning that options are limited in terms of suitable provision and delivery arrangements.

Increasing the Fuel Reimbursement to incentivise the use of personal transport budgets was considered. However, this is currently paid the maximum of the HMRC



currently set threshold and any additional funds above this will be treated as taxable income and will create a burden on parents/guardians in declaring the additional income and subsequently having to pay the tax on this income.

## **IMPLICATIONS AND RISKS**

### **Financial implications and risks:**

The original financial implications and risks are outlined in the original Cabinet Report and were accepted and adopted as part of the decision process. Please refer to the Appendix where the original Cabinet report can be found. The need to undertake further consultation may result in a slight delay in achieving the expected cost changes. This will be monitored as part of the Council's normal monitoring processes.

### **Legal implications and risks:**

As stated in the main Report the Council said it was consulting all out Borough schools which had pupils provided with transport assistance by the Council before Cabinet made its decision.

It has been discovered after Cabinet made its decision that, due to an internal error, not all such schools had been consulted.

Given the expectation created that such out-Borough schools would be consulted the only reasonable approach is to ensure that those schools missed from the consultation have an equal opportunity to make any representations before a final decision is made.

The undertaking of the consultation has sought to mitigate the issues in a reasonable way.

It is a requirement of administrative law that the Council must consult before it has made final decisions. It is unfortunate that the error in respect of the out of borough schools was made. However, given the further consultation with a limited group of schools that had been missed in the first round the Council must consider the matter afresh.

Therefore, it is necessary for Cabinet to quash the original decision and to take a fresh decision as if it had not made the first decision, and the fresh decision must consider the totality of the responses received.

Each response to the consultation must be given conscientious consideration.

If such action were not taken the Council's decision to adopt the policy could be vulnerable to a legal challenge by way of judicial review.

**Human Resources implications and risks:**

There are no human resource implications as a result of this report.

**Equalities implications and risks:**

The EQIA is as Appendix C

**Health and Wellbeing implications and Risks**

The risks to the mental well-being of staff will be affected trying to manage and maintain the current process and maintain the cost implications.

**Environmental and Climate Change Implications and risks**

The introduction of increased SEND provision will mean smaller journeys will be made through vehicles impacting positively on the emissions reduction targets.

A new transport management system is being implemented to oversee the scheduling and arrangements of our travel service. The new system will have fully integrated applications, and the systems routing algorithms enable journeys to be automatically planned with the greenest and fastest routes, based on real-time traffic data, leading to shorter journey times, and reduced fuel usage, which is better for the environment.

The perception of personal budgets meaning more cars on the road is unfounded and the aim is to find alternative ways to get to school such as reducing cars through shared arrangements or greater use of public transport. Either way this is a positive impact on the environment through reduced emissions.

**BACKGROUND PAPERS**

Appendix – A New Revised Policy

Appendix – B Consultation Outcomes Review

Appendix – C [EqHIA Home to School Post Consultation.docx](#)

Appendix – D Home to School Cabinet Report Approved in May

Appendix – E Responses to Latest Consultation Comments



1	Title of activity	Home to School Transport Policy		
2	Type of activity	Policy		
3	Scope of activity	<p>This policy outlines the support and assistance available for children and young people travelling between home and school/college.</p> <p>Local Authorities are under a <a href="#">statutory duty</a> to make free-of-charge travel arrangements to facilitate the attendance at school/college of eligible children resident in their area, and this policy sets out how we will meet this duty.</p> <p>Support and guidance may be provided by the council based on the different eligibility criteria, which is dependent on the age of the student.</p>		
4a	Are you changing, introducing a new, or removing a service, policy, strategy or function?	Yes /No	If the answer to <u>any</u> of these questions is 'YES', please continue to question 5.	If the answer to <u>all</u> of the questions (4a, 4b & 4c) is 'NO', please go to question 6.
4b	Does this activity have the potential to impact (either positively or negatively) upon people (9 protected characteristics)?	Yes /No		
4c	Does the activity have the potential to impact (either positively or negatively) upon any factors which determine people's health and wellbeing?	Yes /No		
5	If you answered YES:	<b>Please complete the EqHIA in Section 2 of this document.</b> Please see Appendix 1 for Guidance.		
6	<p>If you answered NO: (Please provide a clear and robust explanation on why your activity does not require an EqHIA. This is essential in case the activity is challenged under the Equality Act 2010.)</p> <p>Please keep this checklist for your audit trail.</p>			

Date	Completed by	Review date
14/03/2024	Paul Young	

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## **Introduction**

This policy outlines the support and assistance available for children and young people travelling between home and school/college and describes how the Council fulfils its duties and exercises its discretionary powers as required by the Education Act 1996 and subsequent legislation and guidance.

The policy explains the criteria for eligibility for travel assistance for pupils to their school/college for children of statutory school age (5 to 16 years old). It describes how parents and carers can apply for travel assistance and how decisions are made. It sets out how parents and carers may appeal against decisions that they believe do not comply with this policy.

For updates relating to operational decisions and information regarding application timescales, please visit our main [Travel Assistance Webpage](#).

## **Policy statement**

Havering Council is committed to ensuring that all pupils have a great start to life, are safe and healthy, and have access to high quality education so that they can achieve their full potential. The Children and Families Act 2014 commits partners to work together to develop services which strengthen the abilities and resilience of children and their families to be independent.

The Council is also committed to meeting the educational needs of as many children and young people as possible within local schools/colleges. In many cases, this will mean that pupils can walk or cycle to school/college with their parents or guardians. This policy sets out how we will help the small number of pupils who find it difficult to travel to school/college without some assistance.

As a Council we want to make sure we continue to deliver our statutory responsibilities for home to school travel assistance to meet the travel needs of children and young people, enabling them to access their place of education. The Council acknowledges that without this service some children and young people would be unable to access their school/college, especially those who have significant additional needs, are isolated within the community, are deemed extremely vulnerable or have a combination of such factors.

Engagement with young people with special educational needs in Havering confirmed that young people value independence highly, and that they want their parents, schools and the services that support them to help them prepare for adulthood, including continued access to education, employment opportunities and access to essential services and activities in the community. The ability to travel independently is important to them now to attend school/college, participate in community life and socialise with friends; it is also fundamental to their future ambitions.

We want to support parents and guardians to fulfil their responsibility to ensure their children attend school or college regularly and to make any necessary arrangements to ensure that they attend. Those children and young people not in receipt of travel

assistance from the Council can use a wide range of forms of travel in Havering, accompanied as necessary, including bus, train, concessionary fares, walking and cycling. We also want to support schools and colleges to promote safe routes to school/college and safe travel skills through their regular curriculum.

Parents are responsible for ensuring their child attends school, and this means they must take all the action necessary to enable their child to attend school. For most parents, this includes making arrangements for their child to travel to and from school. Local authorities must make arrangements, free-of-charge, for eligible children and young people to travel to school/college.

This policy sets out travel assistance options which may be employed to assist eligible children and young people, please note that references to transport within this document are related to travel assistance.

Travel assistance may take one of the following forms:

- Provision of a bus or train pass
- Training to travel independently (walking and using public transport)
- Training to cycle independently (reimbursement of bicycle and safety equipment) subject to the agreement of parent/guardian
- Personal Transport Budget including reimbursing of mileage costs through a Prepaid card and account provided by the Local Authority
- Provision of Havering's Passenger Transport Service (bus)
- Provision of a private bus, coach, or minibus
- Provision of taxis or licensed private car hire (in exceptional circumstances)

## **Eligibility**

Parents and Guardians have a legal duty to ensure that their statutory school-aged children (age 5 to 16) attend school regularly and to make any necessary arrangements to ensure that they attend school.

A child becomes of compulsory school age at the start of term after their fifth birthday and ceases to be of compulsory school age on the last day of the academic year in which they are in year 11. This applies to both children with and without an Education Health and Care Plan (EHCP).

There are four core categories of eligible children set out in law:

- Children living beyond the statutory walking distance from school
- Children who cannot reasonably be expected to walk to school due to special educational needs, disability, and mobility problems, even if they were accompanied by their parent.
- Children who cannot reasonably be expected to walk to school safely, even if they were accompanied by their parent.



- Children from low-income households who have extended rights to travel assistance to a choice of schools.

Ordinarily and in accordance with the Council's statutory duty, children under the age of 5 will not be entitled to travel assistance between their home and school. Where circumstances exist where the Council determines that travel assistance is necessary it may exceptionally apply its discretionary powers on a case-by-case basis.

## **Statutory walking distances**

Havering Council, in accordance with its statutory duty, will provide free home to school transport for children of compulsory school age to the nearest suitable school from their home address who meet the 'qualifying distance' criteria which are:

- 2 miles or more for children below the age of eight, measured by the shortest walking distance between the home and the school.
- 3 miles or more for children aged eight and above, measured by the shortest walking distance between the home and the school.

Children who live between 2 and 3 miles from their school will cease to be entitled to travel assistance from the start of the term following their eighth birthday.

When a child cannot be offered a place at the nearest school to the home address, the Council will, subject to the criteria set within this policy and the qualifying distance being met, provide transport to the next nearest school with space to admit.

For transport to be provided in this instance the parent must provide evidence that they have applied for and been refused a place at the school which is the nearest school for their home address and any other schools closer than the school offering admission.

If the child/family qualify for free school meals or they are in receipt of maximum Working Tax Credit, then please refer to the section on extended rights.

## **Children with special educational needs or disabilities**

For children with special needs or a disability or mobility problems, if it is deemed unreasonable to expect them to walk to school (accompanied by an adult as necessary), then the distance criteria does not apply and they are entitled to free school travel assistance regardless of the distance they live from school.

## **Unsafe walking routes**

Where a child is not deemed eligible for transport to their nearest qualifying school because it is under the relevant distance threshold and the parent/guardian believes the child is unable to walk the assessed route safely (accompanied by an adult as necessary) due to the nature of the route, they should complete the online application form outlining the aspect of the route they believe to be unsafe.

The travel team will validate the claim of unsafe routes by inspecting the route against the [Road Safety GB Guidelines on the Assessment of walked routes to school](#). If the route is agreed to be unsafe an alternative safe route will be measured and if the child is then beyond the statutory walking distance, he/she will be eligible for free travel assistance.

Where a new route previously considered to be unavailable becomes available (for example through the provision of a new footpath), transport will no longer be provided to any new applicants for travel assistance. Those applicants who have been entitled to transport due to an unavailable route that has become available will be written to with an explanation of the change and provided with assistance for four weeks, or the end of the half-term whichever is longer, after a route is re-assessed before travel assistance will be withdrawn. A parent and or carer will be able to appeal against the decision to withdraw assistance in these circumstances.

## **Extended rights**

Statutory entitlement is extended for children from low-income groups. Children from low-income groups are defined as those who are entitled to free school meals, or those families who are in receipt of the maximum level of Working Tax Credit (WTC).

Children above the age of 8, but under the age of 11, from low-income families will be entitled to travel assistance to their nearest suitable school if the shortest walking distance between their home and the school is more than two miles.

Children aged 11 and over (years 7 to 11) from low-income families will be entitled to travel assistance if they attend a school which is more than two miles (measured by the shortest walking distance) and less than 6 miles (measured by the shortest road route) from their home and the school attended is one of the three nearest suitable schools to their home.

Children aged 11 and over (years 7 to 11) from low-income families who are attending their nearest designated faith school preferred on the grounds of religion or belief will also be entitled to travel assistance if their school is more than two miles (measured by the shortest walking distance) but not more than 15 miles (measured by the shortest road route) from their home.

When considering whether a faith school is preferred on the grounds of religion or belief, Havering Council will consider the nature of other schools that may have been named as higher preferences on the application form. For an application for travel assistance to be agreed under this section, the expectation will be that the school that is preferred on the grounds of religion or belief will be named above any non-faith schools that have been named on the application form.

Parents must provide supporting evidence regarding their genuine adherence to their religion or belief, and this will normally be confirmed by asking their minister of religion to sign the application form.

## **Special educational needs, disability, and mobility problems**

Where a child with special education needs, a disability and/or mobility problems does not meet the other three eligibility criteria but has identified specific needs/circumstances that may mean it is unreasonable to expect the child to walk to school (accompanied by an adult as necessary), then an assessment based on their individual needs and circumstances will be undertaken.

In determining whether a child cannot reasonably be expected to walk between home and school, the Council will consider whether the child could reasonably be expected to walk if accompanied and, if so, whether the child's parent or carer can reasonably be expected to accompany their child. Ordinarily, the expectation is that a child will be accompanied by a parent or carer, work commitments and other care will not be considered.

When assessing entitlement for travel assistance for a child with SEND or mobility problems, the Council will consider the individual needs of each child. This may include taking professional advice from educational psychologists, medical officers and teachers and consulting with parents and carers before arriving at a final decision.

Consideration will also be given to the child's physical and medical requirements including any disabilities they may have. Assessments may include face to face contact with the child. The findings and decision will be recorded on a transport assessment form.

The following factors will be taken into consideration when assessing transport entitlement:

- the age of the child
- the distance of the child from school
- whether the child is physically able to walk the journey to school
- whether the walking route is appropriate for the pupil and their specific needs and allows them to arrive in a fit state to be educated
- whether a child's emotional and behavioural difficulties will create a clear health and safety hazard to themselves or others on the journey to school
- the SEND of the child
- any other individual circumstance.

This is not an exhaustive list. It is not presented in any order and is for guidance only. Meeting one or more of the criteria does not automatically entitle a child with SEND to transport assistance.

The fact that a child has an EHCP or attends a special school does not automatically entitle him or her to travel assistance.

Other family circumstances, such as parents and carers attending work or looking after other children, cannot be considered when determining eligibility

## **Children attending schools on grounds of religion or belief**

Ordinarily assistance with travel to a faith school will only be provided if it is the nearest suitable school. If parental preference results in children's attendance at a faith school when there are suitable schools nearer to home, then no travel assistance will normally be provided. However, if children meet the Extended Rights eligibility category criteria, then travel assistance to a faith school which is not the nearest suitable school may be considered.

Under Extended Rights, when considering whether a faith school is preferred on the grounds of religion or belief, Havering Council will consider the nature of other schools that may have been named as higher preferences on the application form. For an application for travel assistance to be agreed under this condition, the expectation will be that the school that is preferred on the grounds of religion or belief will be named above any non-faith schools that have been named on the application form.

When applying under Extended Rights for travel to a faith school, parents must provide supporting evidence regarding their genuine adherence to their religion or belief, and this will normally be confirmed by asking their minister of religion to sign the application form.

## **Extenuating circumstances**

Section 7 of the Education Act 1996 sets out parental duty to ensure their child(ren) receive a suitable and full time education, with the overriding expectation that parents should undertake their legal responsibility to get their child(ren) to and from school and as such the Council will need to be satisfied that the parent has demonstrated why they, for social, medical, financial, or personal reasons cannot undertake this duty.

Recognising that the Council's discretionary powers should not be unreasonably restricted by its general policy, the Council will consider and may agree requests for home to school transport where there are considered to be extenuating circumstances that prevent a child accessing their school unless travel assistance is put in place. If the parent believes extenuating circumstances exist and assistance with travel is demonstrated as necessary, then a transport application form must be completed and submitted with all relevant information and evidence for consideration.

The determination will be based on evidence received to support the case whether transport is necessary for the child to receive an education. Consideration will be given as to whether the circumstances could have reasonably been foreseen by the parent/carer. For example, moving to temporary accommodation owing to flood damage cannot be foreseen, whereas choosing a school other than a child's nearest school and realising following this decision that transport is not available could be foreseen.

Where it is decided that a child does not qualify for assistance with travel based on the presented needs/circumstances then it remains solely the parent/ carer's responsibility to ensure school attendance or consider transferring the child to a more local school.

In all cases the decision whether to exercise discretion will be taken on a case-by-case basis.

## **Children below the Age of 5**

There is no legal requirement for the Council to make special arrangements for children under the age of 5 to travel between home and school. The Council expects that children under the age of 5 will be taken to their educational provision by a parent or guardian. However, Havering Council may use its discretionary powers to provide Travel Assistance for children who are aged four and entering the reception year at primary school if extenuating circumstances have been demonstrated.

## **Appeals**

Parents/carers of children who live in Havering and who wish to appeal a decision that did not grant Travel Assistance regarding one of the following, may apply for their case to be considered at a Stage 1 appeal in relation to any of the following:

- their child's eligibility
- the distance measurement in relation to statutory walking distances and
- the safety of the route.
- the travel arrangements offered including the use of personal transport budgets.

During an appeal about an application for travel assistance, travel assistance will not be provided to the child/young person unless the appeal concerns the travel arrangements offered, in which case the offered arrangements will be available pending the appeal decision. Where the appeal concerns a change to existing travel arrangements, then the previously agreed travel arrangements will continue until the review is complete.

When considering appeals, the following will also not normally be taken into account:

- Parent/carers' work or other commitments
- Attendance by siblings at other schools
- A work experience placement
- An address other than the home address, including a childminder's address
- Ad hoc visits to other establishments or locations
- Out of hours' clubs (for example breakfast club or after school activities).

### **Stage one: Case review by a senior officer**

The request for a review can be made either

- online at [www.havering.gov.uk/schooltravelassistance](http://www.havering.gov.uk/schooltravelassistance)

- or verbally via a telephone call on 01708 434785

All requests must be made within 20 working days of the original notification of a decision. The request must include the reasons for the review and any additional information that is felt not to have been considered when the decision was made.

Following the council's review, the outcome will be confirmed, in writing, within 20 working days of the receipt of the appeal. This will outline:

- The nature of the decision reached
- How the review was conducted
- What factors were considered
- Information about other departments and/or agencies consulted
- The rationale for the decision.

## **Stage two: Case review by an independent panel**

If the parent/carer remains unhappy with the decision at stage one of the appeal, they can complete a 'Stage 2 appeal form' to request that their case is escalated for consideration by an independent panel.

The independent appeal panel will be independent of the original and stage one decision-making process (but are not required to be independent of the local authority) and suitably experienced. Panel members may include officers of the local authority along with Havering Council councillors along with an Independent Lay Panel Member. Including officers on independent panels will strengthen the experience and knowledge of the panel and allow appeals to be heard more rapidly as there will be a larger number of panel members to draw on. Councillors will continue to be part of appeal hearings.

Requests for a stage two appeal must be made within 20 working days from receipt of the local authority's stage one written decision.

Stage two appeals will normally be considered within 40 working days of receipt of the parent/carers request for it to be escalated. Any additional supporting documents should be supplied by the parent at least 10 working days prior to the review hearing date. A copy of the paperwork that has been submitted to the stage two appeal panel will be sent to the parent at least seven working days prior to the review.

The stage 2 appeal panel will give equal consideration to all case reviews whether conducted in the presence of all parties or heard in the absence of one/both parties. If the panel considers that further information is required, the case will be adjourned so that the information can be made available.

The clerk at the stage two appeal will write to the parent/carer, normally within five working days of the review, setting out:

- the decision reached
- how the review was conducted
- information about other departments and/ or agencies that were consulted as part of the process
- what factors were considered
- the rationale for the decision reached and
- information about the parent/carer's right to put the matter to the Local Government Ombudsman (see below).

## **Local Government Ombudsman**

There is a right of complaint to the Local Government Ombudsman, but only if the complainant considers that there was a failure to comply with the procedural rules or if there are any other irregularities in the way the review has been handled. Further advice is available on the Local Government Ombudsman website or on the Local Government Ombudsman advice line on 0300 061 0614.

If the complainant considers the decision of the independent panel to be flawed on public law grounds, the complainant may also apply for judicial review. However, it is recommended that independent legal advice is obtained before taking this step.

## **Travel assistance options**

### **Forms of travel assistance**

The Council will review the travel needs of all eligible children and decide the most appropriate form of assistance that will be provided. The form of travel offered will reflect the most appropriate use of public funds to ensure cost effective provision is in place, while also ensuring that any agreed specific requirements, such as medical/mobility or health needs are also taken into account where necessary.

### **Journey times**

The nature of transport congestion in Havering and the distances of many journeys means that travelling times can vary greatly. It is expected that children should arrive at school safely and fit to learn. Journey times should reflect this. Government guidance is that best practice suggests that the maximum each way length of journey for a child of primary school age to be 45 minutes and for secondary school age 75 minutes. In some journeys, the upper limit on planned journey times may be exceeded and in planning routes, the maximum time recommendations of 45 minutes for primary school children and 75 minutes for secondary school children will not be the overriding consideration. This would allow children and young people who could potentially share transport to do so.

However, if the Council departs from the national guidelines on journey times, it will ensure the planned route is not of such duration that the pupil is unable, because of stress or strain, to learn properly (whether at school or at home). The Council will take into consideration the pupil's age and stage of development. The 45-minute maximum planned journey time for primary-aged pupils contained in national guidance will be maintained and only exceeded in certain circumstances, such as journeys which enable a child to attend the setting which best meets their needs.

Where a child is eligible for travel assistance, the following types of assistance may be offered:

- Bus pass

- Train pass
- Training to cycle independently (reimbursement of bicycle and safety equipment), subject to agreement by parent/carer
- Independent travel training
- Personal Transport Budget including the reimbursing of mileage costs for parents or carers who are able and willing to take their child to school through a provision credited to a prepaid card and account
- Provision of a private bus, coach, or minibus
- Shared contract transport vehicle (coach, minibus, taxi) using collection point
- Shared contract transport vehicle (coach, minibus, taxi) using home collection
- Other bespoke travel options that enable travel and the development of travel skills and independence like a Travel Buddy
- Provision of taxis (single or shared) or licensed private hire car (in exceptional circumstances)

Where a bus or train pass is not appropriate, such as where a child is travelling to an out of Borough school, parents can receive a Personal Transport Budget and a Prepaid card to pay for the cost for their child to travel to school/college.

### **Personal Transport Budget (“PTB”)**

Where re-imburement is the most cost-effective method of providing home to school travel assistance, for example where no public transport service or contracted vehicle is available, parents who take their child to school by car may receive a personal transport budget with a financial amount loaded to a prepaid card to use to take and collect their child to and from school. The amount loaded on the card in replacement of mileage claim will be mileage rates based on either Her Majesty's Revenue and Customs (HMRC) rates, or, agreed on an individual basis with parents where the alternative would be high-cost individual transport. Mileage will be calculated by the Council and will be costed based on two or four journeys per day (depending on circumstances) using the shortest road route from the home address to the school. For car users taking more than one child, only a single application will be considered per family.

Taxis will only be provided if there is no alternative mode of transport which provides a suitable journey to school or if a child's medical condition and/or disability means that he/she is unable to travel using the alternative modes of assistance that are available.

No bus/train tickets will be issued for part journeys of one mile or less unless that route has been deemed to be an unsafe walking route or unless a child cannot walk the distance due to special educational needs, disability, or mobility problems.

Provision will be reviewed periodically and if a more economical mode of transport becomes available then the parent will be given notice of a change to the mode of transport.

A parent or carer may choose to accept the personal transport budget instead of arranged travel assistance by the Council. This enables families to make their own arrangements to facilitate travel and access to education. A family can be supported to explore the various options available to establish the transport arrangements.



Any arrangements made by the parent using the personal transport budget are the responsibility of the parent. It is the parent/guardian's responsibility to ensure that the manner by which they choose to get their child/children to/from school is safe and their child/children are protected from harm.

Where there are two or more children living at the same address and attending the same school and the independent travel allowance has been agreed for one child, additional travel assistance will not be provided for the other children as all children would be expected to travel together.

If the parent transports siblings to different schools the allowance due would be based on the shortest road distance between home and school A, plus the shorter road distance between school A and school B for each journey.

The travel allowance is based on the child's attendance being over 80% for the full year. Attendance records will be requested from the school at regular monthly intervals. The PTB will be paid monthly in advance based on existing card balance and attendance. If the child's attendance shows poor attendance in the Autumn or Spring terms than the parent may be requested to review the current arrangements

If a parent is in receipt of the PTB but is temporarily unable to transport their child to school due to a short-term illness or medical condition, assistance may be provided. Any request will be considered on a case-by-case basis.

Mileage reimbursement may be offered to parents/carers of pupils who are entitled to free home to school transport, where this offers best value for money to the Council.

The number of Personal Transport Budgets has increased since 2023 as families are taking advantage of the flexibilities Personal Transport Budgets offer.

Personal Transport Budgets encourage children and young people to become more independent and resilient in their future lives.

Comments from families currently receiving and benefitting from use of a Personal Transport Budget are indicative of the assistance that this support can provide:

*"I can now leave home for work on time. I do not need to wait for Havering passenger bus to turn up anymore, as PTB allows me to pay my next door neighbour to drop my daughter at school, since she will be driving her own children to the same school"* - Parent of a student with special educational needs and disabilities in Havering.

*"As a result of my son's sensory needs, he struggles with sharing transport with other children, and this is causing stress in his daily routine. However, I also have to take his younger brother to a different school, but I cannot be expected to be at two different places at the same time. I now use PTB to pay for his sibling breakfast club, by dropping him earlier at school. Since then, my son now enjoys his trips to school, and it increases the quality time we spend together as a family"* - Parent of a student with special educational needs and disabilities in Havering.

There are many examples on how the personal transport budget can be used flexibly, including:

*A parent's vehicle did not meet the ULEZ compliance required in the borough and as a result the personal transport budget covered the ULEZ fees as well as the fuel reimbursement as a temporary solution until the parents could afford a compliant vehicle. Important to the parents was the ability to be able to have quality time with the children spend during travelling the journey.*

Another example:

*With work commitments it was difficult to drop their child off at school so this family used a personal transport budget to give their eldest child pocket money to escort his younger brother via public transport to school.*

Many parents have to work and start times conflict with their children starting school. A number of parents who felt it was their duty to take their children to school opted for a personal transport budget and through this were able to put their child into breakfast club and was still able to get to work in time.

## **Independent Travel Training (ITT)**

Local authorities have a duty to encourage, enable and assist the participation of young people in education and training. This includes mainstream pupils, people with learning difficulties or disabilities up to the age of 25. Independent travel training aims to achieve this.

Independent travel is a valuable skill for preparing for adulthood, an essential employability skill, and provides greater opportunities for young people, not least increasing confidence in their abilities and reducing their sense of reliance on family members.

In line with the Council's aims and objectives to support independence and prepare young people for adulthood, and where appropriate employment, ITT will be expanded as an option from June 2024. The Council will identify young people who could benefit from ITT and contact their families with a view to undertaking a travel assessment.

The Council may also contact young people and their families who will be transitioning from compulsory education into Post 16 and a travel training assessment will be carried out, with the support of the family, to confirm the suitability of the young person for the travel training programme, taking into account the following criteria:

- Existing level of independent travel skills
- The likelihood of the pupil being eligible for SEN transport under the 16 to 19 policy
- The age of the pupil
- The distance between home and school
- The SEND of the pupil
- The route which the young person would need to undertake
- Journey times using public transport and the complexity of the journey
- The frequency of the journeys required.

This assessment would take place before the pupil undertakes the ITT programme, which would last for approximately four to six weeks. During the programme, the pupil will travel to and from their education or training provision each day with their dedicated one to one ITT trainer.

During the period when a pupil is taking part in the ITT, this will be their travel assistance offer. At the end of the ITT programme, the Council will review the pupil's progress with the family to decide if it is appropriate for the pupil to continue to travel independently. If it is not appropriate for the pupil to travel independently, their travel assistance offer will be reviewed. Although it is expected that most young people

would benefit from ITT, it is however acknowledged that for some young people, due to the nature of their SEND, ITT will not be appropriate.

## **Collection points**

Collection points are similar to bus stops, where the Council identifies designated pick-up and drop-off locations for the pupil to meet the bus or taxi rather than offering a door-to-door service. This reduces the time needed for the route to pick up the pupils and supports children and young people to become more independent and better prepares them for adulthood.

The Council will assess individual needs to determine suitability of routes for collection points. In most cases, collection points will be considered for children attending mainstream settings. Where a route has been identified as suitable for collection points to be introduced, the Council will consult with the parents and carers of children already on those routes over a four-week period on the introduction of a collection point and to ensure that the proposed arrangements are appropriate; for example, the location of the collection point, which should be no more than a maximum of one mile from the home. The Council will also ensure that it is aware of any individual circumstances which may mean that a collection point is not appropriate for a pupil or pupils on that route due for example to their additional needs.

Achieving this level of independence will not be possible for some children and young people with the most complex SEND needs, and in some cases parents' own mobility or disability may impact on them being able to accompany their child to a collection point. Where this is the case, the ambition for the service is to improve the range of options available for families to take responsibility for their own children's transport where this is desired and appropriate. In such circumstances, the Council will carefully consider and assess the individual child's needs as well as the mobility and or disability of their parents.

Following a decision to introduce a collection point, the Council will provide not less than 6 weeks' notification to families (which includes any school holidays that fall in the 6-week period) before the collection point is established. If a collection point is implemented, parents and carers who disagree that the transport offer is suitable for their child will be able to appeal.

Where a collection point is allocated, it is the parent's or carer's responsibility to make sure that their child travels to and from the collection point and transfers to and from the vehicle safely.

For parents who are temporarily unable to take their child to a collection point, no temporary assistance will be provided in those circumstances. This is because the child's special educational need or disability has not changed and the transport service from the collection point is available.

All collection points will be assessed in advanced for their suitability.

- Wherever a bus stop can be legally used as a collection point, it will be
- Minibuses can stop to collect and drop off on yellow and double yellow lines; vehicles cannot stop on red routes, white zig zags (near a zebra crossing) or school keep-clear hatchings

- The driver always plans not to cause obstructions to other road users while making a drop off or collection and will try to stop in parking areas or bays
- Collections or drop-off are always made kerb side
- Each collection point is physically assessed before being used in service; a driver will go out and access to see if the location is safe (for example, a well-lit public location, not too close to a junction or on the brow of a hill)
- The drivers complete dynamic risk assessments at the time of collections or / drop offs in the eventuality of any changes (new road layouts, another road user in the stopping space) and will slightly adjust the collection point if it is unsafe to stop.

### **Concessionary seats**

The Council provides transport for children who have a statutory entitlement to free home to school transport, where it is best value to use this mode of transport. If there are any spare seats available on these routes, they are available for purchase by pupils who do not meet the statutory entitlement criteria. Spare seats will be allocated on an annual basis; however, a seat may be withdrawn at any time at short notice if it is required by a pupil with a statutory entitlement to transport. Places are offered according to published criteria.

## **Transport Standards**

This section sets out some of the operational standards that we will follow in delivering our statutory responsibilities for home to school transport. We want to make this transparent for all parents and carers so that they understand how the service operates.

### **Provision of contracted transport vehicles (coaches, buses, minibuses, and taxis)**

When a child is entitled to home to school transport under the Council's policy, the Council will provide suitable transport and seek to ensure this is as cost effective as possible. The transport provided may take the form of a bus pass, train pass, seat on a contract vehicle, for instance a hired coach, a minibus or shared taxi. A travel allowance through a personal transport budget can also be provided for children when requested by parents or carers and where it is more cost effective.

Provision of transport for part- time hours:

Home to school travel assistance will only be provided at the start and finish of the normal school/college day. The provision of transport for part-time hours does not fall within local authorities' statutory duties and will not be provided.

Schools/colleges and parents and carers should take this into account when bespoke hours are being set for a child. Where families wish to have more flexible travel arrangements, a personal transport budget can be requested.

## **Provision of transport for after school and non-educational activities**

In accordance with statutory guidance, home to school transport will only be provided at the start and finish of the normal school or college day. The provision of transport for non-statutory education or clubs does not fall within local authorities' statutory duties and will not be provided unless it provides flexibility through a Personal Transport Budget. Parents are expected to make travel arrangements for their children in these circumstances. Where families wish to have more flexible travel arrangements, a personal transport budget can be requested.

## **Home address and house moves**

In accordance with statutory guidance, home to school transport will only be provided from and to a single address at which the child or young person is habitually and normally resident. Where a child splits their time equally between addresses, transport will be assessed from the address which is registered with the school as the home address or, prior to admission, the address used on the relevant school admission application form. However, there can be some flexibility based upon individual circumstances and each case will be considered independently to achieve the best outcome for the child.

## **For children without an EHCP**

Assistance with travel will not normally be agreed to a child's existing school if a house-move results in the child living beyond the statutory walking distance from school but there are other nearer schools with an available place.

However, assistance may be agreed if the child is in years 6, 10 or 11 at the time of the move and if there are extenuating circumstances that the Council deem sufficient to provide assistance on a discretionary basis. Where parents wish their case to be considered on this basis, they should provide details along with independent evidence of their case.

Assistance with travel may also be agreed even if the school attended is not the nearest suitable with places in certain circumstances. If the move is an enforced temporary council move within Havering that is anticipated to last less than 6 months or where a parent has moved to a refuge in Havering, and the distance from home to school meets the agreed criteria, assistance with travel may be considered. Evidence of an enforced temporary council move/move to a refuge must be provided. Travel assistance agreed under this provision may only be agreed for a fixed period and will be subject to periodic review.

## **For children with an EHCP**

If a child with an EHCP moves address, the SEND team will review the plan to consider if the school being attended is still the nearest suitable school that can meet the child's needs. If it is, and the child continues to meet the criteria to be eligible for travel assistance then assistance will be offered from the new address.

## **Pick up and drop off timing**

Routes to and from school and pick-up and drop-off times are planned by the transport provider to be as efficient as possible for all students travelling on the vehicle. Because of this, it is not possible to accommodate the individual circumstances of each family, such as work commitments or taking other children to and from school. Where families wish to have more flexible travel arrangements, a travel allowance through a PTB can be requested.

## **Dual and link placements, inclusion, and alternative provisions**

Dual placements are where a child or young person attends more than one school or where a school arranges a college link placement for a pupil. Dual placements may require additional transport assistance, such as transport at earlier or later times of the school day. Schools are responsible for arranging and paying for the cost of such transport. Where a pupil is on the roll at one school but visits another school for inclusion or link purposes, the school where the pupil is usually based will be responsible for arranging and paying for transport in which the Local Authority can provide guidance and support in this matter. These arrangements also apply to alternative provisions.

## **Children attending residential placements**

Children who attend a residential school that has been named in their EHCP as their nearest suitable school will be entitled to travel assistance to take them to and from school as follows:

- Weekly/Fortnightly boarding placements – travel assistance will be provided for children to travel to school on a Sunday evening/Monday morning, as directed by the school, and to travel home at the end of each week/fortnight, or earlier as directed by the school for unplanned or planned earlier closures
- Termly residential placements – travel assistance will be provided for 12 single journeys to cover travel home at the start and end of each term and half term
- Permanent (52 week) residential placements – travel assistance will be provided for 12 single journeys each academic year. These are at the discretion of the parent and school but, where contracted transport is needed, this needs to be booked at least 10 days in advance through Havering's Transport Coordination Centre
- Any additional trips will be the responsibility of the parent.

## **Passenger assistants**

Passenger assistants (escorts) are not automatically provided. In considering whether a route needs a passenger assistant, the Council generally takes account of the following:

- A child's medical needs, particularly where rescue medication is required

- Where an individual child's needs create a clear danger or health and safety risk to themselves and other passengers on the vehicle
- Where the number of children travelling together necessitates the provision of a passenger assistant to help manage a group children and their specific support needs on the journey.

Passenger assistants for SEND purposes are assessed on a case-by-case basis. Provision of a passenger assistant at any one time does not guarantee that this will be an ongoing arrangement; the requirement can be reassessed at any time in the academic year, and in the event of any change in circumstances.

## **Shared travel**

Ordinarily children and young people travelling to and from school or college will be expected to share their transport with other children or young people. This promotes integration and independence, social skills as well as being more sustainable and cost effective. Conversely, travelling on their own may lead to social isolation of a young person and a delay in development of essential social behaviours and skills. It also impacts on an individual's ability to access other forms of travel and to travel with others.

In developing a travel assistance policy with a focus on enabling independence and preparing for adulthood such as employment or shared living away from home, individual transport will only be agreed in extenuating circumstances. This would normally be linked to other medical needs or where the child or young person is receiving funded one-to-one support at their educational placement.

## **Behaviour of children on transport**

Children, parents, carers, schools, transport operators and the Council all have a role to play in ensuring the appropriate behaviour of children on school transport.

While passenger assistants have a responsibility for safeguarding children and maintaining behavioural standards on the vehicle during the journey, schools will take whatever steps possible to ensure the appropriate behaviour of their students on home to school transport; and will take appropriate action should incidents of poor behaviour be reported. Appropriate action may include the use of sanctions, written warnings, and exclusion from transport. Parents are also expected to take responsibility for their child's behaviour while travelling.

Where a child's behaviour is directly as a result of a known and diagnosed medical condition or disability and it is agreed by medical advisors and teachers that the child is unable to control their behaviour, the Council will undertake a needs assessment and will consider making alternative arrangements, for example, providing the parent or carer with a personal transport budget to make their child's own travel arrangements.

The Council recognises that general poor behaviour, not directly attributable to a child's particular special educational needs and circumstances, cannot be taken into account when determining an appropriate safe travel plan. The Council will expect clear standards of acceptable behaviour in the interests of ensuring a safe journey for all pupils and staff as well as other road users.

Reasonable adjustments will be made in cases where behaviour problems persist, and it is judged that the safety of the other passengers is endangered. Where reasonable adjustments cannot be made to deal with behaviour, transport can be withdrawn in individual cases and the Council will provide resources for parents to make alternative travel arrangements.

Pupils exhibiting dangerous behaviour will be subject to two written warnings issued by the Council. If a third warning is given, the transport offer will be reviewed and may be withdrawn. This action shall only be taken as a last resort and is not considered punishment of the student but is for the safety of all concerned. In this instance the Council would provide a travel allowance through a PTB instead.

In consultation with schools, the Council may instigate permanent or fixed periods of exclusion from transport. Parents or carers will be responsible for transporting their children during any period of exclusion and ensuring their child's regular attendance at school.

## **Travel assistance agreed in error**

Travel assistance that has been agreed in error or as a result of incorrect, misleading, or fraudulent information, or as a result of an assessment error, will be withdrawn. Havering Council will seek reimbursement of any costs that have been obtained fraudulently and reserve the right to take legal action against any person who has made fraudulent application for free home to school transport.

## **How we use your data**

Havering County Council respects your rights and is committed to ensuring that it manages your data in accordance with the Data Protection Act 2019 and the General Data Protection Regulation (GDPR).

# **Travel Assistance Policy for learners aged 16 to 25**

## **Introduction**

The Council's annual Post-16 ensures greater consistency of practice and equity of provision of home to school travel assistance for pupils aged 16 to 25. It encourages the use of more environmentally sustainable forms of transport, supporting young people to walk, cycle and use public transport such as local buses and trains,



There are also national schemes that support young disabled adults who are in receipt of the higher rate mobility for the disability allowance/personal independence payment to [access funding for driving lessons](#).

Local authorities do not have to provide free or subsidised post-16 travel support but do have a duty to review, prepare and publish an annual transport policy by the 31st of May each year. This policy statement gives information about the schemes and support available within Havering for the provision of college travel assistance for learners aged 16 to 19 and 19 to 25. It outlines the transport schemes and assistance available for post-16 learners who live and study in Havering or those learners who live in Havering and attend an educational establishment outside of the county if it is the nearest provider offering the appropriate course.

In determining the Havering policy, we have taken into account all relevant matters including the Council's aims and objectives to support independence and prepare young people for adulthood, and where appropriate employment.

The full national Home to School Transport guidance is set out for reference on the link below:

[Post-16 transport and travel support to education and training](#)

## **16 to 19 travel assistance**

The Council will only provide travel assistance for learners of sixth form age where it considers that travel assistance has been demonstrated as necessary to enable the young person to reasonably access their education or training provision.

## **Assessment of Eligibility**

When assessing whether the need for travel assistance has been demonstrated, the Council will have regard to, amongst other things:

- whether the student is currently in receipt of any funding from the 16-19 Bursary Fund and to what value;
- whether the young person has received travel training, is able to travel independently and his/her ability to access public transport;
- the nature of the young person's special educational needs, disability and/or learning difficulty. This includes the physical ability of the young person to walk, accompanied as necessary by a responsible adult to the learning provision or a pickup point;
- distance and journey time from the young person's home to establishments of education and training;
- the cost of assistance and alternative means of transport;
- the nature of the route or alternative routes which the young person could reasonably be expected to take;
- the reasons why a young person wishes to attend one establishment rather than another;
- whether the establishment is named in the student's EHCP and whether there are alternative suitable schools or colleges that the student could attend;

- supporting evidence from professionals involved with the young person and their family;
- if there is a nearer education provision which is suitable and can provide the same or similar qualification(s) or course;
- the best use of the council's resources;
- transport links – the ease of access to public transport;
- the distance measurement between home and learning placement.

**This is not an exhaustive list, and requests will be considered on individual circumstances.**

When travel assistance is provided, it will normally only be provided at the start and end of the school/college day, for example in a Further Education college setting a shuttle bus service may be used, rather than individual taxi services. Pupils may have to wait for either the next shuttle bus or until the end of the school/college day to access homeward travel.

Only in exceptional circumstances connected to an individual's learning difficulties and/or disabilities and where no alternative mode of travel is available, will taxi travel be considered. This will normally be on a shared taxi basis. Solo transport provision will only be considered for those pupils in receipt of funded [Independent Personal Support Budget](#) (IPSB) funding or those that present with complex medical and/or health needs.

## Forms of travel assistance

Where travel assistance has been demonstrated as necessary, the Council will offer support to children and young people to travel to their educational placement. If entitled, travel assistance may be in place until the end of a course, in which case an application will not be required for each year of study. Support will be provided in the form of:

- Post-16 personal transport budget\*
- Bus / train pass
- Training to cycle independently (reimbursement of bicycle and safety equipment), subject to agreement by parent/carer.
- Independent travel training, fully funded and offered on a 1-2-1 basis.
- Other bespoke travel options that enable travel and the development of travel skills and independence, e.g., Travel Buddy.
- Driving lessons (age dependent)
- Provision of a private bus, coach, or minibus.
- Shared contract transport vehicle (coach, minibus, taxi) using collection point.
- Shared contract transport vehicle (coach, minibus, taxi) using home collection.
- Provision of taxis or licensed private hire car (in exceptional circumstances)

\*The Council will exercise discretion to provide travel assistance in the form of an post-16 personal transport budget to support families and young people to make their own transport arrangements to develop independence and prepare for adulthood pathways.

## Financial Contributions

Most Local Authorities have some form of charging put in place to contribute to the travel for Post 16 Students. However Havering Council have decided not to introduce any form of charging for Post 16 Students on the feedback received through the Home To School Transport Consultation and will continue to support the transport for this cohort of students in the most cost effective manner.

Havering Council will keep the contributions to Post 16 travel under constant review and have the right to change this depending on multiple factors including demand for Post 16 travel.

## **Bursary and Travel Support**

All students should discuss with their school or college student support service whether they may be eligible with transport costs from the 16 to 19 Bursary Fund. There are two types of bursary schemes highlighted in this policy statement for your reference and investigation:

### **The 16 to 19 Bursary Fund\***

What is a bursary?

A bursary is money that you, or your education or training provider, can use to pay for things like:

- clothing, books, and other equipment for your course,
- transport and lunch on days you study or train.

### **16 to 19 Bursary Fund Overview (GOV.UK)**

The 16 to 19 Bursary Fund provides financial support to help young people overcome specific barriers to participation so they can remain in education. You could get a bursary to help with education-related costs if you're aged 16 to 19 and:

- studying at a publicly funded school or college in England - not a university (a publicly funded school is one that does not charge you for attending it).
- on a training course, including unpaid work experience.

### **There are two types of 16 to 19 bursaries:**

1. A bursary of up to £1,200 a year for young people in one of the defined vulnerable groups below:

- you are in or you recently left local authority care.
- you get Income Support or Universal Credit because you're financially supporting yourself.
- you get Disability Living Allowance (DLA) in your name and either Employment and Support Allowance (ESA) or Universal Credit.
- you get Personal Independence Payment (PIP) in your name and either ESA or Universal Credit.

2. Discretionary bursaries which institutions award to meet individual needs, for example, help with the cost of transport, meals, books, and equipment. Your education or training provider decides how much you get and what it's used for.

**If you're 19 and over you'll only be eligible for a discretionary bursary and could get this if you either:**

- are continuing a course you started aged 16 to 18 (known as being a '19+ continuer')
- have an Education, Health, and Care Plan (EHCP). Your school or college will have their own criteria for discretionary bursaries. They'll look at your individual circumstances - this usually includes your family income.

Ask student services at the educational establishment about their criteria and any evidence you will need. Schools and colleges are responsible for managing both types of bursaries. Young people who want to apply for support from the bursary fund should contact their chosen school or college to make an application.

**School Bursary Funding** - Contact your Head of Sixth Form or Bursar in the first instance.

For bursary support at colleges see 'College Contact Information' for specific contact details.

## Concessionary fares and travel schemes

### TfL Travel Mentoring

TfL offers free travel mentoring to support people using public transport so they can gain confidence to become independent travellers. They offer service such as advice on planning a journey using an accessible route and mentors to accompany travellers to practice the journeys a few times.

Mentoring can be provided Monday to Friday from 09:00 to 17:00. To find out more please contact:

**Phone:** 020 354 4361 (TfL call charge applies);

**Email:** [travelmentor@tfl.gov.uk](mailto:travelmentor@tfl.gov.uk)

### National Railcard discounts

There are different railcards that suits different ages and needs which provides 1/3 discount on off-peak pay as you go travel, usually **after 09:30am**. More information and how to apply can be found on the TfL website: [National Railcard discounts - Transport for London \(tfl.gov.uk\)](https://www.tfl.gov.uk/transport-for-london/national-railcard-discounts)

TfL offer free or discounted Travel for schools if the school is registered with Transport for London, click on the link below

**[TFL free-and-discounted-travel](#)**

## **Traineeships and Apprenticeships**

If a young person is accepted onto an apprenticeship or traineeship and the Council assesses a young person aged 16 to 19 years as eligible for travel assistance under its policy, the assistance offered in the first instance will be in the form of a personal transport budget to support families and young people to make their own transport arrangements as they transition to employment.

## **Independent Travel Training**

In line with the Council's aims and objectives to support independence and prepare young people for adulthood, and where appropriate employment, ITT will be expanded as an option. The Council will identify young people, and those who will be transitioning from compulsory education into post-16 and above who could benefit from ITT and contact their families with a view to undertaking an ITT assessment. Families can also self-refer if they wish to access ITT for their child.

An ITT assessment will be carried out with the support of the family and/or school, to confirm the suitability of the young person for the 1-2-1 ITT programme, taking into account the following criteria:

- The likelihood of the pupil being eligible for SEN transport under the 16 to 19 policy.
- Existing level of independent travel skills.
- The age of the pupil.
- The distance between home and school.
- The SEND of the pupil.
- The route which the young person would need to undertake.
- Journey times using public transport and the complexity of the journey.
- The frequency of the journeys required.

This assessment would take place before the pupil undertakes the ITT programme, which would last for approximately four to six weeks. During the programme, the pupil will travel to and from their education or training provision each day with their dedicated one to one ITT trainer both in the morning and afternoon from the home to the school and vice versa.

During the period when a pupil is taking part in the ITT, this will be their travel assistance offer. At the end of the ITT programme, the Council will review the pupil's progress with the family to decide if it is appropriate for the pupil to continue to travel independently. If it is not appropriate for the pupil to travel independently, their travel assistance offer will be reviewed. We will always listen and support individuals through this process and give feedback on progress. Although the vast majority of young people are successfully supported to achieve and benefit immensely from becoming independent travellers it is however acknowledged that for some young people, due to the nature of their SEND, ITT will not be appropriate. Where a young person successfully completes the ITT programme, they will receive a Post-16 Travel Allowance or their public transport fares will be funded.

## **Collection points**

Collection points are like bus stops, where the Council identifies designated pick-up and drop-off locations for the pupil to meet the bus or taxi rather than offering a door-to-door service. This reduces the time needed for the route to pick up the pupils and supports young people to become more independent and better prepares them for adulthood.

The Council will assess individual needs to determine suitability of routes for collection points. In most cases, collection points will be considered for young people attending mainstream settings. The Council will also ensure that it is aware of any individual circumstances which may mean that a collection point is not appropriate for a pupil or pupils on that route due for example to their additional needs.

Achieving this level of independence will not be possible for some young people with the most complex SEND needs, and in some cases parent/carers' own mobility or disability may impact on them being able to accompany their child to a collection point. Where this is the case, the ambition for the service is to improve the range of options available for young people to take responsibility of their own travel assistance where this is desired and appropriate. In such circumstances, the Council will carefully consider and assess the individual young person's needs as well as the mobility and or disability of their parents/carers.

All collection points will be assessed in advanced for their suitability.

- Wherever an existing bus stop can be legally used as a collection point, it will be.
- Minibuses can stop to collect and drop off on yellow and double yellow lines; vehicles cannot stop on red routes, white zig zags (near a zebra crossing) or school keep-clear hatchings.
- The driver always plans not to cause obstructions to other road users while making a drop off or collection and will try to stop in parking areas or bays.
- Collections or drop-off are always made kerb side.
- Each collection point is physically assessed before being used in service; a driver will go out and access to see if the location is safe (for example, a well-lit public location, not too close to a junction or on the brow of a hill).
- The drivers complete dynamic risk assessments at the time of collections or / drop offs in the eventuality of any changes (new road layouts, another road user in the stopping space) and will slightly adjust the collection point if it is unsafe to stop.
- A collection point should not be more than one mile from the home address.

Where a route has been identified as suitable for collection points to be introduced, a further 4 week consultation will be undertaken with the families and young people on that route to ensure that the proposed arrangements are appropriate, for example the location of the collection point. Once a collection point route has been established, that route will remain a collection point and no specific consultation will be undertaken. This means that any young pupil joining the route will be informed that it is a collection point route, and they will be expected to use the collection point. Families will have the opportunity to make representations via the Council's appeals process.

## **19 to 25 travel assistance**

## **Assistance with transport for students over the age of 19 with learning difficulties or disabilities**

The Council's duty and powers in relation to post-19 (19 to 25) travel assistance apply to young adults and young people with special educational needs and disabilities aged between 19 and 25 inclusive who have an Education Health and Care Plan.

The Council is required to provide assistance where needed to students who attend a local authority maintained or assisted further or higher education institutions or an institution within the further education sector. The Council must also provide assistance where necessary to students with EHCPs where the Council has secured the provision of education or training at an institution outside the further and higher education sectors and the Council is providing boarding accommodation in connection with that education or training. In these cases, the Council will consider whether assistance with travel is necessary to enable the young adult to maintain attendance at their education placement. If it is identified that assistance is necessary, then there would be no charge/ financial contribution expected from the young adult.

The post-19 (19 to 25) Home to School Travel Policy is focused upon a needs-led approach in which the individual needs of each young adult are assessed to inform the appropriate form of travel support, as we move away from standard provision in favour of a policy which recognises that young people are, in many cases, more capable of achieving independent travel than pupils of statutory school age.

The overall intention of the adult transport duty is to ensure that those with the most severe disabilities with no other means of transportation can undertake further education and training after their 19th birthday to help them move towards more independent living.

For post-19 students starting a new course, you must evidence why it is necessary for the Council and not the student to make travel arrangements. To assess this and understand the individual circumstances, we would need to know:

- the nature of the route, or alternative routes, which the student could reasonably be expected to take to college.
- what other arrangements you have considered or tried and why they are not suitable.
- if there is a family member or carer who is willing and able to transport the student and if not, why it would not be possible or reasonable for them to do so.
- whether the student is in receipt of higher rate mobility component of the Personal Independence Payment or Disability Living Allowance, the purpose of which is to assist those who have mobility problems, with severe difficulty walking or who need help getting around outside. We would normally expect this benefit to be fully utilised and if there are any factors limiting its use you should provide details of them.
- whether there is a 'Motability' vehicle for which the student may or may not be the driver.
- whether the student has support from the Council's social care department to assist with travel.
- any other needs or circumstances that you consider need to be taken into account and the Council consider any recent supporting evidence that you provide.

If travel assistance is provided, contribution towards the cost of travel assistance will not apply.

The council will consider whether to exercise its discretion in exceptional circumstances to pay all or part of the reasonable travelling expenses of a young adult with an EHCP attending an institution outside the further education sector or which is not a council-assisted or maintained institution based on the individual circumstances including the factors set out above.

## **Appeals**

Parents/carers of children who live in Havering and who wish to appeal a decision that did not grant Travel Assistance regarding one of the following, may apply for their case to be considered at a Stage 1 appeal in relation to any of the following:

- their child's eligibility
- the distance measurement in relation to statutory walking distances and
- the safety of the route.
- the travel arrangements offered

During an appeal about an application for travel assistance, travel assistance will not be provided to the child/young person unless the appeal concerns the travel arrangements offered, in which case the offered arrangements will be available pending the appeal decision. Where the appeal concerns a change to existing travel arrangements, then the previously agreed travel arrangements will continue until the review is complete

### **Stage one: Case review by a senior officer**

The request for a review can be made either

- online at [www.havering.gov.uk/schooltravelassistance](http://www.havering.gov.uk/schooltravelassistance)
- or verbally via a telephone call on 01708 434785

All requests must be made within 20 working days of the original notification of a decision. The request must include the reasons for the review and any additional information that is felt not to have been considered when the decision was made.

Following the councils review, the outcome will be confirmed, in writing, within 20 working days of the receipt of the appeal. This will outline:

- The nature of the decision reached
- How the review was conducted
- What factors were considered
- Information about other departments and/or agencies consulted
- The rationale for the decision

### **Stage two: Case review by an independent panel**



If the parent/carer remains unhappy with the decision at stage one of the appeal, they can complete a 'Stage 2 appeal form' to request that their case is escalated for consideration by an independent panel.

The independent appeal panel will be independent of the original and stage one decision-making process (but are not required to be independent of the local authority) and suitably experienced. Panel members may include officers of the local authority along with Havering Council councillors and an Independent Lay Panel Member. Including officers on independent panels will strengthen the experience and knowledge of the panel and allow appeals to be heard more rapidly as there will be a larger number of panel members to draw on. Councillors will continue to be part of appeal hearings.

Requests for a stage two appeal must be made within 20 working days from receipt of the local authority's stage one written decision.

Stage two appeals will normally be considered within 40 working days of receipt of the parent/carers request for it to be escalated. Any additional supporting documents should be supplied by the parent at least 10 working days prior to the review hearing date. A copy of the paperwork that has been submitted to the stage two appeal panel will be sent to the parent at least seven working days prior to the review.

The stage 2 appeal panel will give equal consideration to all case reviews whether conducted in the presence of all parties or heard in the absence of one/both parties. If the panel considers that further information is required, the case will be adjourned so that the information can be made available.

The clerk at the stage two appeal will write to the parent/carer, normally within five working days of the review, setting out:

- the decision reached
- how the review was conducted
- information about other departments and/ or agencies that were consulted as part of the process
- what factors were considered
- the rationale for the decision reached and
- information about the parent/carer's right to put the matter to the Local Government Ombudsman (see below).

## **Local Government Ombudsman**

There is a right of complaint to the Local Government Ombudsman, but only if the complainant considers that there was a failure to comply with the procedural rules or if there are any other irregularities in the way the review has been handled. Further advice is available on the Local Government Ombudsman website or on the Local Government Ombudsman advice line on 0300 061 0614.

If the complainant considers the decision of the independent panel to be flawed on public law grounds, the complainant may also apply for judicial review. It is recommended that independent legal advice be obtained before taking this step.

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Name of Consultation			
<b>Home to School Transport Consultation</b>			
<b>Service</b>	Education	<b>Owner</b>	Paul Young
<b>Date Consultation was Published</b>	Main 12/10/23 OoB 09/02/24 OOB (2) 17/06/2024	<b>Date Closed</b>	Main 17/11/23 OoB 15/03/24 OOB (2) 14/07/2024
<b>Repository</b>	Citizen Space		
<b>Analysed by</b>	Sue Verner, Customer Insight Officer, Engagement and Participation Anusha Addu, Business Analyst, DBV Programme		
<b>Date Analysed</b>	19 March 2024 & 19 July 2024	<b>Analysis Sent to</b>	Trevor Cook Paul Young
<b>Overview</b>	The public consultation was launched to gather views on the Council's draft Home to School Transport policy 2025/26.		
<b>Responses Received</b>	580 in total. There were 568 responses to the main consultation, 7 responses to the initial Out of Borough Schools consultation and 5 responses to the further Out of Borough Schools consultation		
<b>Responses Analysed</b>	580		
<b>Basis of Exclusion</b>	There were no exclusions		

It should be noted that only comments made on the specific proposals will be taken into consideration when reviewing consultation responses. If we receive comments that are considered discriminatory, offensive or defamatory, these remarks will not be included in any reports or published. A discriminatory comment is one which could include words or phrases which are likely to:

- be offensive to a particular group
- be abusive, insulting or threatening
- apply pressure to discriminate
- stir up hatred or contempt of a particular part of the community

Comments should also not include any other offensive material or content which could be considered defamatory. Any discriminatory, offensive or defamatory comments may be returned to you with a request that they be resubmitted containing only material considerations or such comments will be redacted from the response. We reserve the right to not publish online comments or parts of comments which are not considered suitable for public view.

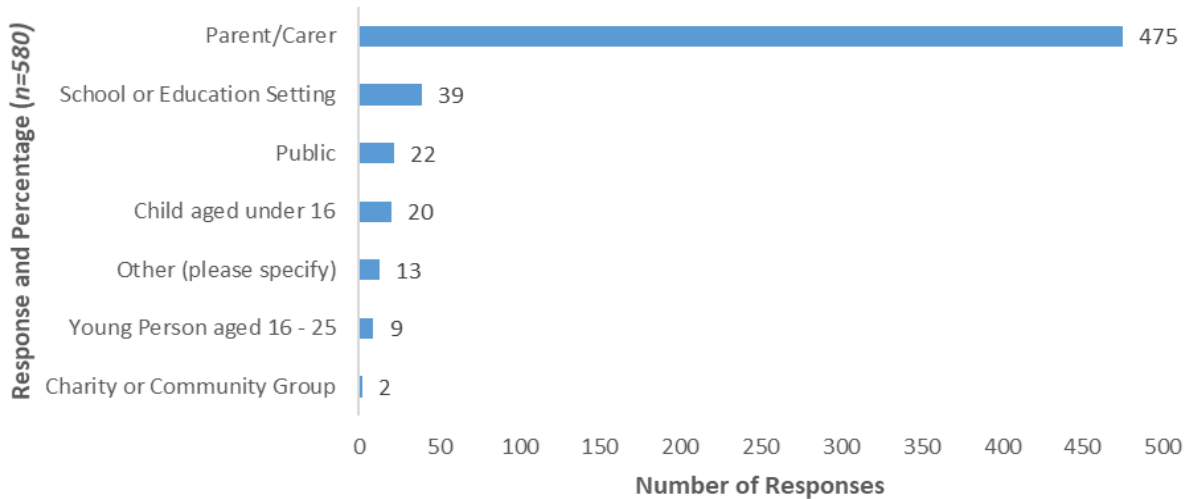
## Question: Please indicate the group which best describes you

### Analysis

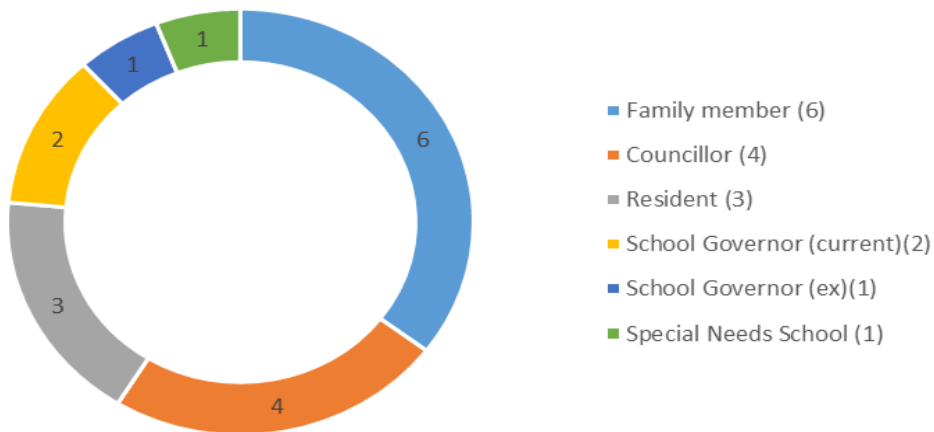
The majority of respondents were parent/carers (81.9%), followed by those representing a School or Education Setting (6.72%) and members of the public (3.8%).

17 respondents choose 'other' and stated the group which best describes them.

### Please indicate the group which best describes you



### Other Group



*n = 17*

## Transport Assistance

**Question: Do you currently receive transport assistance, or have done in the past three years?**

**Analysis**

220 respondents (38%) currently receive transport assistance, or have done in the past three years.

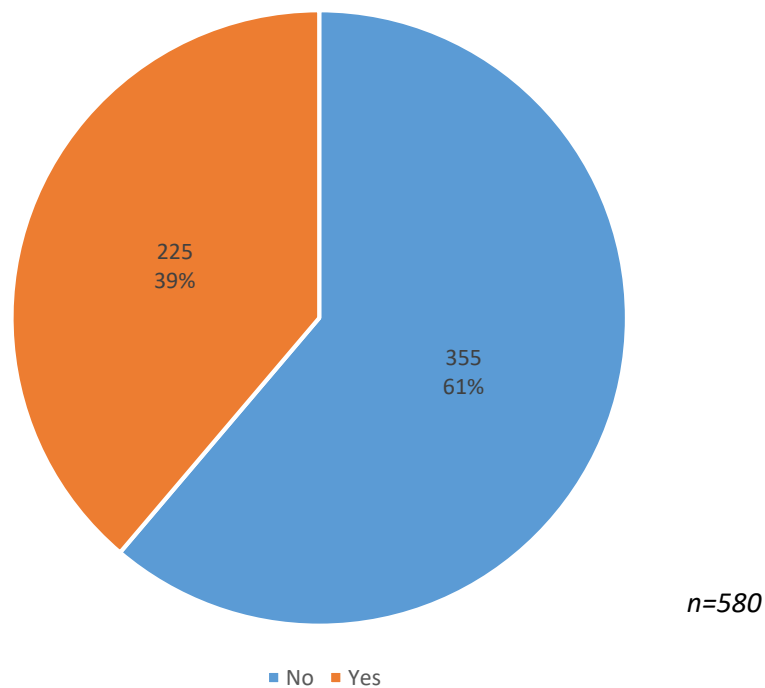
Of these 220 people, half (50%) receive a seat on a bus outside a dwelling followed by 50 respondents (22.7%) who receive a seat on a taxi outside a dwelling.

15 respondents choose 'other' and 21 people left comments in the specified box. Of these, many reiterated the transport assistance options they had already chosen, with 8 respondents stating a different option.

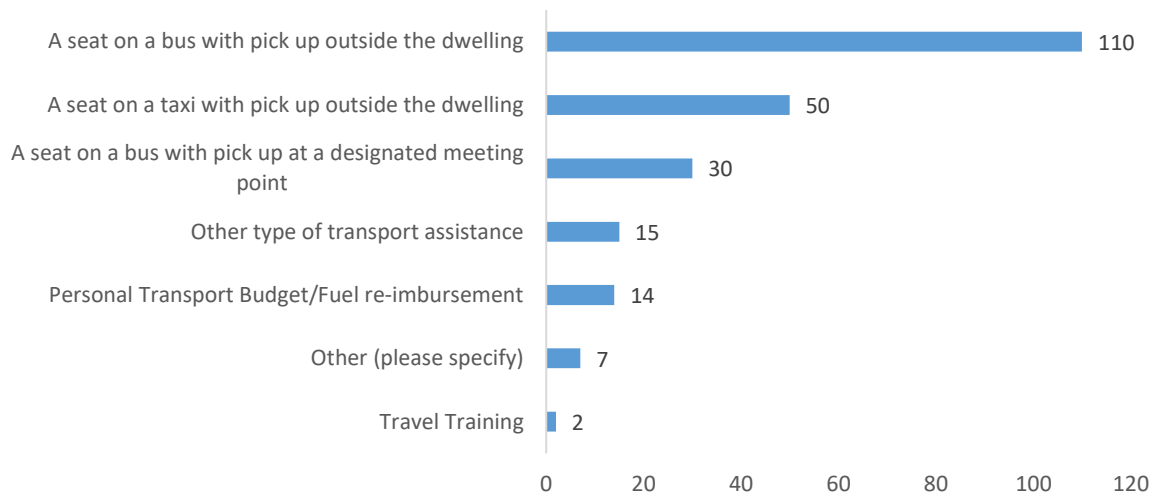
**Notes**

5 respondents stated they did not receive transport but choose options to suggest they were receiving transport, analysis was adjusted to reflect this.

**Do you currently receive transport assistance, or have done in the past three years?**



## Types of travel assistance



## Travel Training

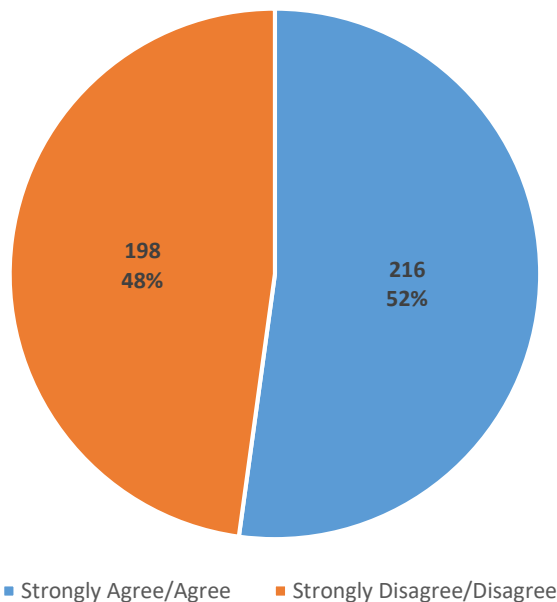
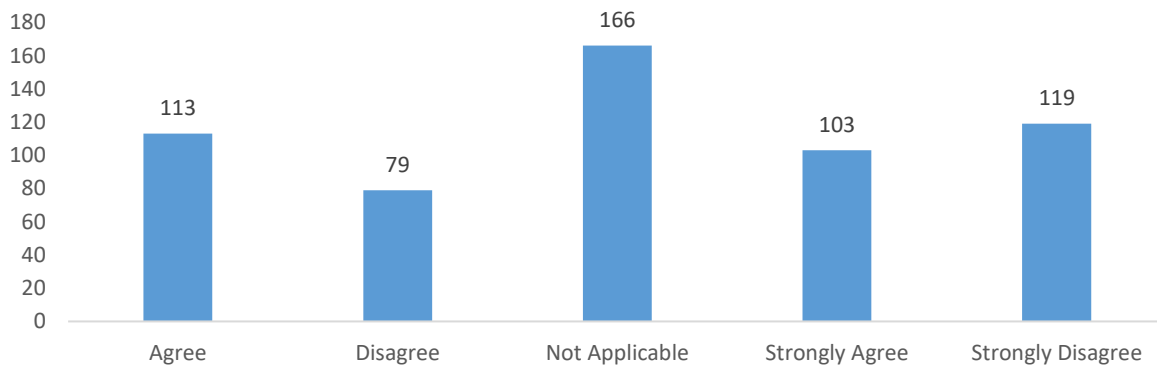
**Question: To what extent do you agree with the following statement:  
Undertaking travel training would support my own, or my child's independence.**

### Analysis

This question was not applicable to 166 people, almost a third of respondents (29%).

Of the 414 consultees whom it applied to, 216 (52%) strongly agreed/agreed with this statement, whereas 198 (48%) strongly disagreed/disagreed with this statement (see second chart).

### Undertaking travel training would support my own, or my child's independence



## Travel Training

**Question: To what extent do you agree with the following statement:  
Undertaking travel training would not be suitable for me or my child.**

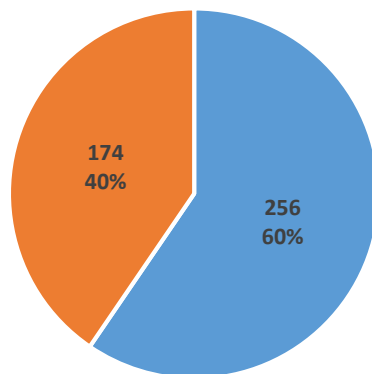
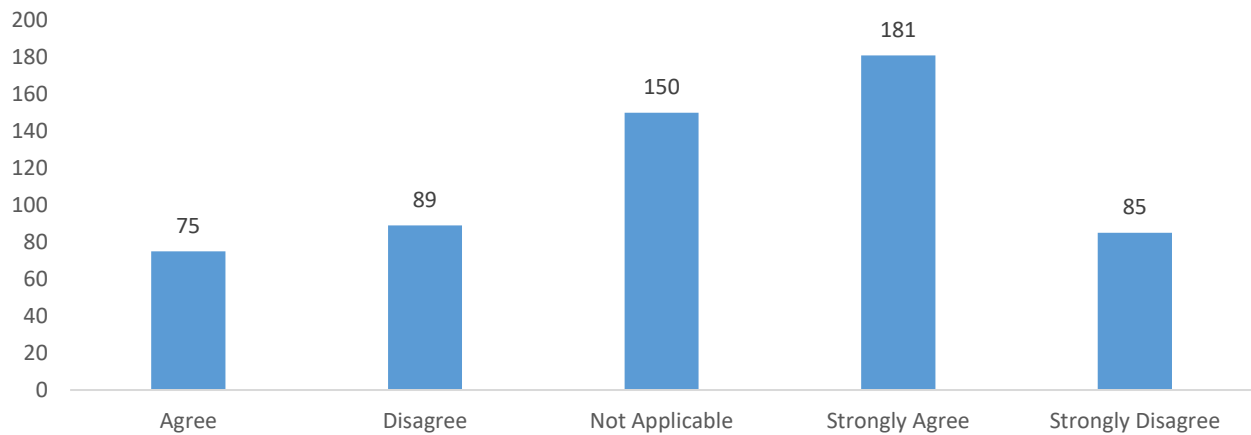
## Analysis

This question was not applicable to 150 people, approximately a quarter of respondents (26%).

Of the 426 consultees whom it applied to, 256 (60%) strongly agreed/agreed with this statement.

174 (40%) strongly disagreed/disagreed with this statement (see second chart).

### Undertaking travel training would not be suitable for me or my child



■ Strongly Agree/Agree ■ Strongly Disagree/Disagree

### Personal Transport Budget (PTB)

**Question: How much do you agree with the following statements:  
Using a personal transport budget to arrange my own or my child's  
transport would...**



## Analysis

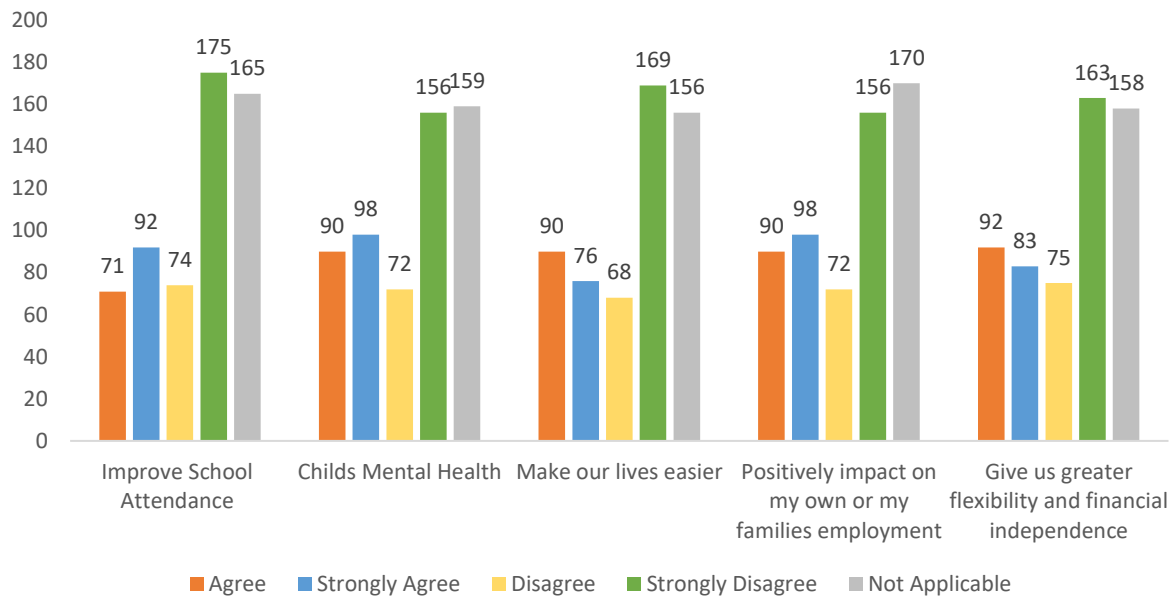
The response from those people whom this question applied to was overwhelmingly strongly disagreeing with all statements.

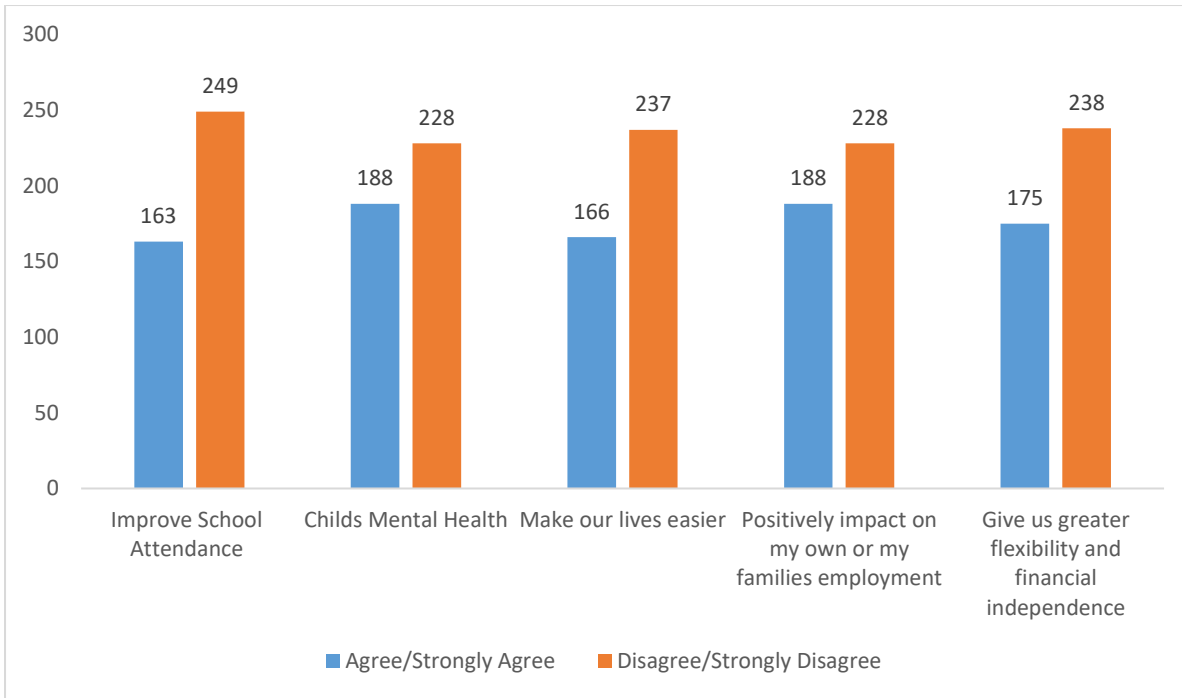
For those respondents whom the statement applied to, the chart following this one combines strongly agree with agree and the sentiment strongly disagree with disagree. There is a further table that illustrates the percentage of responses to each statement.

The highest response in disagreement was from 249 respondents who either strongly disagreed/disagreed (60%) that it would improve school attendance, with 163 (40%) strongly agreeing/agreeing with this statement.

The highest response in agreement was from 188 respondents who strongly agreed/agreed (45%) that there would be a positive impact on their own, or their child's mental health, however, 228 (55%) strongly disagreed/disagreed with this statement.

### Using a personal transport budget to arrange my own or my child's transport would...





Response	Strongly Agree/Agree		Strongly Disagree/Disagree		Total Responses
	Count	Percentage	Count	Percentage	
Improve School Attendance	163	40%	249	60%	412
Childs Mental Health	188	45%	228	55%	416
Make our lives easier	166	41%	237	59%	403
Positively impact on my own or my families employment	188	45%	228	55%	416
Give us greater flexibility and financial independence	175	42%	238	58%	413

## Personal Transport Budget (PTB)

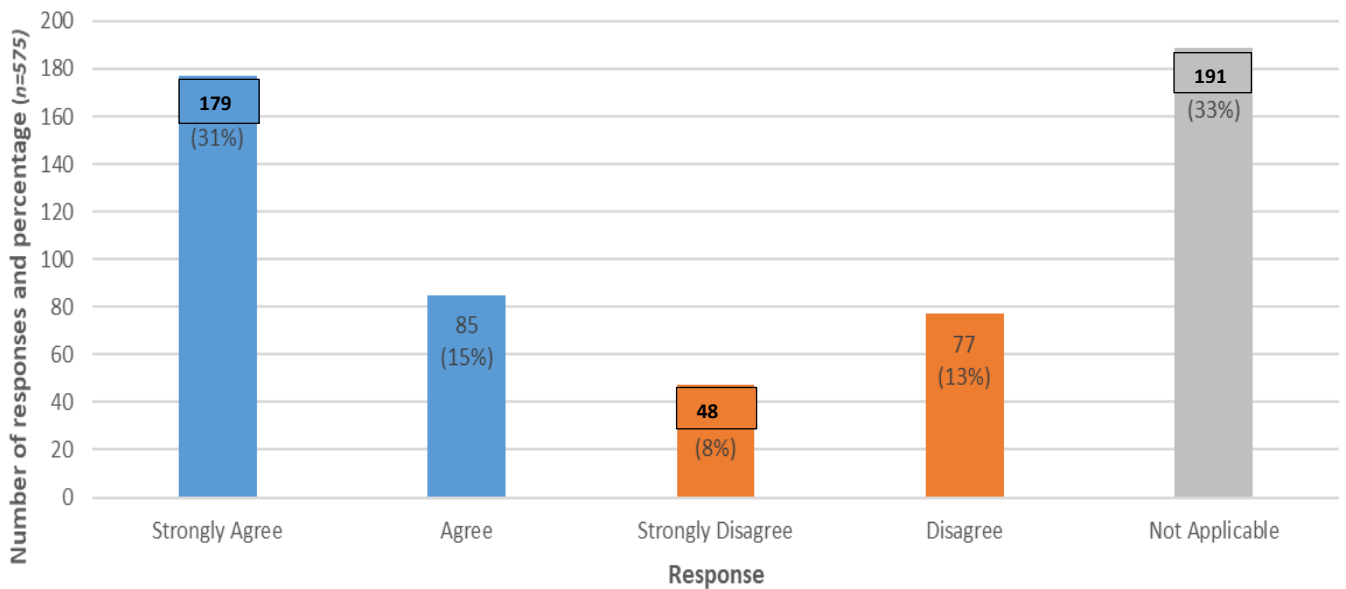
**Question: I am worried about managing a personal transport budget and the impact it would have on me or my child**

### Analysis

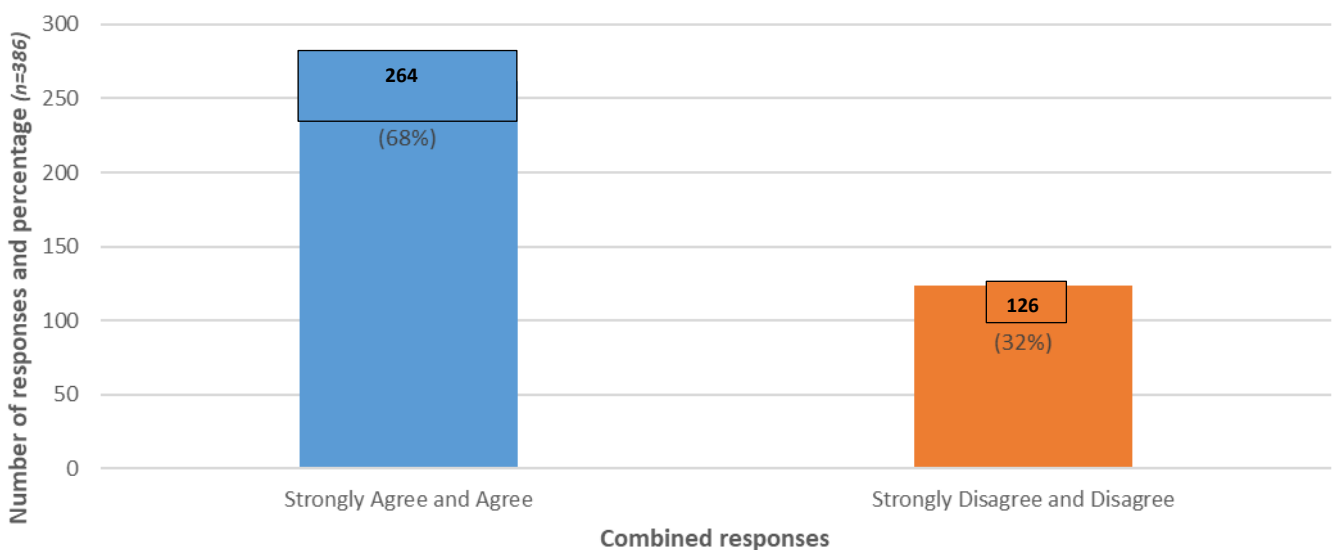
Of the 580 responses received, 179 (31%) strongly agreed with this statement and 48 (8%) strongly disagreed. The statement was not applicable to 191 respondents (33%).

When combining the responses of strongly agree with agree and then strongly disagree with disagree (see chart further below) for those 390 people the statement applied to, 264 respondents (68%) strongly agreed/agreed with this statement, which was more than double the 126 people who strongly disagreed/disagreed (32%).

### I am worried about managing a personal transport budget and the impact it would have on me or my child



### I am worried about managing a personal transport budget and the impact it would have on me or my child



## Post-16 Travel Assistance

**Question: How much do you agree with the following statements:**

**Any charges/contributions for post-16 transport assistance should be: Capped at a maximum amount**

**Means tested**

**Analysis**

The first chart illustrates consultees responses to each part of the question including those who said it did not apply to them.

For those respondents whom the statement applied to (471), the chart following this one combines strongly agree with agree and the sentiment strongly disagree with disagree.

**Charges/contributions being capped at a maximum amount**

There was 580 responses to this part of the question.

The highest response was from 161 respondents (29%) who strongly agreed to this proposal, however 101 people (18%) strongly disagreed.

**Charges/contributions being means tested**

There was 567 responses to this part of the question.

The highest response was from 143 respondents (25%) who strongly disagreed that any charges/contributions should be means tested, whereas 114 people (20%) strongly agreed. However, response rates were very close when analysing the combined views of those 471 people to whom this proposal applied to, where 242 people (51%) either strongly agreed/agreed to this proposal, and 232 (49%) strongly disagreed/disagreed.

## Tell us more - Impact

**Question: Please detail the impact that you feel the changes in the policy will have on you or your child.**

**Analysis**

There were 594 comments. 181 respondents (31.5%) commented that the proposed policy would have a negative impact, with specific concern for young person’s individual needs (23%), safety (11.8%) and their mental health (11.5%).



594 comments -		detail the impact that you feel the changes in the policy will have on you or your child									
Capacity	Overall impact when stated			Impact on child			Time	Means Testing		Unsure	
	Positive impact	Neutral impact	Negative impact	Concern for young person's individual needs	Unsafe for child	Impacts young person's mental health	Impacts time management	Positive Impact of Means Testing	Negative Impact of Means Testing	Not sure	
Parent/Carer	25	31	153	116	63	61	50	2	4	8	
Child aged under 16	2	0	7	6	3	3	5	0	0	0	
Young Person aged 16 - 25	0	0	4	4	1	1	1	0	0	0	
School or Education Setting	3	0	10	2	1	0	1	2	0	0	
Charity or Community Group	1	0	1	0	0	0	0	1	0	0	
Public	4	0	1	2	0	1	0	2	0	0	
Other (please specify)	0	0	5	2	0	0	2	0	0	0	
<b>Total</b>	<b>35</b>	<b>31</b>	<b>181</b>	<b>132</b>	<b>68</b>	<b>66</b>	<b>59</b>	<b>7</b>	<b>4</b>	<b>8</b>	
Percentage of total respondents (n=575)	6.1%	5.4%	31.5%	23.0%	11.8%	11.5%	10.3%	1.2%	0.7%	1.4%	

### Tell us more - Feedback

**Question:** Please provide any further feedback on how the transport assistance service could run more efficiently, or any further comments on the draft policy.

#### Analysis

There were 128 comments. 24 respondents (4.2%) commented that they would not want to lose an invaluable service, with 22 respondents (3.8%) saying that more specialist school provision is needed in the borough. 12 people said more bus routes are needed (2.1%) and 9 people felt that taxis are not always reliable (1.6%).

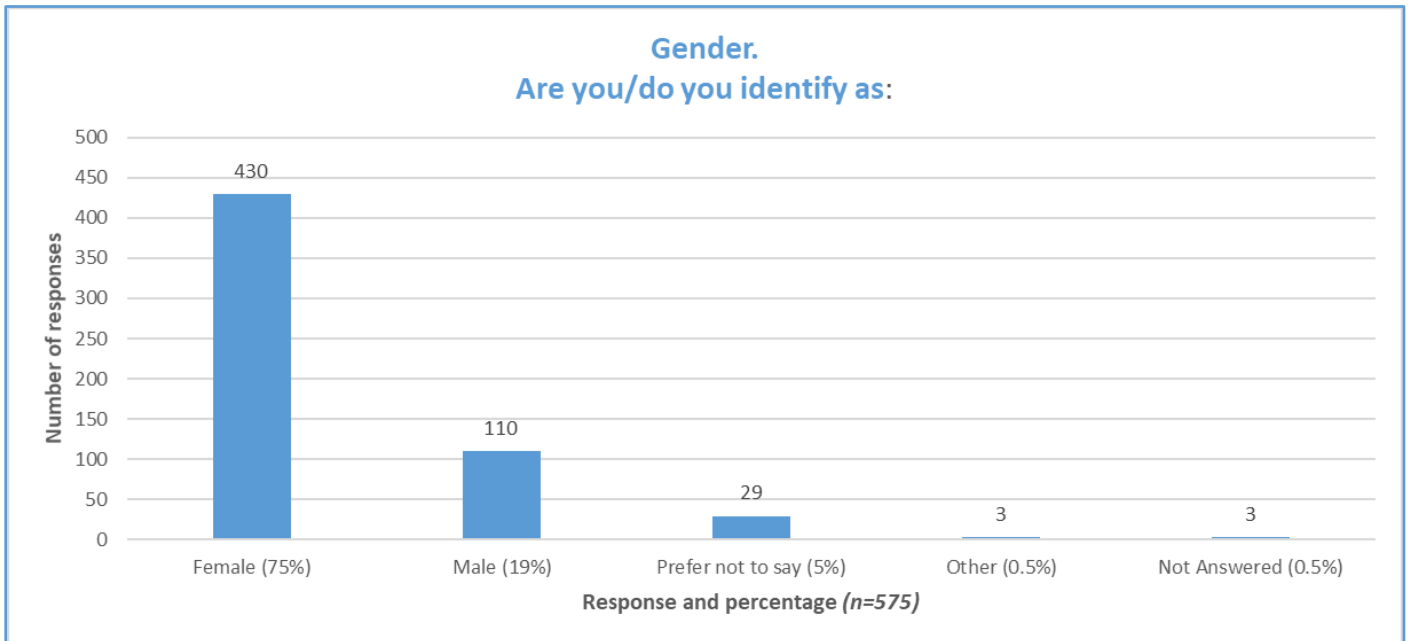


## Equalities Monitoring – Gender

### Question: Are you/do you identify as:

#### Analysis

The majority of respondents were female (75%) which is greater than the borough average of 52.6%. Responses from males (19%) was significantly lower than the borough average of 47.4%.



	Consultation responses	Havering average (age 18 or over only)*
<b>Female</b>	75%	52.6%
<b>Male</b>	19%	47.4%
<b>Other</b>	1%	Not available

\*Census 2021: <https://www.ons.gov.uk/datasets/create>

## Equalities Monitoring – Ethnicity

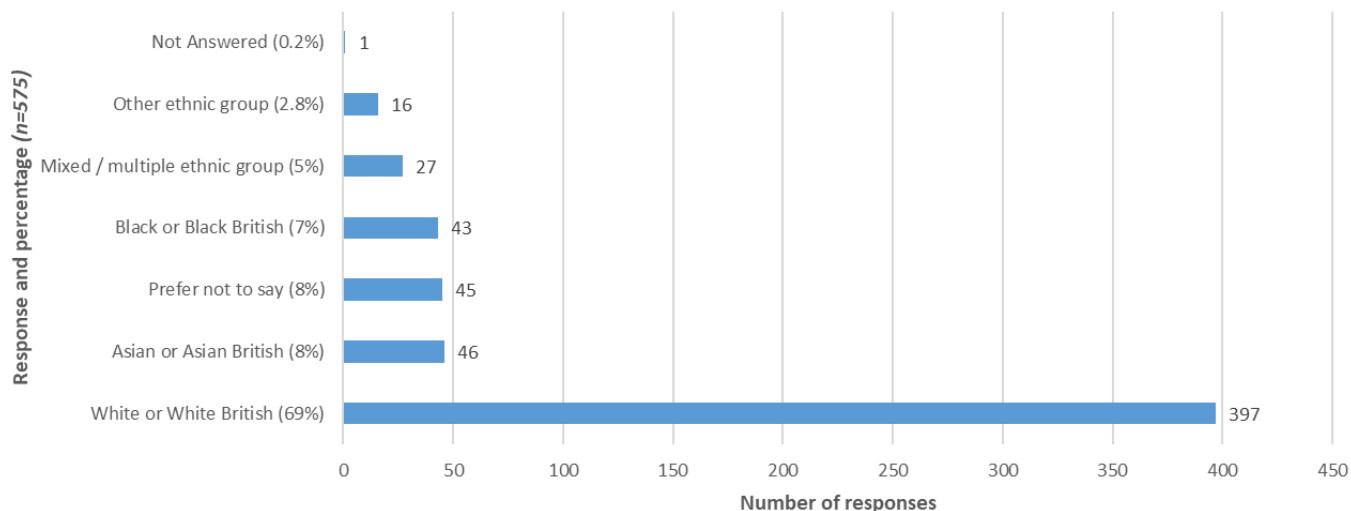
### Question: Are you/do you identify as:

#### Analysis

The majority of respondent's ethnicity was White or White British (69%) which is slightly lower than the borough average (79%).

Asian/Asian British was also slightly lower, Black/Black British was the same as the borough average, with Mixed/Multiple Ethnic Groups and other ethnicity higher.

How would you describe your ethnic origin?



	Consultation responses	Havering average (age 18 or over only)*
<b>White or White British</b>	69%	79%
<b>Asian or Asian British</b>	8%	10%
<b>Black or Black British</b>	7%	7%
<b>Mixed / multiple ethnic group</b>	5%	2%
<b>Other ethnic group</b>	2.8%	2%
<b>Prefer not to say</b>	8%	-

\*Census 2021: <https://www.ons.gov.uk/datasets/create>

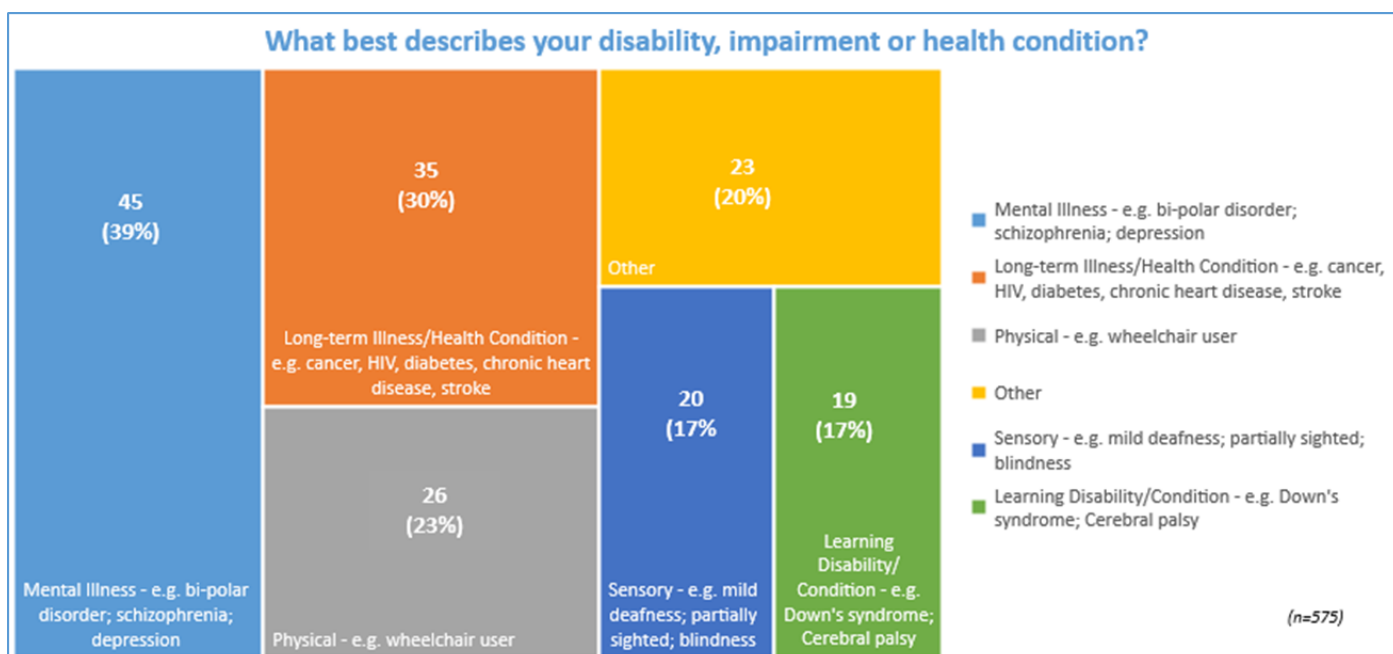
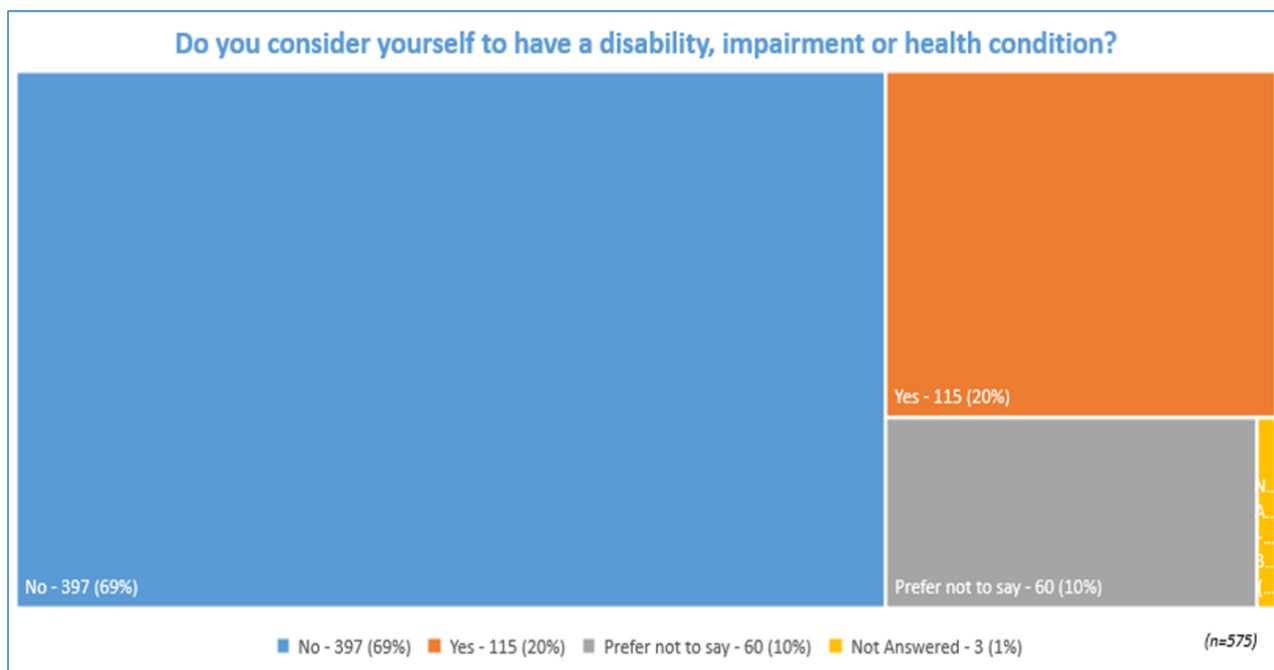
## Equalities Monitoring – Disability

### Question: Do you consider yourself to have a disability, impairment or health condition?

#### Analysis

The majority of respondents do not consider that they have a disability, impairment or health condition (69%), with 115 (20%) considering they do.

Over a third of respondents consider they have a mental illness (39%), followed closely by a long term health condition (30%).





## Equalities Monitoring – Disability comments

**Question: Do you consider yourself to have a disability, impairment or health condition?**

### Analysis

There were 27 comments. Some respondents were unclear whether to answer this on behalf of themselves or for the young person they were responding on behalf of. Consequently, it is unclear whether some of these comments may relate to the responder or the young person.

### 27 comments

Other disability, impairment or health condition	Number of responses
ADHD	1
Our pupils have all of these conditions	2
Anxiety	1
Asthma	2
Body disability amputations	1
Cerebral palsy	1
Chronic pain in joints/back/fibromyalgia/osteoporosis	6
CMT Nerve condition	1
Deafness	2
Epilepsy	2
Global delay	2
Heart condition	1
Hemiplegia	1
High blood pressure	1
Hydrocephalus	1
Kidney problems	1
Learning disabilities	1
Light-headedness, poor balance	1
Lymphedema	1
Microcephaly hydrocephalus	1
Mobility issues	2
Womb problems	1

## Equalities Monitoring - Gender, Ethnicity and Disability

### Analysis

The tables below illustrate total ethnicity and disability by gender of those respondents who told us this information. The majority of respondents were White or White British females (55%), of whom, 11.5% said they had a disability, impairment or health condition.

			White or White British				Asian or Asian British				Black or Black British			
	Total by Gender	%	Total by Ethnicity	%	Total by Disability	%	Total by Ethnicity	%	Total by Disability	%	Total by Ethnicity	%	Total by Disability	%
Female	430	74.8%	316	55%	66	11.5%	31	5.4%	1	0.2%	35	6.1%	11	1.9%
Male	110	19.1%	78	13.6%	15	2.6%	15	2.6%	5	0.9%	8	1.4%	5	0.9%
Other	3	0.5%	1	0.2%	1	0.2%	0	0%	0	0%	0	0%	0	0%

			Mixed/Multiple Ethnic Group				Other Ethnic Group			
	Total by Gender	%	Total by Ethnicity	%	Total by Disability	%	Total by Ethnicity	%	Total by Disability	%
Female	430	74.8%	22	3.8%	5	0.9%	14	2.4%	2	0.3%
Male	110	19.1%	4	0.7%	1	0.2%	2	0.3%	1	0.2%
Other	3	0.5%	2	0.3%	1	0.2%	0	0%	0	0%

## APPENDICES

### APPENDIX A - Direct Views of Policy by Groups - Uncensored

#### Charity or Community Group

it should be cost effective and not just expected - this is a difficult situation and very emotive but running high transport costs when a more cheaper option is available should be explored especially if families can afford to do it themselves.

Means testing is unfair and not the answer  
Possible small contribution at most  
Transparent is necessary

#### Child aged under 16

Employ more trained personnel

I believe transport should be provided for school aged children needing support. So school is not effected. in gaining independence post 16 would be a good time to introduce travel training because this would no longer impact schooling and the person is more maturer to be able to deal will the problems that can occur with public transport and help become a independent adult.

I feel the transport assistance I'd running fine. My daughter has been getting transport from the borough for 8 years now. She has thoroughly enjoyed going to school by bus and now taxi and has built up a great relationship with the Assistants who have been with her. They make her feel safe whilst travelling to and from school. Without this service xxx would not have been able to attend the schools she has and get all the professional help that she needs.

I wholly disagree that Transport Training will be an advantage for my child, as she will never have the capability to learn how to travel to school by herself, not only would this affect her mental health, she is unable to be in crowded places, due to anxiety attacks. I also worry for her safety in a bus full of kids, who could potentially abuse her with anti social behaviour from other children. She needs to have her routine, and she requires a specific way to be transported to school, where similar children are treated the same and the staff totally understand her needs.

My would also not be able to self transport with an arranged budget, as you call, as for the same reason, she would not be able to travel on her own, via taxi, due to her disability.

Therefore I can't accept that this service should be allowed to cease.
it is good and convenient for us now
My son is severe disabled and need the transport assistance mandatory.if the transport assistance is not there he will not be able to go to school
Need 2 escorts for both school runs
Need to be more available for parents to ciew
Stop school kids getting on regular busses (especially when they only go one stop, the lazy little toe rags) just get school busses for them!!
The travel assistance is great . The staff are very helpful and put my mind at ease . The special school has had a positive impact on my. Daughter. Traveling with the other children. Has helped before she was not social with anyone especially children.
We are happy with the service knowing that our son is safe the driver and escort xxxx and xxxx really understand our child's needs.
<b>Other (please specify)</b>
Ensure that where a Motobility car has been provided for the child that it is used to provide transport for the child and not for parents work trips instead.
Keep services as currently provided.
Parents may welcome personal transport budgets
The draft policy I thought was only going to be decided once this so called consultation is complete so at this time, this question is rather pointless. Or does this mean you have already decided on the policy is going to be which makes any consultation meaningless.
The policy will need to work on a case by case basis as there is no one size fits all.
The transport service would be improved if the drivers had the knowledge that the council would continue to give long term contract security.
The transport system should be alleviated completely - make the parents take their own child under their own expense as hundred of responsible parents have done now and in the past. Just because a child cannot walk due to disability, that is the parent's responsibility to ensure their child gets to school not the council's - what do these parents want? why have a child if you are not going to take responsibility for it. Parenting is hard, very hard - but I don't know why these parents are being lazy and not taking the responsibility and financial strain themselves? It baffles me ?
we need to keep costs down. Children should be encouraged (by parents) to walk more where possible to save costs in using Council buses.
We would be prepared to contribute to the "collect from home" transport service. I should have thought the majority of parents/Guardians would.
<b>Parent/Guardian</b>
A bus going straight from Hornchurch station to upminster
A person to monitor the passengers whilst the driver is driving would be a good idea specially when teenagers travel by bus during rush hour
Add more buses so a child doesn't have to sit on a bus for two hours before school! And be picked up at 7am! That is absolutely ridiculous. Children fall asleep in class because of these arrangements.
Alot of families will need the support with the money needed to pay for special education.
Another bus
Another thing to worry about
Any consideration of this policy including using the budget to purchase the services of a driver to drive young people who have motability vehicles but cannot drive it themselves
Any help benefits children well being
arrange a bus that picks up on a route - no need for taxis
As a under 16 school bus user I think the current systems works well.
As more children are diagnosed every year with autism and other non visible disabilities. The demand for school transport will increase and Havering like any other London borough needs to make sure there are adequate provisions available for a reliable school transport. This is NOT a luxury but a must have facility for children and

adults with non visible disabilities such as autism where non existent school bus service will mean these children and adults would NOT be able to attend school or college of their choice.
As outlined above, we need to keep the community buses running. If it comes to it, then ask families who use the bus service to contribute towards the costs. We need to keep the cost effective transport running indefinitely and we need to stop the cases whereby it is costing the Borough thousands and thousands of pounds per child to transport them either out of the borough or because the child needs assistance. There is already assistance on the community buses, so why does a child "need" two assistants? The parents should be given a choice of either using the community buses or they are responsible to transport their child themselves. I appreciate this is brutal but this is a very sensitive issue to families who only require the basic transport.
At the present time I am very happy with our child's transport to and from school. The only thing that could be improved is the route the driver has to take is sometimes strange. IE a driver will have to go 15 min out of his way to collect a child that another bus is closer to.
Base it with a reliable company that knows how to deal with children with certain needs, IE there use to be a transport company called Fox transport whom are trained for children with certain difficulties and parents that couldn't escort there children.
Build a new school, put on transport for those who need it in that school which won't be as navy so your costs will be reduced.
Buses could arrive in a timely manner and bus conductors should be present during school travel times to ensure safety.
By maybe running a bus at certain times for everyone from 1 pick up and drop off point that is central to people living in that area eg romford Station
Can you stop trying to cut services to our vulnerable. It's shockingly disturbing how they are always the first service to look to for a saving
Can't say now
Car sharing might be an option But not everyone owns a car Designated pick up points would be ok for those that could travels short distance independently If you have a contract with taxi firms challenge them as Uber is cheaper. Coaches barter for school contracts but do taxi companies? Ensure if there is a pick up booked - if it is not cancelled and the car arrives needlessly - charge the household. There is too much waste in nhs by people not turning up for appointments . I have heard of people with disabilities moving to Havering from Redbridge as we are a softer touch- just saying! This is a very difficult situation for you, good luck with your decision making
Children should attend schools most local to them where possible
Confusing
Contributions (means tested or not) are relatively sensible. People are saving money on petrol and vehicles anyway.  Car pooling is harder. Disabled children often have complex needs, are vulnerable and may have difficulty communicating. Are we going to DBS check everybody?
Current policy works for my child i.e. seat on a bus outside dwelling
Current transport service is great so continue
Currently, we are very happy with the transport services that take our child from home to school and bring her back. She is settled and happy while on the bus. The staff are very friendly and supportive. We prefer that any changes won't be made simply for the sake of change. If changes are considered, they need to be assessed based on the needs of all families with children who have special education needs and disabilities.
Cut down on individuals travelling on their own; encourage them to travel on transport buses which should be the main way to travel. Cut down on the use of taxis and Uber, these are very expensive and users should be asked to travel on transport buses. The buses are very efficient and cost effective. Do not charge to use these, as if a child was in full time education, then public transport is free, so these buses should remain free for those in full time education, a crucial cornerstone in human rights.
Direct school buses for the individual schools
Dobule decker busses, more busses, school buses, bike to school scheme for children.

<p>Due to my son going out of the Borough for school the transport he is receiving is the best in my eyes and does not need changing.</p>
<p>Each child is an individual who all deserve the best, they deserve access and equality and this looks different for every family. I think you should work towards making everything more accessible not putting more barriers to children with disabilities and thier families</p>
<p>Efficiency needs to be balanced with practicality, not just drafted on paper - but drafted based on the real world situation.</p>
<p>Employees of transport services should allow all children students to travel free especially if they see they are in school uniform . Bus drivers should be more caring when they see children standing at a bus stop or approaching to catch the bus rather than driving by them or not letting them on cause they have lost their card , leaving them stranded and not able to get home safely . Seen on many occasions</p>
<p>Every child has a right to school and an education, funding the transport in getting children to school should be a high priority, if attendace drops the council fine the family, but if there is no mode of transport suitable to get the child to school how is that fair? There needs to be steps in place to allow families to ensure their children receive the education they need and also allow for families to carry on working and living a normal life around them with your help!</p>
<p>Everyone should accept this</p>
<p>Families with SEN children / young adults need support that's easily accessible and not added administrative burdens &amp; stress that managing transport budgets would create. Having to re apply every year is enough of a burden on top of highly stressful life with a SEN child / young person.</p>
<p>Firstly the legality of it - the law surrounding Home to School Transport has not changed and local policy cannot trump law, so Havering will waste money in legal fees and lose because they are acting unlawfully and that will cost Havering residents even more than before - legal fees + taxis and school buses.</p>
<p>Secondly, the Direct Payments team cannot keep account of existing monies going in and out. A thorough forensic audit of this department would identify hundreds of thousands of "missing" pounds judging by the experience of anyone who has ever had to liaise with that Department. The only thing it will succeed in doing is ensuring a lot more lost school days because payments have not been made by the Direct Payments team - this is a common problem already.</p>
<p>Thirdly, the parents of these children already have to jump through many hoops to qualify for transport so there really is no fat to trim here.</p>
<p>Fourthly, many of these children are non verbal, require medication, suffer from seizures etc. The safeguarding issues alone are endless. And is it realistic to expect an Uber driver to not only notice and recognise a myriad of different types of seizures, but then to pull over on the A12 or wherever and administer potentially life saving medication?</p>
<p>Its as ridiculous as it is inhumane</p>
<p>Focus your energy in consulting parents on how to improve SEN services</p> <p>There are no schools or services</p> <p>So many SEN children don't use the transports</p> <p>It's the minority and those are the ones you are targeting</p> <p>You are setting off a time bomb for short term gain</p> <p>Other areas such as Social care, Hospitals, mental health are going to feel the impact of this</p> <p>Think Longterm</p>
<p>For a lot of families they rely on the current transport service as it provides a secure and safe option for transport. For us personally, the transport service has made it much more easier for both parents to work, as the schools my children attend are at different ends of the Borough to have to take both children to school would be very difficult as one would have to be running late often. Even with breakfast club this is costly and would not be a suitable option for a regular service.</p>

As the personal travel budget is based on attendance from the previous month this would seem a little unfair if my child's regular hospital appointments were to be in one month and impacting the next month with payments being smaller with no appointments.
For it not to be taken away from such valuable children and young adults
Free travel for all and designated buses for SEN pupils. Travel safety and run through from school/ outside agency ideal....
Have more mobility buses available to reduce cost of the need of a taxi service.
Having less children on each bus and buses working correctly including air con for in summer months
Help independence
How about doing better checks when parents apply, for example: are parents at home, is there a car sat idle on the driveway, do parents work
However, the change in policy needs to take a whole-family approach and individualised support planning as 'no one size fits all'. This should include family friendly policies across all levels and organisations.
The transport assistant service could run efficiently by perhaps (1) reviewing eligibility for these services every few years (2) being firm but fair with the families that may have a sense of entitlement towards the proposed change (3) drawing from the experience of other local authorities home and abroad to create a bigger picture of the opportunities and pitfalls on this subject (4) be creative, don't think about the here and now, think sustainable travel that is applicable long-term.
I agree if a young person's family don't work or they live near the school or college they should be taking them. But for us that both work it is unacceptable.
I am happy with the school bus transport that my child has at the moment.
I am happy with the transport he receives and he is happy with the travel he gets now
I am pleased with the service provided by the borough for my sons transport. It can be more efficient by not cutting it at all and by not stressing parents and Guardians and children and young people by doing so.
I am very happy with the current transport but feel the routes could be looked at to make it easier for drivers for example they may have to drive 15 mins out of their way for one child when another bus also passes their pick up point.
I appreciate that having needs to cut costs, but it needs to be looked at on a child by child bases, and not a blanket programme which could effect people's lives significantly
I believe that there are parents who can transport their children to school but just take advantage of the fact that transport is available .
I met a lady whose daughter I taken to school by transport, goes for breakfast club, stays for after school club, has tea at school, is given transport home and then bath and bed. This is not parenting and absolves the parents of responsibility.
Transport needs to be properly assessed and re assessed to see whether parents truly need it. I drove my child to school in brentwood every single day. Spending time with him the car, chatting was great for our relationship
I believe the service is already run efficiently
I believe the transport assistance service is excellent, and does not require any adjustments I believe the transport assistant should take into consideration pupil needs...it should be needs tested..we have children that cannot cope in confinement with other children because of the noise shouting and screaming. I think the transport should speak with family and find out what works for their loved ones..
I can't use it so I don't know
I cannot comment as I have not used the service so far.
I do not have enough knowledge on this area to give any comments
I do understand why mobility and severe SEND is rightfully supported by Council Transport services; but any extension or use of this service by lower needs SEND children would be a mistake. What happens when these children turn 18 and need to take up employment with the council? Will you lay on transport for them then? Or....Will they have been robbed of the last 5 to 10 years of gaining familiarity with self sufficiency? Any thoughts on pupils without SEND receiving free transport?

I don't have any experience of transport assistance
I feel that the council should have managed their finances better and thus be able to fund a child's right to an education in a setting that supports their needs. There is very little information on post 16 and the council are making the lives of the most vulnerable people in society worse with the proposed changes.
I feel that there could be an easier way to claim back fuel payment. Having to send emails and attachments every month or term is a lot of times spent by parents that don't have spare time so maybe some sort of portal could be set up so u could just log on and add proof of petrol receipts to it each month etc.
I feel the main agenda here is to save the council money, but why pick on the most vulnerable in the community to achieve this? Because its thought their voices wont' be heard as loud? Never under-estimate the SEN community!
As a parent of a post-16 student, I am particularly angered by the suggestion that they should pay for assistance - why? This effectively wipes out the whole concept of providing assistance in the first place.
I found it very strange that you were resorting to private hire taxi's as a solution - they are inherently expensive.
I believe those children in year 9 upwards if they can, should have travel buddies to assist them with transitioning from the school bus to public transport. This of course is subject to TfL bus options for the individuals.
I have always been satisfied with the bus service Havering has provided my son and hope that it continues because of-course changes will also cause unnecessary stress due to xxxx Autism
I have no experience so cannot provide feedback
I note from the initial email sent on this subject highlighted that in one case the taxi fare is £200 oer day.
I think it should be looked into why that is the case. Logically, the rationale for that suggests to me that the person being transported has to go a considerable distance to get to their provision. Why is that? The answer is possibly suitable provision for that person is not available within Havering and such provision is outside the borough.
If that is the case I think for each indiviual case should explored a lot deeper.
This transport assistance is provided to some of the most vulnerable people in the borough. Should time and energy be spent on saving money with respect to this group?
I question how Taxi drivers can have responsibly for SEN children, many of which have unpredictable behaviours or medical needs when their sole focus is to drive rather than care for the child?
On the busses there is a driver and an additional carer to specifically look after the children.
I think a blanket free public transport for all children in full time education needs to be implemented. Times are hard enough for children, free public transport I feel is essential for them. Children will then use public transport more and get used to it. They will then adopt the mentality of using public transport in their adult life and realise how easy it is, rather than drive. This will not only help reduce pollution but also reduce accidents on the road.
I think Havering should lose the ulez cameras and use that budget for children with special educational needs and their transport
I think having a half day afternoon service or more times would be more efficient
I think in my opinion that instead of the havering transport bus going to individual destination stops that are costly and longer journeys how about all passengers meeting at one destination where the bus will be waiting then driving straight to the school saving money and time .
i think it would be helpful to do a pickup spot near the house as we are unable to take xxxx to a far away spot
I think it's better already but charges should be lower
I think offering any children including sen children a bus to school is a terrible waste of tax payers money. Firstly, every school offers sen support now so there should be no need for parents to send their sen kids miles away to school. Secondly, since when did it become the government's (and tax payers) responsibility to pick these kids up from home and take them to school!? That should be a parents responsibility especially as most of them dont work as they get Guardians allowance. And thirdly, these kids get DLA which is to help any costs associated

<p>their disability. If the parent chooses to send their child to a school not close by then that DLA should be given to the local authority to help pay towards the cost of the bus.</p>
<p>I think that this is terrible. Children and Adults with additional needs deserve compassion, love, respect and dignity. You are taking this way and making the most vulnerable of society even more isolated. You should be ashamed even considering this policy. Everyone deserves an education</p>
<p>I think the idea of taking the school transport away is totally unacceptable. You'd be putting lots of vulnerable children in unsafe situations.</p>
<p>I think the personal budget is very helpful as some children may not be able to travel on public transport alone - it could be used to cover the cost of a parent / carer travelling with them, or go towards petrol or taxis.</p>
<p>i think this policy is appalling. the impact it will have on disabled child and their family's lives will be huge. As if SEN parents don't already have enough problems. I am very worried and upset about the policy and the massive negative impact it'll have on our lives.</p>
<p>I think we need more buses</p>
<p>I understand that money needs to be saved, but I feel that cutting transport for disabled &amp; vulnerable children is going to cause no end of problems for families, &amp; extreme distress &amp; upset, I really don't understand why Havering council are targeting disabled &amp; vulnerable children.</p>
<p>I understand the budget pressures Havering face, however it cannot be allowed to negatively impact our most vulnerable sections of society, including those with significant disability.</p>
<p>I would be prepared to pay £50 per month for school transport. And I think it's ridiculous that Havering Council has never asked before!!</p>
<p>However just because Havering Council has recently got itself in a financial mess I think it's disgraceful that you expect disabled children to dig you out of this hole by losing school buses. SHAME ON YOU!!! Perhaps you could get rid of some of your so called "managers" earning over £100,000 a year. No one working for any council, anywhere in this country should be getting that. Nor head teachers. It is council tax payers money. You are paid way too much.</p>
<p>I would never allow my 10 year old son with communication issues in an Uber taxi where the driver potentially changes daily and I as a full time working single mum as expected to arrange this myself daily.</p>
<p>My son would not be able to use a mobile phone if he was in danger and I am essentially sending him off with strangers in an Uber each day.</p>
<p>I'm over the moon with the transport service provided for my son which I'm totally reliant on to get him to attend school each day. We have a driver called xxxx and the assistant is called xxxx who are totally amazing and Understand the needs of the children which is vital. I'd like to say a huge thank you to this service it's very much appreciated.</p>
<p>I'm glad your asking for parents views that helps we often feel unheard and we are the ones exhausted from no sleep and then having a fight to get our child dressed and to a pick up point or to school or on a taxi. So listening helps but each child is different and needs different things dependent on the family also</p>
<p>Ideas about car pooling are flawed.</p>
<p>What happens if another child causes damage to my car? Who is going to pay for the repairs.</p>
<p>What is the logic of replacing 1 bus in the road with upwards of 5 cars.</p>
<p>If Havering education authority/transport assistance service makes better use of its school bus facility this would reduce the need for taxi services &amp; escort personnel. I.e taking children to Corbetts Tey could also transport children to Warren.</p>
<p>If it's cheaper to send children by taxi then do so</p>
<p>I'm sure the taxi service could run more efficiently.</p>
<p>We feel the bus service is very efficient as many students take the bus which in turn saves money! In our case, there are not enough kids to take them on a bus apparently (Clockhouse school). Not sure what can be done but we need something we can count on. I have no overview on the situation at our school. If I was left to take my child to school, I would worry about my backup, who I could turn to in an emergency??</p>
<p>Include more buses</p>
<p>Increased provision of specialist school places within the borough would reduce the need for lengthy journeys out of borough in order to meet the needs of Havering residents. The transport assistance service would then have to be used for children with</p>



Individual taxis at consumer pricing is surely not the way! Worse from a cost and safety perspective.
Introduce more buses.
It is working very well right now
It could be efficient if we have volunteers on the bus
It has good service
It is running fine already.
It runs perfectly as it is for my family
It should be looked at on a personal basis of the person but then again I would have thought that people who need it would have no way of being able to get there without help and in that case can't work or anything like that. This borough should be looking at what they can provide equity, diversity and most importantly stability to those that want to have a life and help with supporting them a manner that will help with independence.
It should be made affordable for everyone..
It should be open to children not only with an EHCP but also IEP
It would be helpful to be able to "track transport" - so you can ensure your ready for the pick up & drop off - saving wasted "waiting time"
It would keep children safe
It's would be great for it to be added as per of ehcp so they can have it until 25 for severely disabled children
It's already at the bare bones of operating. It takes an hour for my son to get home a distance just over a mile away.
Hes already on a coach that cannot fit down most residential roads... which is unsafe for many of the children that use the service.
I've never had a problem with Havering Transport. I rely on this service so much each day my daughter couldn't go to the Avelon without it.
Keep families updated with changes as soon as possible. Do not implement changes to a child's transport without reason. This makes families feel ignored and devalued. Working towards a reasonable standard of life for our children means challenging services and behaviours. We expect more from the local authority.
Keep it as it is and stop using the SEN children's money on other departments
Also my child only able to walk short distances
Do you expect a Uber driver to pick him up off the floor from a meltdown to get him into school?
My child's school attendance would drop due to anxiety of a different driver twice a day
Also if a Uber driver was to take my child to do how can you guarantee my child's safety in the back of a car alone or the driver to understand his needs?
Do you really expect me to put my child in a Uber with different strangers, twice a day, 5 times a week?
This whole thing is ridiculous
The problem is not ensuring enough appropriate SEND provision
Taking away transportation means taking away my child's school and forcing him into mainstream which is what
the whole mess of this unlawful delivering better value is all about
Keep it up
Keep us up to date with your thoughts and opinions with new plans of this service
Make sure Havering transport to and from schools and holiday clubs remain well staffed and high quality. Nothing else needed.
Maybe children that live within a mile of their school can look at other ways to travel there. Those that live further out are in an impossible situation.

Maybe have more support staff to help some individuals use public transport
Maybe the pick points. Not not out of reach ones. That way maybe bigger busses could be used and every child is also collected around the same time on that route and get to school on time. The one my son goes on he only just makes it each day. So it isn't just about money but it is all about the service being more efficient.
More buses more flexible and that buses run on time the 651 leaves bus stop to early at children finish school 2:55pm and the 1 and only bus leaves at 3:00pm plus same in the morning it's not fair that students are late due to lack of transportation
More funding in general and less cut backs for children with sen. Sen children are equally as important as more typical children and deserve the same opportunities!
More funding should be put in the assisted transport because those our children with disabilities life depend on it
More money should be used for this as is imperative for children with disabilities (physically and mentally) to have free access to Education
more school buses
More staff are needed on the buses in order for them to run everyday, as there are days when buses are having to be cancelled due to staff shortages, meaning children are missing out on their education.
My child cannot be left alone never mind make his own way to school. School cannot cope with all parents dropping and collecting kids. Due to high staff children ratio car parks at sen schools are full without parents cars.
My child does not use or need a transport system to attend school.
My child has recently started travelling to school in a havering bus ( the last 3 yrs it was a taxi ) this has worked really well and must be more cost effective.
My son currently gets bus train to school. Reduced travel on trains would be appreciated or more school buses available.
The route from rainham to Upminster is 1 bus and doesn't arrive in time.
Additional buses in the morning would help to reduce the over packed buses in the local area which are 165//365/372.
Often kids are getting on the bus for 1/2 stops because they do not want to walk 5 minutes, often for a commuter not being able to board
My son gets the treetops bus and it's helped me immensely without it I would be lost and my son wouldn't be able to go to school. xxx and xxx are brilliant
My sons bus is efficient
On my perspective, the transport people should have the basic training to support children with special needs and every year a refresher training program should be organised for them. They would be able to understand better and support these children with special needs.
On time
Parents could be charged for school transport.Of course it should be reasonable and manageable amount.
Parents of SEND/EHCP children are already under strain from reduced public services such as CAMHS and we have to adapt our lives around our children more than those with non SEND children. This is expensive as it limits working hours. Please do not impose further costs or challenges on us and our families at this time.
Payment to be made more quickly or on a daily / weekly basis via a set up with the schools to see when the child attended rather than us having to fill forms in and waiting weeks for the money.
People need to stop taking liberties
Perhaps an 'oyster' type card where it is scanned and monies taken directly without having to file receipts etc.
Physically disabled students like my son with a brain injury cannot take part in travel training and use public transport. School transport is his independence and ONLY independence !!! He should not have to travel to college with his Mum !! This bus provides Inclusion and socialisation that he needs !!
Please note these question about the policy from an open letter to the Cllr in charge: What follows are important questions in response to what I'm sorry to say feels like an unimaginative, uncreative reaction to financial pressure, with ableist implications. 1. The council is facing a section 114 notice – bankruptcy – which must be inordinately burdensome. Cuts need to be made, and I appreciate that. But why target a necessary service for a marginalised group of only 600 children and young people out of over 77,500 in the borough?

<p>2. As governor at Corbets Tey School, Jeff Stafford rightly pointed out to you recently that this fragmented approach to essential school transport ‘could have some serious safeguarding issues’. To what extent do you acknowledge the safeguarding concerns that accompany disabled children travelling in Ubers, for example?</p> <p>3. You responded to Jeff Stafford’s interest in ‘the exact implications to our pupils and their families’ – given the disruptive impact on children this will have, and ‘the distress this would cause to our parents and Guardians’ – with an out of date report that was published in 2019(<a href="https://www.local.gov.uk/understanding-drivers-rising-demand-and-associated-costs-home-school-transport">https://www.local.gov.uk/understanding-drivers-rising-demand-and-associated-costs-home-school-transport</a>). What reasons do we have to suppose this report is fit for purpose currently, and will do justice to our children and what they need?</p>
<p>4. I’m curious as to what makes you think we need ‘flexibility’? From my perspective, what parents and Guardians need for the children in our care is not flexibility, but rather stability and consistency; a robust, reliable, joined-up system in which continuity of care is delivered with appropriate training, and our children’s safety and wellbeing is protected.</p>
<p>5. How much will the ‘assessment process’ cost, who’s doing the assessing and what qualities make them suitable for such a task?</p>
<p>6. Is this a move to outsource the current contract to private companies? If so – and if the primary aim of this move is to cut costs – we simply will not get the current level of integrated assurance we need that care is being provided to the high standards we expect and deserve. Regardless of what might be being recorded on paper by private companies, we have seen examples of systemic failure in refugee services, mental health services and more, putting marginalised people at greater risk of stigmatisation and harm.</p>
<p>7. You suggest carpooling, and offer ‘trusted friends’ as a possible way around this disruption to trusted provision. In addition to the glaring safeguarding concern, a lot of assumptions are being made here: What makes you think that people have trusted friends at all? Not least those who aren’t struggling with their own families during a cost of living crisis? But more to the point, why are disabled children expected to car-share, but non-disabled children are not? At present, regular car-sharing would represent a sizable cultural shift that would make this a much bigger request than is implied. The expectation on parents and Guardians to depend on the good will of others in more privileged situations is deeply disempowering and unjust.</p>
<p>8. Have you considered that more vehicles on the road could lead to more pollution and parking needs?</p>
<p>9. There will be a consultation about this, but how meaningful will it actually be? When you think about it, it is unlikely that exhausted parents and Guardians giving 24 hour care to their loved ones will easily be able to access the time or energy for such a meeting, especially given the level of anxiety this is causing in so many of us already.</p> <p>We need nondisabled people to understand that disruption to care services has a knock-on effect: to parents’ ability to work and to pay taxes; and to health, wellbeing and the subsequent pressures on the NHS. It takes loving attentiveness, openness, responsiveness, creativity and more to care for people. Investment in time, money, and training are some of the more basic conditions that are necessary to create integrated support networks for disabled children that can even begin to safeguard their rights and opportunities. Ultimately, care is always primarily about people, not revenue. Disabled children are already systemically oppressed at all levels of society, including travel and education; at the very least we must mindfully refrain from actively disadvantaging marginalised children and families further.</p>
<p>Please test budget and verify who really need the assistance. However length or arduous the process because a lot of people claim such benefits when there’s no need for it. Taking money from families who do really need it.</p>
<p>Pooling system can work well. In pooling you only need one escort for more than one children. More ARP in the borough so that they don’t need to travel far and save the cost. School buses on different routes.</p>
<p>Provide more school buses. A bus linking Brentwood to Uppminster would be helpful. Or an organised car-pool service to opt in to lifts.</p>
<p>Provide the correct support and education in borough for all children that travel outside the borough to gain an education. More specialist schools/provisions are greatly needed. You will then save on outer borough taxi/bus contracts.</p>
<p>Reliable, Working, Communication, keeping commitments, responsibility, relationship management, and what is the responsibility.</p>
<p>School buses I believe are cost-effective because they are used by several people.</p>
<p>See above for my comment!</p>
<p>Shorter transport times would encourage people to use public transport</p>

Should be able to help specially children who have additional needs and who need lots of support. They have no awareness of safety or dangers.
Should be efficient, mostly cost-effective, and frequent.
So far the pick up and drop off is all running smoothly .
So many people rely on transport. Even the older ones that are not safe travelling on public transport or have anxiety and it's too busy and noisy it just wouldn't work and would definitely have an impact on attendance
Sorry, I can't comment on something that I was only made aware of today.
Stay as it is
Thank you for the initiative, May consider how school transportation is arranged in other boroughs or developing countries..
That makes life easy The Borough appears to have sought to apply a cookie-cutter view of a child with an EHCP - whether that child attends a special needs school, ARP or mainstream environment.
Indeed one councillor has commented openly and unwisely that their child with an EHCP attends a mainstream school and doesn't require transport; therefore child X with an EHCP shouldn't require transport either.
This is not acceptable and is frankly archaic.
The needs are very different, every child's needs are different - and what support each parent/carer requires to help their child attend and access the education they are entitled to, are different.
Perhaps LBH should have considered building more SEN provision in-borough when it noticed diagnosis and request for EHCP assessments rising; and the cost of providing transport would have been lower. Whilst *that* failing is not necessarily the fault of the current administration; the punitive policy it now purports to implement under the guise of flexibility and efficiency is nothing short of cruelty to those who are the most vulnerable in society.
Your impending bankruptcy may come, but you need to find some other wastage to hack at.
The Council should be looking to provide increased suitable local places if they want to reduce transport costs.
The draft policy shows a clear lack of understanding of the needs of SEN children.
And because the consultation has failed to start with assessing the need, it has failed to meet the requirements set out by government, and therefore is unlawful.
There may be one or two children who could perhaps go to school on a bus, or perhaps do travel training, but the vast majority have been assessed as already travelling using the most suitable transport arrangements. This is a completely pointless exercise for the majority, and it is has stirred up huge anxiety for parent Guardians, who are already under-supported and pushed to their limits. The worry caused by the council in the way this has been done is inexcusable and shows just how little understanding the author of this exercise has of SEN children and their needs.
I have a needs assessment that sets out exactly why my son travels in a taxi. The assessment is done. There is nothing to do be changed. Any proposed changes will result in me going straight to see a solicitor and challenging the council on legal grounds. And don't even get me started on the proposed changes to 16-18 transport. I absolutely will not hesitate to fight for my son's legal right to access education, and many , many parents feel the same.
This exercise is a gross folly that ultimately will result in increased costs to the council by having every single child assessed in person, and yet the majority are already being provided the most cost-effective transportation option, and so the savings will be minimal.
Council should instead do the following: - Properly assess the transport needs of the children

<p>- Do a full cost/benefit analysis of whether transport can be brought fully in-house, so you are not needlessly paying for a private firm to make a profit (although I have found the taxi firm to be extremely reliable and professional, and i have no complaints.) Current Guardians should be TUPE'd across to the council so that there is no detriment to the children.</p>
<p>- In-house taxi could be an asset for the council in other ways - for example, in between school runs, the driver and car could be supporting others in the community for whom transport must be provided.  - Prevent the most vulnerable children in our society from being abandoned by the service that is supposed to support them - instead get together with other councils countrywide, and take central government to court for year on year reducing funding for local government.</p>
<p>Children should not be made to pay for the mistakes of central government, and anyone with a basic sense of right and wrong can tell this.</p>
<p>The new style buses that have been bought in are now too big to get down most of the roads and so the service isn't home to school and back again</p>
<p>The only suggestion I can give would be to change the routes so that the coaches and buses do not end up travelling from one end of the borough to the other just to pick up children keep all the children in close proximity on the same buses. Working out the most efficient route so that the travel distance and fuel used would be the least amount alternatively invest in electric buses/coaches.</p>
<p>The option to opt out of any changes to existing policies should be available to any individual/their family who currently receives the service, and if this is the case it must be mandatory that their initial service remains as it was.</p>
<p>The policy also needs to look at the school of attendance and whether the school can accommodate the changes in transport whilst adhering to a full school day attendance, for instance there maybe a need to hire more staff at the school to account for the staggered starts and the staff having to take the children to and from the class from the car at the start and end of each day. Would this with the cost of adding more admin staff at the council to process the personal budgets really make a huge saving overall? Have these factors been considered? Routes and bus sizes could be re-evaluated to see if they are the most effective routes.  Is advertisement an option on school buses to help fund the transport costs?</p>
<p>The PTS service works and is environmentally friendly but there is a shortage of vehicles and staff because they are on 0 hours contracts for staff.</p>
<p>It also provides jobs in the community rather than to UBER.</p>
<p>Personal Budget assessment will add unnecessary delays many users have a blue badge and will have already had a rigorous assessment.</p>
<p>The shortbreaks service is a great example of how DP doesn't work ridiculous assessment times and complex process.</p>
<p>There is a current stigma around using PTS service. If you offer money to parents instead of the bus. There will be many parents that will likely qualify increasing the amount of users take up of the service in the long term and have the opposite effect on the budget.</p>
<p>The taxi service and the bus services last year are/were exceptional.  The staff have all treated my son extremely well, with dignity and respect at all times.  They have got him to school on time every day and I think he really enjoys the journeys. It offers him some independence away from us as his parents and Guardians, which we think he enjoys and is giving him a bit of freedom.  Losing this service will be a real shame and will directly impact my sons education and freedoms.</p>

<p>The training would work for some children but it is not suitable for all children. We do not want a budget to manage in order for our child to get to school via a taxi or another route, she would not be able to travel via taxi, she would not be safe enough. Our child does attend Corbets Tey School via the bus and we cannot express enough how brilliant the service is! If necessary and if it came to it, we would help towards the cost of the bus. For example, if funds are so short, can we not ask parents to put forward and contribute a certain amount each month or year to keep the bus service please? By all means, look at extreme cases where travelling costs are so excessive eg: £45,000 per year, as stated above but please do not take away the core bus service, we should not be penalised as a family for this because other people in the borough are costing too much! We pay so many taxes, it is unfair to take away this service, it is vital to families. It is a safe, efficient and cost effective way for</p>
<p>special needs children to travel to and from school and the staff who are on the bus are second to none! If you need more information, please contact me on xxxx. Thank you very much!</p>
<p>The transport assistance service should run more efficiently.</p>
<p>The transport assistance service support the morale and challenges that children and families face in meeting attendance and punctuality targets</p>
<p>The transport service of school buses is run well. The taxi service is not always reliable and safe. However, there have also been 'near miss' safety incidents due to 1-2-1 support when boarding being reduced. As I do not work for the SEND transport team I would not be in a position to comment on how it should be run. However, if the council are unable to think of ways to manage the funding, then perhaps they should consider passing it to someone who can and understands the needs of SEND families in Havering.</p>
<p>The transport which is in place now doesn't need to be changed as it's used for children with additional needs and gives them enough freedom and independence to get to and from school</p>
<p>the use of taxis at £200 per day is ridiculous. for that money you could fund the purchase of a fleet of vehicles and drivers. £1000 a week to get 1 child to and from school does not make sense in any situation. The schools are always looking for donations of pens and paper for the majority when the minority are taking all the funds. Council tax is extortionate as it is but still you can't balance the books and with spending like that i can see why. This is not good financial management.</p>
<p>The use of taxis was not our preference or expectation when our child moved settings as we would of been happy for them to continue using a school bus. To us, this seems like both the more cost effective and environmentally friendly option as it would significantly reduce the cost of multiple taxis and reduce the number of journeys required as it would be a single bus on one route. I would give consideration to the legality of removing/adjusting access to transport to an educational setting for SEN children as I believe this is a protected right.</p>
<p>there is a shortage of provision of SEND provision and pupils will have to travel and they should be supported and provided free of charge</p>
<p>There is no one size fits all in transportation in our case single use taxi would be more beneficial and would be more cost effective to the council than current provision</p>
<p>There needs to be 2 bus service in place of current 1 bus service</p>
<p>They could have a photo card pass, ensure it is available to all so no one misses out</p>
<p>This is not the place for the council to cut costs. Attend drop off and pick up at Corbets Tey school and see how even with busses it is hectic.</p>
<p>This should be capped so that parents aren't using the most expensive means. Maybe by having an account with a particular taxi firm could keep costing down, with agreed tariffs set in advance.</p>
<p>To have a few routes so that all catchment area is covered and not only rely on 1 route.</p>
<p>To run more effectively - stop the taxis for long distances - I do agree with this and cannot believe the amount that costs. Pay the parents to use Uber etc. Any children that have been travel training at school and it has been successful look into them utilising that training. Any children that live less than a mile from a school within walking distance take them off the bus and seek alternative. Physically disabled should be able to remain on the Havering Buses !</p>
<p>Transport assistance it's a great and it's safe</p>
<p>transport picks my child up in her wheel chair and takes her to school and drops her of in her wheel chair when school finishes</p>
<p>Transport SHOUKD be focused on each individual basis.</p>
<p>Each family and child have DIFFTERENT needs that need to be listened to and supported</p>
<p>Transport should depend on the needs of the child and if there is no suitable school for them</p>

Unreasonable change and demands, children with sen often need to have continuous support with little change or disruption, families need the support of others for independence.
Most children it's the transition into school that becomes difficult by asking the parents to step back in the transition from home to school becomes stressful/ dangerous
Kids are on the waiting list now for transport so the need is there
With ulez inplace now if a family doesn't have a car already then they certainly won't get one for this at any reasonable price Unsure
Up to date Ulez efficient reliable buses to collect children. Just because the council is in financial ruin does not excuse the responsibility the borough has to support it's disabled young people and their families.
Use Council vehicles and staff
Vehicles to be less broken down.
More supports given to most vulnerable child on buses.
More understanding to the parents/Guardians as sometimes dealing with disable child is stressful enough, the extra pressure from the transport people on parents when there is a delaying, is the last thing the parents want.
We all need to care for vulnerable and my son is 1 of them. Both me and my partner work full time but are not in high paying jobs it's a struggle. But we rely on this service he is in a routine and chaperone ensures his safety and others , he has violent outbursts which if he travelled otherwise would lead to bad situations ie someone being violent to him, taking advantage of his naivety and innocence as he is young in his way. People will react and without protection of current system ie know com p any are safeguarded and where he is also chaperone assistance we know he is safe. Take this away your taking away his rights , what he knows works fir him and all the vulnerable kids. Please do not change current system it's tough enough with kids with needs as my son has adhd without additional worry of them arriving safe at school.
We are not current users of the transport service so cannot comment on how efficiently (or inefficiently) it is run.
However, I do not agree with the over 16 service being charged for at all - this will be penalising parents/Guardians of young adults that have medical/emotional/educational issues of some kind, through no fault of their own, and no-one that will be using this service will be using it by choice or where there are other realistic options. I realise the council is under pressure to save funds and make cuts due to increasing social care costs, but all this will do is affect parents already under financial pressure and will ultimately lead to fewer young adults with additional needs being able to continue into further education to maximise their potential.
We could stop voting for local politicians who do not support the most vulnerable in our community, or we could get rid of senior officers who make recommendations without any real understanding of the issues
We get a great school bus service. I don't see how it could be improved.
We have had almost no issues with our current transport service in three years and would like it to stay the same.
We have not had any issues with the service over the years, it has been very good for us, but if you are looking at cutting this service you would be punishing the people that need it most.
We have only been using the service since September when my daughter started year 7. It has been such a blessing and help in knowing that my child is safe in getting to school, it would be impossible for her at this point to use public transport. And as her school is a considerable distance away, because it was the only school available to meet her needs locally, the bus service has been invaluable and we are truly grateful for it. I honestly can't imagine coping at this point without it. Please consider cutbacks elsewhere, away from the children, young people and vulnerable adults who have the greatest needs.
Who knows, I'm guessing you have been as efficient as possible?
You can not use these ch l'ldren as a cost cutting except use, they are entitled to an education, many in a special provision and it is the councils job to get them there in a safe and supported manner.
<b>Public</b>
A maximum amount of funding per child per day is the only way forward. Havering should never being paying figures of £200 per day for transport af any child.
Budgets should be realistic and no over spend. As other school child have pay to travel to school a fee should be applied to help with the cost. Taxis if used should have more than one person to average the charge.

Coaches and mini busses run by council drivers, or even volunteers.
I think the proposed review could be very helpful in avoiding such a wasteful system as at present.
It is unreasonable to expect the council and tax payers to provide this provision.
means test all families and if their income falls below a certain threshold then assist if really needed. Many people can make their own arrangements and have been too long in receiving transport even though they have their own means of travel.
My godson is a blind disabled child who has to travel from Hornchurch to London any change in his routine affects him greatly also his mum is a single mum who has another child she has to get to school in Hornchurch. I've personally had to get this kind of transport to my own health needs. They need to provide transport for children with special needs children should not have to suffer.
Not on transport but who is scrutinising Adults expenditure and their processes. Why are adult and children's services allowed to overspend again why haven't they been more proactive and frugal with finances. An approach to their governing body or consulting other authorities to consider joint procurement and commissioning should have taken place years ago. It's not too late start now. Get some of those accountants and improvement managers into these directorates and don't let them hide behind the risks to children and adults if spending stops. Get the skills in the right place.
Providing a school time bus or coach to do pickups and drop offs, instead of using black cab and all other viable taxi services, would save the budget.
Most of the time I have heard from parents it saves them having to go out. Parents who do not work can - as has been in the past - have always been able to get their child / children to school. There are breakfast clubs, after school clubs and so on.
All children are vulnerable, and all children can be affected by social media.
Should stay the same if it's not broken then don't fix it.
Stop your drivers tooting their horns before 8 am every morning whilst waiting outside homes and disturbing all their neighbours.
There are only a limited number of special needs schools within the borough. Surely a bus with assistants on board could collect children within a radius of that school and drop them off. This may mean that the children have longer travelling times, but would be substantially cheaper than individual taxis. The staff on the bus could over time work out a rotation to avoid collecting the same child first and dropping them off last. I used to be the assistant on a mini bus run by PHAB club to take and drop off children attending summer activities at Stubbers. ie I would ring the house and wait for the child, whilst the driver would drop the wheelchair ramp, other children would walk to the bus and I would ensure the seat belt was on - before setting off again. The kids on the bus became friendly and would sing songs and tell jokes. They could often tell if a child arrived anxious, upset or sad before we did.
If a parent chooses to send child a long distance, when available schooling is closer - surely they should contribute to the additional cost When changing the Fleet choose smaller people carriers and ensure they are used more than a couple of hours a day 5 days a week, Hire them out to Residential Homes School Clubs at a nominal charge ( as once the Gatwick Flyer did )
<b>School or Education Setting</b>
At the moment, we have children at our school having transport to school who, I believe, do not need transport. Their parents are able to drop them off, but it is more convenient to have transport, so they take advantage of this, just because their child has an EHCP, rather than because of the need. More consideration needs to be in place for distance and setting, as I believe it is wasteful at the moment.
Buses into schools are key to a transport service which is climate responsible and accessible for all. Buses should be used to transport students into school and driving should be minimalised/discouraged
I feel this is a broader topic ie government funding for building schools . One possibility is for the LA to give schools funding to provide transport.
I think personal budgets and parental contributions based on a means tested system could work well.



<p>Personal budget would give children the opportunity to be brought and collected from school by people they know. Parents would be able to have more flexibility when getting transport, if some class friends are going to the park with parents or an after school PTA activity they could go and get transport home after allowing children to have that social input they miss when rigged transport times are applied. Cannot stress the importance of teachers/ TA's being able to hand over a child to someone who is able to report back to the parent with enthusiasm or is a loved one for the child at the end of the day. The mental health and behavior of children could benefit from this. The relationship between school and home is extremely important and sadly lacking for some children who are transported in. Children with ASD or Social Communication issues are missing out on valuable</p>
<p>socialising experiences by being placed on a bus at the end of the day and not being included in parties, trips to the park and even a little bit of play in the playground while parents chat.</p>
<p>The existing service needs more reliable busses and standby drivers</p>
<p>Use current LA transport more effectively/efficiently. Avoid outsourcing provision to private companies.</p>
<p>Working in a SEN setting for children with severe needs, I feel that individuals should be assessed. There are parents that claim a disability vehicle for their child, who doesn't work yet expect PTS to collect their child on a daily basis, and then use the car for their other children or for personal use.</p>
<p>However there are some families who do rely on transport. Think having should be flexible for families so this allows them to be able to drive all their children to different settings and not be penalised for being late.</p>
<p><b>Young Person aged 16 - 25</b></p>
<p>Better communication/ planned absence delays</p>
<p>Disagree</p>
<p>I feel they parent/Guardians should have more of a say and recommendations be considered as we know first hand what our young person/persons need and more options that suit our situation and most importantly our family members needs</p>
<p>I personally feel that the buses work well. We have minimal time on them meaning that she's not tired when she gets to college</p>
<p>I do though feel that SOME of the taxi's need looking at. Some need them whereas others, with training, could be more independent.</p>
<p>I understand the need to look at cheaper ways to run transport within the borough, but I feel targeting the 16-18 age group is discriminatory as they need to attend college to at least 18. In my daughter's case, she has an EHCP till 25. Her disability severely limits her ability to travel on public transport without someone with her, which then takes away her independence. These are factors that are not being taken into consideration relating to the child.</p>
<p>I do not feel it is in my or my daughter's best interest to have a personal budget and this is not something I would be willing to take on. My daughter's transport works for us and that is what we would like to be continued.</p>
<p>I would be unwilling for my child to car share (not that this is an option as she has an electric wheelchair) and surely there are a number of risk factors with this option. I also have no family to support me in these circumstances.</p>
<p>In terms of the actual policy document, I would like to raise the point that in relation to the "how your application will be assessed" section, I believe that access to the use of a Motability vehicle can not be used as a reason to deny transport and I fail to see the relevance for the assessment. I also fail to see the relevance of whether a parent can drive as the assessment should relate to the child. Surely it is discrimination that a child whose parent can't drive can have transport over for argument's sake my child because I drive.</p>
<p>I am led to believe that I do not have to agree to take responsibility for my child's transport and I will be looking for the borough to continue to arrange this on my daughter's behalf.</p>
<p>if it is no broken, why fix it? leave it the way it has been running please.</p>
<p>My son wheelchair user need help to do everything. He have cerebarelpalcy</p>
<p>Strict qualification criteria and also means testing</p>

## Direct Views of Impact on Children

<b>Responses by Groups</b>
<b>Charity or Community Group</b>
I feel it should be means tested as some families can afford to transport their own child but rely on services for a quick fix - if people can drive they should take their own child or make their own alternative arrangements this will free up funds and time for those with less support or resources
This will take away independence from those not able to do transport training. This will cause distress to parents and their children It will prevent children from attending school and college which will in turn have a detrimental effect on them
<b>Child aged under 16</b>
Agree with all conditions
Because my daughter needs assistance to go to school she wouldn't manage traveling to school by her self. The travel assistance put my mind at ease. Because of mental health and safety. Her school very far . Even if it was nearer I still wouldn't let her travel alone. I haven't got a driving license. I also have to take my younger child to school .
car pooling not a good idea. Don't think you can expect others who don't know your child to be responsible for them. What if you have to work?
I am not able to take my child to school daily. First, I don't drive. Second, it is much easier for me and my other little kids when the bus comes and picks him up
I think all children in full time education should receive free travel to school, college or universities or any place that provides education
Inconsistent and it will not be subject to inflation or economic changes. Also as working parents it will severely impact our jobs as organisations are not flexible to the needs of caring parents.
It is everyone's responsibility to safeguard children, protecting them from harm and promoting their wellbeing
Make it easier to work out a travel plan and reduce traffic on the roads
My child doesn't take public or funded transportation to school, he's 10, so I take him myself & pick him up. I'm all for the children that genuinely need assistance & the parents too. But there are far too many grown ups taking advantage as it is. So make sure it's not just given out willy nilly!
My child gets a black taxi to the local special school. She is 2 on 1 support & requires 2 escorts. She is unable to travel on the bus as been banned over 2 years ago. She cannot travel by mini bus as needs a black taxi as has protective glass from attacking the driver. Currently Havering cannot fund 2 escorts so dad gave up work to support mornings & 2 Guardians escort on way home from school. This works for my daughter. The black taxi is a must. We also have another school run for her mainstream sister.
My child is autistic and she gets collected from home by a havering bus and taken to school and the same in the afternoons. She is very happy as this gives her independence away from me travelling with her but I also know she is safe and looked after. I would not want this to change.
My child needs bus transport to get to school. He is unable to manage public transportation independently or with travel training at this current time. He is 12 years old. If I had to take my son myself it would negatively impact on my employment. If this is taken away it will have direct impact on his attendance or my ability to continue to work
My daughter and I are already mentally challenged to a near exhaustion to prepare for travel in the mornings by bus.
I am unable to extend myself more by having additional stress with arranging transport myself, I am almost at break down point now.  We need this service to be continued, as my child gets older the stress level increases, by removing the service, it will greatly affect my child's mental health, as she struggles already, and I worry that this will result in larger melt downs than she currently has daily.  She needs the bus, it's built in over a number of years, and to change that routine now, in my opinion would be catastrophic and a major life change to my daughters, and my, own wellbeing.

<p>My daughter is profoundly deaf and has only just settled into year 7 at her new school, which she has to attend as it has a special provision catered for her needs.</p>
<p>Ava gets a shared taxi with 3 other children from her school. She would not cope being in a taxi on her own, she wouldn't feel safe, and I as her parent would not feel she would be safe also by herself with an adult. She is profoundly deaf, so if anything would happen to her cochlear implants she wouldn't hear anything or be able to communicate to the driver her needs. This is why she needs an assistant with her at all times whilst travelling to and from school.</p>
<p>Her new school is a long way from where we live. That would mean I would have to give up my job to escort her to school everyday, which would be a 1 hour 30 mins journey twice a day by bus as I can not afford a car.. There is not a local school that can cater for her needs as there is only one school in the whole of the borough which caters for deaf children.</p>
<p>I would have to pull her out of school as I cannot afford to leave my employment. Which would then affect her education, which is not fair at all.</p> <p>My son is severely disabled and needs transport assistance mandatory. If the transport assistance is not there he will not be able to go to school</p>
<p>None. My children have an 8 minute walk to school.</p>
<p>The changes for my children will help our family</p>
<p>We feel that it will affect our son's mental health. Our son would struggle to use public transport and it would be unsafe for him.</p>
<p><b>Other (please specify)</b></p>
<p>As a Governor at Corbets Tey School, any changes to the home school arrangements for our pupils, parents and Guardians will cause disruption to school's start and finish times each day. The use of the Havering Transport system (buses) is vital for our pupils and will be detrimental to their education and welfare.</p>
<p>Our pupils are the most vulnerable children in Havering and should at least be able to receive education without the threat of not being able to get to school, on time. Their families are also vulnerable and any cuts in the home to school transport will be devastating for them.</p>
<p>At a time when we, as a family, are coming to terms with a medical diagnosis of a three year old and making plans for her starting school, this is all unsettling. She has been assured a place for September 2024 - she will be 4 - in Upminster but is the youngest of 3 children. The older two are taken &amp; collected from school in Romford by their mother. It will be impossible to take or accompany the youngest with needs to school at Upminster &amp; it has been agreed she cannot attend mainstream school.</p>
<p>I do not have a child requiring this service.</p>
<p>I don't have a child requiring transport to school, because as their parent I took this responsibility on myself - I feel that parents who rely on the Council to take responsibility to getting their child to school are lazy - the new policy should not impact, other than making the parents take on the responsibility of their own child which they should have been doing already. It's annoying to see parents not take their responsibility on - this is an excellent proposed policy and should be implemented asap.</p>
<p>If the proposed measures had been in place when my son was attending special needs school and college it would have caused great distress. With younger siblings also needing to get to school there is no way I could have got my son to school. Due to the nature of his difficulties I could not have car-shared or let him travel without an escort. I'm sure there are many families that would have these same difficulties now and taking away even this small support would be detrimental to all.</p>
<p>If the transport to schools is stopped this will majorly affect my nephews wellbeing and education. As a child with special needs he needs to attend a different school to his brother and my sister would be unable to ensure he could travel to school safely.</p>
<p>My three autistic grandchildren would have their full time education curtailed if the funding for the transport service is in any way limited as they are unable to use public transport independently</p>
<p><b>Parent/Carer</b></p>
<p>A budget to support the cost of travel should be made available to all not means tested.</p>
<p>A huge change in my sons trusting and feeling safe issues</p>

<p>A personal travel allowance is very unlikely to be adequate to pay for road-based vehicle transport should our child be unable to cope with public transport. As a result we as a family would incur the additional expense or have our career impacted owing to school journey times infringing on our contracted hours of work. This would also be environmentally damaging as the economy of scale (both financial and environmental) conveyed by group (school bus) transport would be lost, and many families move towards private vehicles/taxis to transport their children to school. This is also a risk as using private hire vehicles does not guarantee safeguarding as taxi drivers may not be adequately trained/DBS checked the same way as the school bus staff.</p>
<p>A stupid policy choice</p>
<p>Although my child has an EHCP, we have not required transport provision and use our personal car and at our own expenses.</p>
<p>It is empowering to be able to do this thanks to some reasonable adjustments at work and having a blue badge.</p>
<p>Any means testing should be on the individual aged 18 and NOT ok household income. This should be in line with social cares financial assessments. Parents of sen adults of 18 are not legally responsible for them !!!! We have a duty to send them to education until 19 but why should we pay for the much needed transport !</p>
<p>As for me I drop my grandson off at school in the morning, but for other Children the changes in the policy will have an impact on other children.</p>
<p>As I understand it, none of the changes would affect my child.</p>
<p>As long as xxxx can get to school safely</p>
<p>At the moment my child is only 5 and we live near to his school so do not use transport. However think it will help many others and think it's important to help children get to school safely</p>
<p>Been disabled makes it hard for me to take my son to school as the road has restrictions and my sons attendance is suffer from this and I can not afford transport</p>
<p>Both my children travel on transport they r unable to travel on public transport in peak time such as school run due to the amount of people and noise on public transport in this time and also due to the distance it would mean then being on bus nearly 2 hours</p>
<p>Changing a structured routine to my daughters travel arrangements, will have a serious impact on her mental health. At the moment she travels by bus with trained staff that we trust and we know they can support her with her needs. Changing something as big as this, especially as it's the first part of the day, will set her back years. To even think that as a bougough you are willing to do this to save money is disgusting.</p>
<p>Charging for post 16 should be no more than a typical child would pay on public transport. Why should we pay more because my child is disabled If transport was taken away my child would not be able to attend school Managing our own budget would add more stress to an already stressful situation &amp; put extra pressure on those who definitely do not need even more stress in their lives. Children and Parents should be given the option of LA provided transport or Transport Allowance Personal Budget, families should not be girced yo use the Personal Transport Allowance as such does not take into consideration the the increased cost of Taxis/Cabs, and the fact that an escort would be needed in a form of the parent or the parent would need to pay for an escort to support their child in that Journey. The Personal Budget Transport Allowance simply avails the LA from responsibility, and of course we a know that it'll work our Mathematically cheaper for the LA.</p>
<p>Children and young adults in education should be able to travel to and from school/education place free of charge</p>
<p>children who need support to attend educational provision should be provide and this should be provided free of charge and to meet there needs</p>
<p>Children with mobility issues should not be the target of budgetary cuts as they are already an extremely vulnerable group. Considering this as a way forward for saving money feels very uncomfortable and an injustice.</p>
<p>xxxx is diagnosed with Autism ADHD Oppositional Difiance Disorder Sleeping Difficulties Co ordination difficulties For the diagnosis xxxx has he goes to a specialist school out of the borough to accommodate his high level of needs.</p>

<p>I'm a single mother of 4 children which 2 of them I still take to school and pick up from school myself, I would have no other means to get xxxx to school if it wasn't for the London borough of Havering transport service. xxxx needs to be accompanied when travelling with another adult due to him getting out of his seat belt which can cause harm to himself and others. He wears a 5 point harness to keep him and others safe. xxxx is not an independent child and doesn't have the level of understanding or awareness to travel independently at all.</p>
<p>CURRENT ARRANGEMENTS ARE OKAY FOR MY CHILD.</p>
<p>Current I don't use this service due to living within close proximity to the school. However as my child progress or when I move I potentially may have to. This service would allow me to work, knowing that my child is able to safely be transported to school by transport booked by myself and not eating not my already stretched finances. Taxi/lift sharing etc is not always practicable for all disabilities and should be based on individual needs/used where suitable. Consideration should be given that in particular days changes may be required due to sickness or melt downs in children with ADHD etc.</p>
<p>Currently none</p>
<p>Currently none, as my child walk / cycles to school</p>
<p>Currently we do not have transport provided however this may be becoming a need. Arranging private transport would be more costly and a personal budgets for things such as this never covers the costs. I believe this is veiled cuts in service. Please find somewhere else to make your cuts other than vulnerable children.</p>
<p>Cutting down funding for assisted transport will have a negative impact on my child's education</p>
<p>Depends what kind of changes it will be. If they help well it have a good impact. If not it will have bad impact.</p>
<p>Difficult getting disabled child to school</p>
<p>Do not currently use transport, but have 2 children both with an EHCP and currently both in separate schools, I am currently getting help from friends to collect and take one child as cannot be in 2 places at once when my youngest starts secondary this help will no longer be available which will mean I will need transport as currently not one of my children can go to school alone as it is not safe for them to do so. If transport is not available then one of my children will not be able to attend school as I cannot be there to take and collect</p>
<p>Does not apply to me. The council cannot be expected to pay for everything</p>
<p>Does not apply to myself... Due to the amount of taxis being used to transport children, I do feel this needs addressing as I feel these are not acceptable</p>
<p>Don't really impact</p>
<p>Due to the very specific needs my child has he requires specialist transport in a 9 seater with a chaperone. This is for his safety and that of the driver and chaperone. He is too much of a risk to use public transport and I would not know where to start looking for suitable taxi staff and chaperones. It should be left as it is, organised and funded by the council who are trained for this.</p>
<p>Enable flexible travel arrangements once my daughter attends college next year</p>
<p>Everyone in our household works and we depend on the bus to take our daughter to school. She is fully wheelchair dependant but sociable and enjoys her time on the bus chatting to her escort driver and peers. Socially and emotionally my daughter will regress if she does not have her "bus time" with her friends. I will also have to give up work as I work in a local school and will not be able to drop her off and make it to my own job and my husband works in London from 7am-6:30pm.</p>
<p>Everything will run smoothly</p>
<p>Families with multiple children with only one attending specialist provision (i.e. kids in different schools) wouldnt be able to use a personal transport budget as a parent cannot be in two places at once</p>
<p>Feel that the children's trip to school is safer</p>
<p>Firstly I feel this will impact us in so many ways.</p>
<p>My children's behaviour will need to be managed on the transport to and from school. They won't be able to travel without someone being there to support them.</p>
<p>A change in their transport will definitely impact their attendance because they are comfortable with the way things are now.</p>
<p>Travel training is irrelevant to us because my children are only 7 years old.</p>
<p>My children's mental health will be negatively impacted and mine and my husband's working hours will be impacted if we have to take them to and from school ourselves.</p>
<p>I also concerned about managing a personal budget and managing the availability of transport that I would have to arrange. The new proposed transport changes are vague and not clear enough.</p>

Firstly, it will be incredibly difficult for her to cope with the routine changes, which will have an impact on her emotional well-being.

Secondly, as we are both working parents, we have already made changes to our employment, and that will have a negative effect on our financial situation, pushing us to limits where the basic needs are barely met.

For working parents like me, the changes might have a negative impact on my life and might result in working parents working fewer hours or leaving work in order to provide or manage their child's transport to and from school. Working is what helps me unwind and keeps me sane in my daily caring responsibilities. I cannot afford to lose my job or reduce my working hours because this would have dire financial consequences for me and my family. This would be very stressful for me and definitely have a negative impact on my mental health.

Likewise, my autistic child has been taking the school bus for years, and therefore used to this and now part of his routine. Any change in routine would be stressful and distressful for them and will result in anxiety, and challenging behaviors, and also affect his mental health negatively.

Free travel should be for all students, this would enable them to get to school/college without the worry or stress on how to afford it. Also stop them having to carry money or card to pay, eliminating theft and harm caused by those who rob students for monies etc...

Getting my grandson to school would be very stressful for all involved if it changes. He is happy and it works.

Getting travel finance support will help us / family economically

Good

Greater flexibility for suitable to needs transport

Greatly help with attendance as I struggle to get him in with lots of health issues

Harder

Having autistic non verbal twins who need routine any changes to their daily travel arrangements would have serious repercussions to their mental health. There is no way they could cope getting on public transport. As a single parent my days are already very hectic not only caring for the twins special requirements, but also working part-time to help make ends meet. To then have to find transportation and manage a "travel fund" would pile greater stress and strain on me, which in turn would negatively impact the twins.

Having more than one child at different borough schools makes it physically impossible to be able to get them to school on time. Havering borough education authority DO NOT have a school that is able to meet my child's needs which is why she attends an out of borough school & needs transport to get there.

Having to manage the transport independently would change my child routine which she loves being on the bus and being surrounded by other children on her journeys to and back from school.

Having transport to and from school will cut traffic in half, and public transport will have less congestion than now.

Help independence

Help with my sons disability's and build more social confidence

Hi

I am a single mum living with 2 children and they both have individual needs because son had medical condition and my daughter had ADHD which is under going investigating so I can't pick up and drop of both on time .I don't have any family support or help.

Huge as we need more school buses on route ie 651 as 1 bus for a school of over a 1000 students is not enough plus it will make school attendance better especially in winter seasons

I am a mother and I would be very happy to be a transport for children from school.

I am a single parent to 4 children. 3 of these children attend a SEN school out of borough, and 1 attends a mainstream setting.

My children have multiple appointments at various hospitals and clinics, all at different times. To have transport taken away from us would mean my children would not be able to attend school on a regular basis, as they would all have to attend appointments for their siblings, as I would not be able to travel to and from school twice per day, as well as attend appointments. I do not have anyone else who would be able to take my children to school, or attend appointments with them. Having school transport removed is not an option for us.

I am disabled and have asked for help in the past for transport for my children to get to school and was refused, Most boroughs offer this service by the council but Havering doesn't due to there budget but seem to fail the

<p>impact it takes on families and children with their attendance and not all family vehicles now are ULEZ compliant, The council doesn't offer no help in any way but are happy funding other organisations that are pointless, and as a having tenement I believe there should be more help from the council and be up to date with what's going on in the real world and shouldn't be based on means tested, but maybe PIP or DLA or EHP</p>
<p>I am not impacted but many young people I know could be</p>
<p>I am strongly agree with pooling system.</p>
<p>I am not agree with travel training as it is not easy for disabled children to learn due to learning difficulties. And the travel system can change any time due to unforeseen circumstances e.g strike , road works etc and some children cannot cope with change in system.</p>
<p>My personal situation will not allow my kids to travel as well because both of us mum and dad are working during their school times and my parents look after my children. They both cannot speak English that's the reason I can't take risk of leaving my autistic child with them travelling in the bus.</p>
<p>I applied for this for my son and didn't even get a reply. Support with getting him to school would have and would be really helpful as having to rely on his older brother causes massive issues at home and on his attendance</p> <p>I applied for this for my son and no one even had the decency to reply. My son misses days at school when there is no one available to support him on the bus.</p>
<p>I be worried about their safety and the upset they will feel has they can't handle change to well it will affect then physically and mentally</p>
<p>I believe any change would be personally detrimental to me and my child.</p>
<p>I can't afford a personal transport</p> <p>More boring</p>
<p>I can't say until I know exactly what the changes to my child will be.</p>
<p>I could not afford to fund any travel help for my child as already living on the breadline for the basic needs also my child would not be able to go to the school he is at and thriving without the taxi provided as he can not travel independently or with help as he has anxiety issues and also could end up in trouble as he often says things that would get him in trouble</p>
<p>I currently claim fuel allowance, and transport my child to college. Please remember this is not just about school age children, but also post 16, college etc. These do not seem to be getting much mention.</p>
<p>I have had to fight to get, and then keep, my fuel allowance, in the past, although my son more than meets the criteria, which is so wrong.</p> <p>If I were to lose the assistance, it would mean having to absorb the petrol costs myself, as he still needs to get to college each day and there is no other way.</p>
<p>I currently don't use transport. My son has autism but not an EHCP as yet. He is due to start secondary school next year. He will not be able to get a bus to school on his own due to his lack of understanding and how busy buses are in the morning. This will ultimately cause a meltdown and I will have no way of knowing where my son is or if he even got on the bus. I will have to take him to school everyday and my other children who will still be in</p>
<p>primary school. This will make someone late for school everyday. I was planning on applying for transport to get him to school. I find the whole process confusing as it is already. To hear this might be included in the budget cuts is a massive worry for me especially as school is such an important part of his development. Having the transport take him to school will ease his anxiety about getting to school and will ultimately make his day a lot easier. I fear if he doesn't have this he won't be in school at all in an incredibly challenging time in his life where change will be the contributing factor on his mental health. I appreciate more children have special needs these days compared to 10 years ago. But our children's safety and education needs to be a top priority. In my opinion the council should make cuts to the contractors they use, plumbers and electricians for example as they will visit a home on a call out charge and will then go back at least 3 times and charge call out fees when no work has actually been attempted or the problems fixed. I feel if you opened them jobs out to other companies you would get a more competitive price and work would actually get completed. Or employee staff that work directly for the council to do the work rather than subcontractors as the cost would be significantly less. I feel penalising families that are already struggling with special needs children is the wrong route to go to save money. You only need to look at the invoices from contractors and see how many times they have gone to one site to know that they are ripping the council off with fees they charge.</p>
<p>I currently take my child to and from school however he is going into sixth form next year and needs independences as he becomes a man, so would expect him to go by transport. This will also mean I can return to</p>

<p>work full time, making the Financial strain on my family better. If he was unable to get transport this would affect not only his independence but also the mental health of the whole family living in a cost of living crisis.</p>
<p>I currently take my son to his sen provision and claim fuel reimbursement however I know this will affect other parents in very different ways. Especially those who work.</p>
<p>I do not agree with charging children for bus or train transport to go to school. It is a legal requirement that they attend school and charging them a fare each time will result in loss of school attendance.</p>
<p>I don't get any even though my son has special needs</p>
<p>I don't think we require any changes as a family</p>
<p>I don't drive a car</p>
<p>I don't feel the changes would have a huge impact on me and my child other than possibly giving more confidence travelling independently.</p>
<p>I dont have any details</p>
<p>I don't really understand what this is</p>
<p>I don't think it will affect our family.</p>
<p>I don't think it would have much of an impact.</p>
<p>I feel Havering Council are trying to save money by targeting the most vulnerable children and young adults in our communities. Your cabinet report highlighted huge safeguarding concerns such as 'carpooling' which is a complete lack of awareness for disabilities and learning difficulties. A school bus school not be a last resort. Travel training is not suitable for vulnerable children unless that child is extremely able and even then it's a risk. Also, some schools such as Corbets Tey specialist school is located within country lanes and is dangerous for a vulnerable person to walk down from a bus. Expecting parents to make their own taxi arrangements and claim back the costs during a cost of living crisis is ridiculous. Not even mentioning the amount of stress this will put on a parent who already leads a very stressful life. I personally feel that Havering Council are bending rules and regulations and are not taking the Education Act of 1996 seriously or basic human rights of a person with a disability. Maybe cabinet members can take a pay cut so our children can get to school safe and calm.</p>
<p>I feel that all children should be able to benefit from free travel using buses if necessary and that no child should be means tested. Parents situations vary greatly throughout a child's lifetime regardless of their care needs. If this survey is being done to make some parents pay for costs then I think it's totally wrong.</p>
<p>I feel the amount of funding cuts and lack of support for disabled children and their families in this borough is already a huge issue that needs looking into. Limiting the transport for special schools will hugely impact disabled children and their families. Unlike other children who attend local schools. Our special needs children attend schools all over the borough and beyond. I think it is ableist to take away even more of the services we currently access.</p>
<p>I feel the changes will have a negative impact on myself, my son and my family.</p>
<p>I feel this would help children that's beneficial too help.</p>
<p>I gave up my job to take my disabled children to school and did this for two years as there is no accessible afterschool club support.</p>
<p>They were late every day, we were all traumatised by the school drop/pick up which is at a very busy mainstream school one trip home resulted in a cracked windscreen. They would attack each other and me from behind on the ten minute drive. Sometimes I would get stuck in the carpark till everything shut because it wasn't safe to drive. Sometimes it would take two staff to get me to the car.</p>
<p>In February this year I applied for transport. They are on time every day, we are safe. I know longer have anxiety attacks sitting on my driveway. I'm looking at returning to work. My children have made friends on the bus and its given them safe independence.</p>
<p>The PTS service works not only that but it's given me back my life.</p>
<p>If you were to remove this I have no friends or family nearby that can support me taking my children to school, I wouldn't be able to return to work, my children would go back to having violent meltdowns outside of school and their attendance would be effected.</p>



<p>Transport is propping up the broken SEND school system, the no afterschool system.</p>
<p>We don't want benefits (which is what this will become) we want services that work that enable our children to get safely to an education. That allow us the freedom to earn a living and have our dignity back.</p>
<p>I have a child with additional needs and is due to start full time at reception in 2024. I feel that I do not know enough about transport arrangements or facilities should I wish to send my child to another school that is further from me. At the moment I plan to send my child to a school that is a 10 minute walk but should I decide to work, send to another school further away or if my child is in high school, there is not enough information available to help me make these types of decisions.</p>
<p>I have considered using transport for my son who has been bullied on the way to school and I'm concerned the changes would remove that option.</p>
<p>I have no idea. I accompany my child who uses a scooter, so not surfe this is applicable to us.</p>
<p>I have transitioned my child to local transport and no longer use the service</p>
<p>I have two children that have transport to and from their schools one attends Corbets tey at the avalon who has serve medical and mental health needs and the other attends a semh school out of havering if either of them were not to have transport it would servilely impact both of their education</p>
<p>I have two children who receive transport one to the Avalon in south Hornchurch which is Sen collage and the other goes to a semh in a taxi out of borough this possible changes could massively impact both my children and would result in them not being able to go to school</p>
<p>I have two other young children that I take to and collect from primary school. I rely heavily on the transport bus to take my child to school as I can't be in two places at once. He is also severely disabled and needs an adult with him so a taxi is not an option. We rely heavily on the transport bus to help him get to school. I also believe where he stays in full time education that transport should be free and not charged or means tested otherwise he will have to stay at home and miss school which is crucial for his mental and physical well being.</p>
<p>I hope that my child will be allowed to use the school transport soooon.</p>
<p>I just hope it would be simple, as long as my child gets to and from school safely.</p>
<p>I know people with disabled children who are horrified by this news.</p>
<p>I may not be able to avoid the payment</p>
<p>I rely on transport to get my daughter to the Avelon every day for school and on time. My daughter has several health conditions and mobility problems. Public transport is a no.no. And I cannot drive it is a big issue in our lives. Im her full time career and her dad has to work 24/7 to keep a roof over our heads.</p>
<p>I strongly believe that transport provided by the borough is essential for SEN children. The positive impact of sharing a school bus with his peers has been highly beneficial dealing with social interaction in a controlled environment. The bus is less noisy and much more reliable than TfL buses which would increase his anxiety levels. In my son's particular case he is classed as a vulnerable child specifically around a lack of awareness in how dangerous the roads can be and his impulsiveness can cause a detriment in his cognitive decision making. Transport assistance has been a real confidence booster to him knowing that he is seeing the same driver/PA everyday and that he is with the same travel buddies</p>
<p>I struggle to get him to go school has it is with out the added pressure of getting two buses to school and he wudnt be able to do that alone so I would then have to take up hour getting him there then get back my self to the. Re do that again on pick up</p>
<p>I struggle with the cost of petrol. We applied for transport last year but never got it Our son uses a walking aid which he would struggle using independently on public transport, also his mental health would suffer without myself getting him to college</p>
<p>I take my child to school because I do not work at the moment so it works for me but I would think if u have to work and r moved to having to sort out your own transport for your child would be extremely hard and stressful. Also some family's find budgeting their own money extremely hard.</p>
<p>I think all children in full time education should have free transport</p>
<p>I think having added pressure on families to maintain responsibilities for transport and allows for abuse of trust. Families use transport as a means to a must. They do not need extra stress and worry. No parent wants to be in a situation where they are dependent on transport. Having this area managed by the local authority is better. I do think the transport by the local authority is more concerned about expenditure rather than the best interest of a child. Every child is different and should be case by case. I have recently have had a negative experience with transport for my child. Making decisions without consulting families lead to undue stress.</p>
<p>I think it will be a positive consultation</p>

<p>I think it would depend on how far the school was in distance. Also if the budget covers the full cost. If they tried it and got worried, anxious or it wasn't working is there flexibility for it to go back to how it was</p>
<p>I think the changes are disgusting. If my daughter didn't have the bus to take her to Corbet's Tey, she wouldn't be able to attend. I would have to get buses and walk as I don't drive as a single mum this is unacceptable and my daughter wouldn't have an education, which she couldn't access in mainstream education. The council should be ashamed, our children deserve love and patience and respect not to be discriminated against because they have special needs. I won't be voting for the Hornchurch residents association, they should be ashamed especially XXXXXX who claims to support First Steps which is a special needs group but is punishing those who she is meant to help.</p>
<p>I think this is largely an unnecessary initiative for any London Borough as the bus network is extensive and all students are eligible for Oyster Zip cards. The bus is free for our students, any family who does not appreciate this or finds it unsuitable can make their own arrangements at their own cost. If the DfE has spare funds they should be directed at schools and not training students on how to get on a bus. I do however understand that in a small number of cases the borough will need to make provision for those with disabilities that means accessing public transport is problematic. This is an acceptable use of public funds, but the DfE and local councils need to remember these are public funds and should not be wasted on giving extra travel budgets to students when buses are already free. Or training students on how to use public transport which should be a parental responsibility.</p>
<p>I think those changes will make parents life more complicated. We have lots of things to think about. And thinking about arranging a taxi or travel 2 hours per day will simply impact my working day. It would be good to have more sen school so kids will not need a transport.</p>
<p>I think yet again your penalising, attacking and discriminating against disabled people and thier families. It is hard enough navigating life with a disability without putting more barriers in place. Disabled people have the right to access school and care and be treated equally. They have and should have the same rights as everyone else. It costs more to have a disability and the support for disabled children in the Borough is already horrendous. For example you have no accessible parks. You want to put more charges and barriers in they way of support, respite care and independent living, all children have the right to learn and all families requite different support. Please find a different thing to attack / tax. Havering is completely lacking and really behind with the care and support of sen children and any one with a disability. You are discriminating against these families which will be mine at some point. You treat people with disabilities as a burden and the support you provide is already sub par. You intend to make it even worse for families who are already struggling emotionally financially and physically.</p>
<p>I wasn't aware of the policy. My youngest child walks the short distance to his secondary school. My eldest child travels by train to Victoria every day to her sixth form. It has never occurred to me that travel expenses could be funded by the council.</p>
<p>I will be calm for my children .That they can safely travel .</p>
<p>I will have less time for work and other involvements</p>
<p>I worry that my child wouldn't be safe travelling alone.</p>
<p>I'm not in a position to get my daughter to school as I have other children to get to school. Any change will be detrimental to our routine and have a knock on affect on our lives.</p>
<p>If he does not have transport he will be unable to attend college</p>
<p>If i am to be able to work i would need a place on the school bus. A budget is not the answer. It is not going to cover the transport and escort that is needed. I also feel that post 16 transport should not be charged. The young people using this service are not able to work. If anything financial support through child benefit and tax credits reduces or ends and the government has made it extremely difficult for disabled students to claim universal credit in their own right. Our young people should be able to access education without causing financial hardship.</p>
<p>If I had a personal budget I don't feel I would be able to get my children to school. My daughter has drug resistant and uncontrollable epilepsy and would be extremely dangerous for me to drive with no other adults in the car to supervise her. Both my children are special needs and will fight without an adult between them again how would this be possible if I am driving the car especially on big fast roads. There is no way on earth that I would be able to book a cab to take them for obvious reasons like safety but also for there mental health not knowing who the driver would be every day. Also with an hour and half round trip twice daily how would I be able to pay my mortgage as I wouldn't be able to work. It's very short sighted to save money on transport costs only for me to then have to claim benefits as I'm no longer able to work let alone the stress it would cause on top of the every day struggles we already have</p>
<p>If it is free then easy</p>

If it was taken away he wouldn't be able to go to school
If my child needs transport in the future this will have a negative impact
If my son couldn't get the bus he wouldn't be able to go to school
If my son doesn't go on the school bus, I wouldn't be able to get my other son to school on time, as I cannot get to 2 schools for drop off and pick up at same time. This would obviously have a big impact on my children's attendance.
If school bus is stopped will be more time needed to get to school so this would disrupt whole household
If the changes are brought in this will have a massive effect on my child's education as she will be unable to attend school and will miss out on her education.
If this is stopped my child will need to be moved to another school which will impact her mental health badly she is settled and receiving lots of help from the school with her disabilities aswell as myself we do not use this service as of yet but are undergoing the routes to receive this due to my daughter being partially sighted and having mental health with cahms I myself am unable to take her to and from school due to logarithm and being registered blind Thai has impacted all of us and now we are dependant on peoples hesp so this service will take the burden of our careers and our self's to keep her in the school she continues to revive help from
I'm a mum of of 5 and I struggle to get her to school on a bus I'm 5months pregnant and it's hard because sometimes it's hard getting both kids on a bus with all the older school kids haveing a buggy and being pregnant it's horrible I think this school bus would help alot of people and I suffer from anxiety and sometimes blackout on a bus so I think this would be ideal
I'm not sure
Impact on their well-being
Increase stress and anxiety for both parent and child. Expecting a contribution will impact on support I can provide for my child and to the detriment of other family members. Already my family is struggling financially with living costs rising dramatically. If the council is facing financial challenges, so are it is Havering families and especially those families with dependents with SEND.
Increased levels of stress and anxiety leading to seizures
Independence & reassurance for my daughter
xxxxx would not be able to keep herself safe on public transport. She would get overwhelmed and panic. She suffers with lots of sensory issues. Isabella is a very vuneralble child and could easily be taken advantage of. I have 2 other children I have to get to school plus a job I have to get to. The best option is for xxxx to get the school transport.
It does not affect we live 2 minutes from the school
It makes him more independent and get him prepared for secondary school
it makes sense not to waste money
It may help by child in in school on time and more regularly It seems so wrong to make parents of disabled children aged 16 plus to pay for transport to school when they legally have to be in education until they are 18 and when mainstream young people aged 16-18 get free travel to school via TfL Oyster cards. However the majority of our 16-18 Sen children are unable to travel independently on public transport and are reliant on transport provided by the borough
It will take away my child s independence so no
It will affect my childs attendance and also his mental being
It will allow my child to go to and from school without any issues regarding mobility. It will help us a lot as our work attendance is suffering due to continued lateness
It will be an additional expense
It will be stress free for my child and myself because at the moment we are going through stress of waking up at 6am to get on the train in order for them not to get late to school as the school is far away from our temporary accommodation .
It will give him more structure and routine and cause less meltdowns.
It will help out families who are working and no time to drop or pick them up, if they live far from school.
It will help with independence and it will keep them safe
it will improve my childs attendance as my partner is unwell and i work in london most days so i dont have the time to do drop off and pick up
It will lead to absence from school

<p>It will make life a lot easier especially for some of us that do not drive. There's this peace of mind that comes with you knowing school transport is picking up your child so you don't have to worry or run helter skelter about morning school runs.</p>
<p>It will make us happy and it will make life easier</p>
<p>It will provide freedom for my child to get to school safely with somewhat some independence</p>
<p>It will severely impact on her mental health if a seat on the bus was taken away from her. Since going on the bus she has felt more confident and "normal" as she is getting to school by herself without being accompanied by a parent. My child has asd and dyspraxia as well as severe mental health issues which makes it impossible to travel independently on public transport, she would be a danger to herself and others. We are also not willing for random taxi drivers to pick her up each day as this would hinder her too. You need to seriously reconsider your options here as you are talking about messing with the boroughs most vulnerable children, not regular school children. They need support not made to feel like an inconvenience because they are costing too much money. It is ridiculous that one of the proposals is to "car pool" where 1 parent takes several Sen children. Do you know how hard it is to look after your own Sen child and keep them safe all the time let alone 2 or 3 others who could all have different levels of needs.</p>
<p>It won't help the majority of children at all. You've raised the volume of children in each class in each year meaning more kiddos with needs. Then realised that that's potentially 120+ kids for each year group compared to what it was before and now realise that because of the cost of living both parents need to work and are struggling with getting their kids to school and to a school that's overcrowded and having parking issues. Then blaming the parents for making the area busy and now your backpedaling and trying to fall in line with Khan's next idea and the complaints of a few residents that funnily enough purposely bought a house next to a school. There are multiple reasons why your new policy doesn't even touch the surface with a solution to getting kids to school and getting them there on time. Parents are doomed what ever do, they have to work and yet they have to worry about stupid rules and school policies and encouraged to carpool when they just need to get to work after dropping kids off instead of running around like a headless chicken to get other kids in school that's going to be busy anyway. What needs to happen is a new school being built for the borough that can cater to the overspill of kids to the area that has adequate parking for parents. You've got a 'sports centre' in lower Bedfords road, wouldn't that of been the perfect spot for a school???? Everyone is fed up of the policies and pointless ideas when everyone has asked for a new school in Harold hill but instead you'll spend millions on building on every spot or another policy that's not achieving anything but instead parents having more pressure to carpool is your solution. No thanks, I'm not going to be trying to sort car seats out everyday and check my schedule with someone to get othe loss to school. So many people are having enough with the amount of money schools and the stupid policies like this are taking out of the boroughs budget with no solutions. Build a purpose built new school once and then you won't be spending extra over the years on bizarre ideas.</p>
<p>It would be a disaster for parents, Guardians and children with ableism at its core.</p>
<p>It would be a massive improvement to my child's travel as well as mine as I work in a different area and have to travel back and forth 4 times a day without counting the travel I do for work</p>
<p>It would be huge. We rely heavily on transport. I don't drive and getting him on public transport would be to dangerous and I doubt we would actually get there. I have had to stop getting taxis as his behaviour is bad and that makes it dangerous for the driver. The only thing that works is the bus.</p>
<p>It would cost us more money and would probably decrease attendance of loads of children.</p>
<p>It will put children in volnurable position carrying money around and can lead to theft and violence amongs children.</p>
<p>It would enable me to return to work full time</p>
<p>It would greatly make it difficult to get both children to school on time as the schools are at different ends of Havering. At least one parent would need to give up work to be around for at least one of our children for school. There is a safeguarding concern as my child lives too far away from the school he currently attends for him to safely take public transport regardless of how much travel training he would be given. I would also not feel safe for my child to be in a different car on each school day to travel to school, there is no one who lives close enough that could take him to a school for us. My child would become anxious and insecure with changes to the current system in place and would not be comfortable not knowing who he is travelling with.</p>
<p>It would have a detrimental affect on my mental health, as well as my children. I have 2 children with sen, both have very different needs, neither child understands the need of the other. Having a seat on the bus has relieved a lot of the stress that previously came with me driving them to school. Meltdowns in the car were a daily occurrence, i had no one to help me while driving. I often had to pull over to avoid an accident, as the children</p>

<p>would be lashing out at each other. I have many health issues and i am on medication for chronic pain. At present i do not have a car as it was not ulez compliant, but over the last few years i was not driving often as my medication or the pain i was in prevented me from being able to drive safely. My children having a seat on the bus has been positive for them, it has also improved our relationship. Having the transport taken away would only have negative consequences and severely disrupt my children’s learning. I am a single mum with two children with disabilities and health issues myself, just knowing that transport could be taken away is already causing me enormous amounts of stress and anxiety, as it would be impossible for me to be able to get them to and from school without putting my health at even more risk.</p>
<p>It would impact on my son's mental health,his daily structure and input in class. Also I work from home sometimes and with early morning start. It would also impact on siblings going to other schools...</p>
<p>It would mean that as I in Upminster and there is no suitable SEN provision here that my child would not be able to go to a suitable school</p> <p>My other child goes to the local mainstream and it is impossible for me to do two school runs at the same time</p> <p>There is not one primary school in Upminster with a ARP</p> <p>My child can’t go in a taxi without a escort.</p> <p>How would this even work with the school parking restrictions?</p>
<p>It would take longer and cost more to use public transport. He would have to think of other ways to get around. It’s really good</p>
<p>It's saves time. During winter and raining it's really good</p>
<p>Less money</p>
<p>Make our lives easier</p>
<p>Make people more accountable</p>
<p>Make sure you child arrives safe at school Take pressure of parent money worries</p>
<p>xxxx can not travel by him self and is classed by law as not mentally capable. I have arthritis of the spine and there will come a point where I can not drive at all. Our life is busy at the moment and our money is stretched beyond what it should be due to Havering refusing to support xxxx in the way that they do with other men his age and I know that as a fact. I have more than just my two children that I have to deal with and my husband works. In order for us even be able to change our life style would mean that he would have to stop working which means we would then be a none working household just to do another job on top of what we do already. xxxx has not had any support other than transportation since turning 18 years old and no respite. What you are basically showing as a borough is that disabled should not be supported in xxxx case and don’t have the same rights to a decent life compared to other people.</p> <p>May not be able to attend a suitable college with a sen department for his needs due to distance and complex travel changes</p>
<p>More independence</p>
<p>More pressure added to the pressure special needs parents already face.</p>
<p>More stress on the family</p> <p>Most SEN parents do not have time to make these arrangements. My child will likely never be able to travel alone for the rest of his life, I do not see the benefit of “gaining independence” in this instance. It is another attempt to save money by a local authority that do the absolute bare minimum, and do it very badly already. Managing a budget is *easy* I do not understand why people we literally pay to do these things cannot wrap their heads around this?</p>
<p>Mr child has been getting the bus to school for years and this would greatly upset him</p>
<p>My child has received a seat on a bus since starting special school from year 7, she is now in year 12 and still has the same arrangement. The bus gives her a sense of independence and she enjoys the social aspect of mixing with a wider variety of students. I feel that having a personal budget would take away the independence as it would be likely to be a family member doing the transporting.</p>
<p>My child and i relies on the transport as we have no means of travel and cant afford or manage to travel by local transport as many times there is no chance to get transport as always full at that time of the morning</p>

<p>my child as a lot of needs which she would not be able to make her way to school the only way she would be able to go to this school is by transport</p>
<p>My child benefits from the continuity of the bus pick up and feels independent with out a parent of family friend present. Having to manage our own budget would have a detrimental effect on him attending school .</p>
<p>My child could not access education in this borough through no fault of our own and due to lack of placement funding. Removing transport to his out of borough school would impact his life massively. It would also impact the family who already had to fight so hard to get a placement to start with. This is unfairly penalising families who have to accept a place at a school which meets the needs of the child and who do not have their choice of mainstream places.</p>
<p>My child currently received a seat on a coach he does not cope well with close proximity to other children so being on the coach at least allows him some space as he does not have a student sit next to him. He could not be sent to school on his own as he is non-verbal and has no understanding of travel due to his severe mental impairment. I feel safe putting my child on the coach with the escorts in the mornings and letting him travel to school. I think if this service was terminated my child would then struggle to attend school because he would not want to sit in a car in close proximity to others and I would be unable to take him to school due to my own working commitments. I work as a special needs learning support assistance which means that my job would adversely be affected and so with the student I care for. My child has received transport on a coach for the past eight years and I also feel that a change would not have a positive effect on him.</p>
<p>My child currently travels to school by bus with several other children and an escort. This has worked well for my child as he is unable to make his way alone but he does get a sense of independence not travelling with a parent /carer and is still kept safe.</p>
<p>My child does not like change as he is blind and can not talk and is o a wheelchair</p>
<p>My child does not need transport assistance</p>
<p>My child doesn't rely on public transport to get to school so it will not impact her directly</p>
<p>My child enjoys the school bus and looks forward to going to school it could make him feel he has done something wrong and anxious if he cant travel that way it makes life easier for me as he is motivated to get up and ready for school</p>
<p>My child even though 14 wont travel anywhere alone, so its either with myself, or older Brother or both. My child is Autistic, learning disabilities and selective mute. They are still seeking a special needs school for him as the one we wanted we didnt get as no spaces. We have waited 6 years for his diagnosis. He doesnt like public transport.</p>
<p>My child gets free bus travel which is very helpful as I am single parent</p>
<p>My child had ME , which meant he lived with flu 24/7, muscle aches, tiredness and high temperature at times. This went on for 3 years. It took the school Champion 6 months to arrange a home tutor, after 6 months I felt my son was too much influenced on a personal level by this older man and asked that he be allowed back to school on a limited timescale. I could take him to school on way to work but had no way of picking him up until was advised the school could arrange a taxi. This was a game changer for my then 14 year old. It meant he could socialise with kids his own age but it also meant he was exhausted so a bus home was out of the question. Am so grateful that this service was available. He should have been the only one in the taxi but often was taken to another school to collect someone else. That needed to be reviewed ?So am now making you aware. This all happened a long time ago but is still relevant. I was most grateful for this help at a time of great need. Then ME was thought to be a way of getting off school- which was totally wrong. Please help those in most need it's awful to see your child suffer</p>
<p>My child has a learning disability he could not find his way around, he goes to a school in Grays so I would not be able to take and collect him each day as I work , I would have to give up my job and become a full time carer, this would impact on our family financially. Also for us to pay for his travel wouldn't be worth us working as I fear it would cost us too much, we are hardly surviving as it is.</p>
<p>My child has a rare and degenerative form of epilepsy and is registered blind. He has autism and delayed development, and over time his ability to do things for himself is reducing due to the epilepsy.</p>
<p>He currently attends Joseph Clarke school in Waltham Forest, which is the closest school for visually impaired children. He travels by taxi, with a carer who is trained in managing his seizures, and also administering his emergency medication if necessary. He has previously been assessed by transport as to his suitability for a bus to school and the decision was his epilepsy means he is not suitable (for a number of reasons).</p>

I will not accept a personal budget. I do not legally have to do this and the council cannot require me to do so. I will not accept it for the following reasons:

- Change affects my child very badly, so having an 'uber', with a different car and driver each day will be very detrimental to him, because it will cause anxiety, which in turn triggers seizures for him.
- Ubers are unreliable in availability and would cause my son to be late to school. I tested availability at the time an uber would be needed for us in the morning, and there was nothing available until 20 mins after he was picked up by our regular driver. This lateness would be picked up on by my son, and would cause anxiety.
- Ubers wont necessarily be cheaper. My son travels to school on the A13 and A406. This route is notorious for travel delays and about 2-3 times a month I am informed the taxi is stuck in traffic. Ubers charge for time not distance and this would drive up the cost significantly. I would be extremely worried about having sufficient funds to cover costs like these.
- In 2022 I managed to find a job that allows me to work and be at home for my son when he returns from school. I am proud to be a taxpayer and not be reliant on Guardians allowance. However I am now juggling normal family life with a job and the anxiety and extra time and care my son needs - just because I do not claim Guardians allowance does not mean I have stopped being a carer. The very last thing I need is to be worrying about budgets for taxis and Jake's carer, and paying invoices and salary. Much of the time my mental health is 'on the edge' as I struggle with the stress of constantly worrying about my son having a seizure that he cannot recover from, and I am on the waiting list for psychotherapy. It won't take much more stress to push me too far and I would have to give up my job if this were to happen.
- Finding a carer to travel with my son is extremely difficult, because most taxi Guardians do not want the responsibility of taking care of him if he does have a seizure. I have found the most wonderful person, who my son trusts and loves, but there is no back up. Being a taxi carer is a very challenging role - Your day is split into small chunks of time, and doing anything meaningful is very challenging in just the few hours between the morning and afternoon run. I do everything I can to show her how much we value and appreciate her, but she may decide that the impermanence of changed arrangements isn't worth the hassle, and my son wouldn't be able to get to school without her.

In summary the following would be affected:

- our health and wellbeing
- my ability to work and contribute to society
- my son's ability to get to school on time, or at all

My child has always used school transport and taxi. To be honest the bus always been our first choice because it's more practical, less stress for us to on finding suitable and reliable PA, taxi companies to accompanying my child to school. With the school bus my child enjoys because it's the same driver, same PA. We create a good relationship between ourselves and the transport people and they know my child, my child knows them and my child transitioning when he starts the beginning and the end of the year is less stressful for all of us especially my child that takes long to adapt to the changes of his routine.

The communication is always very good, always on time to pick and drop my child, they support my child through is good and bad days.

Our opinion is we would prefer the school bus transport.

My child has ASD and ADHD with a few mental health issues. I would not be able to take him by public transport because of safety issues. I also couldn't take him in a taxi due to behavioural problems. He has to go to a special needs school and I would have no way of getting him there.

My child has difficulties going to school without me

My child has Downs syndrome, and severe learning needs. He would not be able to cope navigating to school by himself.

My child has extreme special care needs that would deteriorate under new proposals.

My child has no awareness of danger and when he was getting a escorted bus to school he wrapped the seat belt around his legs and neck once so tight his leg went blue. He would also strip naked and many times he wouldn't walk to the pick up point meaning we would miss the bus. I also have a young daughter who needs walking to school. He becomes aggressive and has put me in hospital hurting my back so trying to get to any pick up point doesn't help. He has lung disease and needed to be alone during covid in a taxi pupil wise. He could share a taxi but again this would depend on the child and him being settled with it

My child has no danger awareness or area awareness so travelling on anything other than the school bus would be hazardous to her.

As I have severe health issues myself taking her to and from school is not an option for me so without transport by the bus she would most likely miss a lot of school time
My child has no other support he can count on other than myself (his mother). I have different health problems including osteoarthritis that can disable me from driving for longer journeys, especially in slow traffic on a regular basis. Only the school journeys currently take about 2.5 hrs daily. My only respite is when he is at school. Having ASD and ADHD, looking after him is full on. Tried shared taxi with him at the beginning, the PA could not handle him with the other kids. We also had several taxi companies and PAs, which was not ideal and did not get him to school on time, found very stressful but I cannot see how I could organise him getting to school if anything happens to me.
My child has severe behavioural needs and self harming behaviours which requires him to have constant assistance. He currently receives the most adequate travel assistance for his needs and any changes would greatly impact his emotional wellbeing as well as his increasing his self harming behaviours.
My child has to attend school and as the local school can not meet his needs I have to travel to access his care needs petrol prices have increased but my payments have not
My child has to have taxi transport as he is in a wheelchair and he also has to have a medically trained (to his individual needs) person to escort him.
Having are unable to provide this person so I have to accompany him to and from school and I do not have a WAV
Being a single parent I also have to work so having this taxi service plays a vet positive impact on my mental health removing the stress of worrying about how he gets to and from school
My child is 3 years of age almost 4 and he currently gets transport only in the mornings. I think it would be a good idea to address the need for transport for children who attend nursery and only do half days
My child is currently in primary school, but I am extremely concerned for how my child will travel to and from school when he goes to secondary school, especially if these changes are made.
My child is currently undergoing psychiatric help with his behavioural issues and transitioning into adulthood At this stage in his life he is unstable. Any change would have detrimental impact on his mental health, well-being and safety to himself and others around him.
My child is extremely vulnerable in many ways. She's is registered severely sight impaired/ blind. She also has almost no stranger awareness and would extremely easily distracted and manipulated. Also due to her visual impairment she would be unable to cope with the busyness or public transport and would be unable to find her way to school.
My child is in a wheelchair and attends school daily. She enjoys travelling on the bus, and the staff are excellent. If we were to drop her off and pick her up from school one of us would have to give up work, there is no other way to work around it
My child is mentally / emotionally not ready to travel alone and unsupervised - she would be considered a vulnerable member of society. As a family we would be willing to contribute towards the financial cost as without the assistance we simply would not be able to get our child to school.
My child is non verbal and has autism and cannot travel on public transport alone. The current school bus with dedicated person to keep an eye on him at all times is very important as otherwise he won't be able to attend his current school. Also the local TfL bus service is not convenient as the school he attends does not have a bus stop close enough to the school and there is no single bus which can take him to school.
My child is non verbal and loves getting on the bus everyday. I've had to take him myself on occasion due to dentist appointments and this has cause my son and myself chaos and unnecessary drama. This would be a daily occurrence if I had to take him to school. Also I own a diesel and this would become very expensive to the council.
My child is non verbal autistic, any changes to his routine impacts on his wellbeing.
My child is only just getting to grips with getting the taxi we had to appeal for. Still has a hard time if the taxi is a different colour to normal or the taxi is late.
Please don't take this option away.
My child is SEN so this will truly affect his independence



<p>My child is severely disabled and is in no way ready, nor will they be before the end of their education, for travel training. As evidenced by their recent PIP claim, they are unable to participate in any travel without significant supervision and so travel training would be pointless, as it would be for many of their peers. My child is happy and confident using the Havering bus as they have been for the past 10+ years and sees it as a vital extension of their school day. We would have absolutely no interest in changing the method in which my child attends school nor would we be interested in managing a personal budget. This is because we have always used the same method, it has always worked well for us, and it sets my child up well for a day in school. On some days, the bus is actually their favourite part of the school day. We would have no interest in making it more difficult for our child to attend school. We would be happy to make a small contribution towards travel costs to continue to use the bus.</p>
<p>My child is severely mobility impaired and non verbal. School transport is the best option for his safety and mental health.</p>
<p>My child is taken to school by mother and father any sort of help when starting college in September with transport would be appreciated</p>
<p>Kind regards</p>
<p>My child is unable to learn how to public transport, due to significant learning disability. I'm a single working parent. My mother helps out with childcare in the afternoon in order to keep me in employment. She does not drive and cannot escort my son home that distance or in a safe way.</p> <p>I'm a Community nurse within the borough. It will greatly negatively impact our family and many others without transport service.</p>
<p>My child is unable to take up travel training due to the complex nature of his multiple disabilities. By providing a personal budget for home to school travel would cause us more stress and anxiety and in turn simply be 'another job for us to do' when we are already stretched to capacity in working/caring responsibilities/running a home/financial pressures etc</p>
<p>If my child was not able to access his school transport in the form of the school bus it would massively impact my job and I would be deemed unemployable due to the very restricted working hours that I would be beholden to. Already I use all of my annual leave entitlement per year to leave work early to ensure that I am home for the school bus. I do not use it on luxuries such as holidays.</p> <p>Therefore loosing my job/wage will ensure that I loose my house as I will be in financial ruin which not only impacts myself/family but that of my disabled child.</p> <p>Car sharing or relying on friends/family is not an option. All of my family and friends work and to employ a carer to take my child to school/pick up is not an option due to the high nature of his needs and safeguarding issues that it would bring.</p> <p>And that's not even touching on the extra pollution caused by parents/Guardians individually providing transportation when the bus service reduces that. After all was that why ULEZ was brought in to reduce the amount of pollution caused by car emissions?</p> <p>The very idea of limiting/stopping home to school transport is disgusting and will massively and negatively impact on the mental health and well-being of parent/Guardians/siblings to which you also have a duty of care towards.</p>
<p>My Child is unable to use public transport alone. He currently gets transport to school via the Havering supplied bus. He is registered disabled with learning difficulties and is unable to travel alone. Should transport be removed, I would have to give up my current employment to ensure I could help him get to and from school every day.</p>
<p>My child is way behind his peers some 4to 5 years and travel training would put his safety risk.</p> <p>Fuel reimbursement works and would be preferred.</p>
<p>my child needs the school bus to be able to access school safely and attend school everyday, getting a wheelchair on a bus at school times is virtually impossible</p>
<p>My child needs transportation from home to school,as me and my wife work. He travels aproximetley 10 miles each way monday to friday, something we would not be able to do.</p>
<p>my child received travel training which gave him independence. limiting or stopping this for other children would be terrible</p>
<p>My child travels to a Special Needs School on the other side of the borough. This is the closest school that can meet his needs. He is a wheelchair user who is autistic and currently has a place on a bus collected and dropped off at home. He is unable to use public transport, especially at peak times due to his autism as he finds this extremely difficult. He would not cope with the 1.5 hour journey with people close that he does not know and the stop/start of the bus. He also doesn't cope well with young children around him.</p>

<p>He also has a younger sibling who attends a mainstream school and it would be impossible for me to be in two places at once.</p> <p>If he loses his place on school transport I would have no choice but to look at home schooling.</p>
<p>My child travels to school by bus and sometimes the buses are very busy</p>
<p>My child travels to school on a bus with support staff with other children with needs.</p> <p>This has given him a better sense of independence as well as keeping him safe.</p>
<p>My child walks to school</p>
<p>My child will be happy.</p>
<p>My child will feel discriminated and helpless as he couldn't possibly travel independently and I wouldn't be able to keep my job as I will have to physically help my child getting and coming back from school, by using 2 trains and 1 bus for each journey.</p> <p>This will put a big strain on myself and my family</p>
<p>My child will need assistance too and from school, if he doesn't I'll have to give up my job in the emergency services to be able to get him to and from school. Taxis aren't reliable, I don't drive so a personal budget for me wouldn't work.</p>
<p>My child will not need special education.x</p>
<p>My child would not benefit in anyway if he never received transport to and from school he wouldn't understand how to travel by himself and would be dangerous as he has no awareness of dangers around himself</p>
<p>My child would struggle to get to school as he knows the bus comes and gets him and as a lot of trust in the bus drivers and thier escorts. It could lead to his anxiety getting to high that he may not want to go school or he may get to school and become very challenging for the school to deal with him which means he would not be learning very much as they would have to deal with the violence outburst. If the day does not run as normal right from morning it will have a profound effect on his learning. Not to mention the fact that my child as no road safety understanding . I would have no way of getting my child to the school if it was not for the bus as thier is no direct bus that runs to my child's home to the school which would mean lots of changes and take to long to get thier .</p>
<p>My child's school cannot be accessed easily via public transport. I have to work and cannot get him to and from school without this affecting my working hours. My son accesses the closet school that meets his needs Any changes to his transport arrangements especially those that incur extra costs will have a detrimental effect on our lives both financially and mentally. My son struggles with change</p>
<p>My children are on the school bus for hivering as we have no footpaths and way to school this has helped me so much as there attendance is great and due to my disability's and living in the lanes access is very poor</p>
<p>My children do not have additional needs and attend closest schools to us so they walk.</p>
<p>My childs attendance would be a lot better ,</p>
<p>My daughter has a diagnosis of Autism and has severe high anxiety. She likes routine and the system of the school bus picking her up and dropping off works for us. It encourages her to go to school and the routine works for her. If drastic changes were made involving her transport, it would cause severe problems for my daughter and our family. My son's schooling would also be affected if the transport system for my daughter was to change.</p>
<p>My daughter needs her own personal escort, a special harness on a bus. She can't be close to anyone due to her aggression/behaviours. A cab wouldn't be suitable as she would. E too close to other people.</p>
<p>My daughter would be unable to travel on other transport , she is autistic with learning disabilities, and processing and retaining information disorder, also suffers with anxiety and panic attacks , so is too vulnerable , also i have 4 other children who i assist to school and back , so it would be impossible to get to another school and have all the children in school on time , having my daughter picked up and dropped off each day is a great help and piece of mind she is safe , and for her this eases her anxiety as its also children from her school , not having this support would have a great impact on us as a family .</p>
<p>My SEN son has been in receipt of travel assistance since starting at school. He is completely non-verbal and has severe mobility issues. "Travel Training" is completely unsuitable due to the nature of his disabilities. The travel assistance he currently receives is a huge part of his routine and would negatively impact his desire to go to school, and his mental well-being. Furthermore it is completely impractical to have multiple vehicles dropping off a single child (as would be the case in home or taxi transport) - the school is on a narrow country lane with insufficient parking. You can't just drive up, drop a SEN child off, and speed away - there are safeguarding issues. The child needs to be accompanied to their teacher or school rep. I would advise the council to visit and observe drop-off and pick-up at my son's school, Corbets Tey, and base their policy on the practical aspects of changing what has worked for years.</p>

<p>My SEN son who is non verbal and has severe mobility issues has always had transport to school and this is part of his routine. His school is down a country lane with no parking space make drop off by parents dangerous and impractical.</p>
<p>My son although 17 cannot travel to college or work placement independently abd because I'm his carer I'm unable to work full time to support all our needs. The fuel support is invaluable to our family</p>
<p>My son enjoys going on the bus to school he feels safe and looked after by the staff. He has been using the bus for approximately 4 years and depends on the routine that this service provides. He would find any changes difficult to cope with.</p>
<p>My son enjoys the bus journey to school, it is one of the very few opportunities he has to be independent. I know he is safe, happy and looked after on the bus. The school is too far away to use public transport and is not a straightforward journey unless in a car. Public transport would cause significant stress and anxiety for my son. I have shared access to a car, it could mean my son would not be able to attend school when I do not have the car. It wouldn't be straightforward to ask a friend/relative to drop him off, the change of routine would upset him significantly.</p> <p>The school could also not accommodate the additional cars dropping off and picking up, it would make traffic on the surrounding areas a nightmare.</p> <p>I would be prepared to contribute to the cost of the travel rather than have it reduced or removed.</p>
<p>My son has ADHA and on the spectrum of autism. Getting him to school can be very challenging as if someone else was to take him would help with my mental illness</p>
<p>My son has ASD and has huge problems with concentration.His school is 2 buses and over hour away from our home.He wouldn't be able to change buses at the right buss stop and get off at the right time. He wouldn't be able to stand up for himself if harrassed at the bus. I cant see any travel assistance solving this problem. No one would look out for him in public transport and that worries me a lot.What if he didn't get to school on time or is being attacked on the way??Who would take the responsibility for that?</p> <p>People with special needs are special for a reason. I don't think budget savings are worth their life and safety. If the Borough finds it hard to pay for transport I am willing to pay reasonable amount for my son to be able to get to school every month. Although I think wellbeing and safety of our children must be priority to decision makers.</p>
<p>My son has diagnosed ASD and will be attending school next September. I would like the opportunity to apply for an ARP setting for him, which in this borough, are far and few between, so transport is something that I would have been applying for, for my son. As full time working parents, neither myself or my husband would have the ability to take my son to school at the given times and therefore, access to transport assistance would not only</p>
<p>help us remain in full time work but allow my son the independence to travel to school without us. The council paying us money to do this ourselves does not resolve either of those scenarios</p>
<p>My son has EHCP and ASD, going to school using public transport will be extremely stressful and even impossible, there will have to be one of is parents with him, which again it is not possible as we both work full time.</p> <p>This will effect his mental health severely and might result of being late or even missing first lessons at school.</p>
<p>My son is 10 years old and travels in a taxi with a PA. He has the same people daily which for a child that struggles with changes is critical.</p> <p>The PA engages with him throughout the journey and they read stories and play games.</p> <p>My son is academically around a 3 year old and for security purposes could not travel unassisted in a car - he will sometimes undo his seatbelt and also if he requires a drink needs support to stop him chocking if he drinks too quickly.</p>
<p>My Son is Autistic almost non verbal uses an iPad for communication and would not cope with travel training.</p> <p>Xxxx gets the Havering bus to college it is in he's mind independence, as he is doing it without me!</p> <p>I currently work, trying to get xxxx to college through rush hour traffic and then get to work in time would cause anxiety to my day and xxxx</p>
<p>My son is autistic and pre-verbal. In order to support his many needs both parents need to work. He currently takes the school bus and leaves home at 7.15am (the bus meets him at home) and drops him back around 4.30pm. It's a long day for him, but it allows for both parents to get to work on time. Any change in this process would affect our family income AND disturb the routine that he enjoys.</p>

<p>My son is autistic and unable to comprehend normal social interaction and has no awareness of danger. Travelling by car is the only safe means of getting him to school.</p>
<p>My son is currently waiting for transport I think this is important to him because of getting into school</p>
<p>My son is severely autistic. Travel training is not suitable for him. Other options were not viable for us. Having a safe seat on the bus has meant I am able to go back to working which has a positive impact on my well being and my families.</p>
<p>My son is wheelchair dependant and also has an acquired brain injury as a result of a brain tumour (diagnosed). He cannot use public transport and for him, now using Havering bus to his special needs college gives him safe independence that he cannot have any other way. Children like my son need this independence away from their parents to feel valued and the same as their peers. I do not agree that any post 16 transport is means tested - only if you use the income of the child not the parents !! It should be all or nothing ! Why should we have to pay when others dont ? My son has only started using Havering bus since September and he is benefiting from it so much. I hope he can continue to be able to use this service for his mental wellbeing and independence that he can only have this way !....fully reliant wheelchair users who require full assistance can not do travel training especially when they have an acquired brain injury that affects their capacity ! If this goes ahead I hope you take into account the struggles for the physically disabled and the need for them to feel socially included with their peers on the bus !!</p>
<p>My son needs 1:1 support at all times and will never be able to travel independently. Going to his daycare centre by taxi with an escort in attendance has helped to keep him calm , because if he is stressed or anxious he hits himself or puts his fingers down his throat to make himself vomit. Also, having a 1:1 stops him from putting his hand down his trousers if he has soiled, which he would then try to eat or flick it anywhere.</p>
<p>I know havering are trying to put him on a bus to his daycare centre, but this is also unsuitable for him as the escort cannot be with him all the time. If he manages to soil and flick, then there is a strong possibility that other people will be affected and the bus taken off the road for deep cleaning, which surely defeats the objective. I am very strongly against him going by bus as I feel he will never get the support he needs without a 1:1 escort.</p>
<p>My son needs transport to school. He is in post-16 education. We were offered a personal budget for this school year, but I had to appeal against it (and won). I am also disabled and it would be physically impossible for me to take him to and from school. I do not drive, we do not have a car. My husband works full time (and doesn't drive). No one else we know would be able to take my son to and from school as our only family members live too far away and are elderly. The personal budget was no where near enough to cover the cab fare. Travel training would be useless for my son. we often travel by bus as a family, so he is used to travelling by bus</p>
<p>with us, but he cannot be trusted to get himself to and from school safely as he doesn't like school, and would much rather go somewhere else. He also gets very anxious, so needs someone with him to keep him calm and deal with problems. I am completely against the idea of car pooling with other parents. obviously i cannot drive, so wouldn't be able to take other children. But my son has massive social issues and so would be extremely anxious about having to go with other people, especially other children. I would not expect another parent to be able to deal with him if he had a meltdown in such a situation (which is likely). I also would not feel comfortable with him going in a car with a complete stranger. I know the council needs to make changes to budgets, but why is it hitting those who need it the most? without school transport (as in a cab directly between home and school) my son would be unable to attend school.</p>
<p>My son self harms when stressed and anxious. We have tried him on a school bus but the driver had to stop 4 times for my son to be restrained and made safe again. He arrived at school with his harness around his neck almost asphyxiating him. His GP and functional neurologist have both gone on record to say that my son needs the most direct route to school and to be accompanied at all times and to travel in a safe adapted way - ie in his wheelchair. He has an adapted wheelchair that only a black cab is large enough to accommodate. Due to his visual impairment combined with his brain injury he finds comfort in listening to a familiar voice throughout the journey, someone who can anticipate his needs. With his familiar travel escort he is able to go to school and arrive in a calm state ready to learn. This would simply not be possible without the travel assistant. My son is also non verbal so needs a companion who is able to "read" him and identify the early signs leading to an anxiety attack and meltdown. Havering's Direct Payments team are not fit for purpose and have a long track record of non payment and late payment. For this reason as well as safeguarding issues this proposal simply cannot work.</p>
<p>My son travels out of borough via a shared taxi/bus to a special needs school because havering could not provide him with a space in any special school in the borough, he wouldn't be able to manage the 3 buses by</p>

public transport to get him there if this was taken away from him, having need to look at school placements in special schools before trying to reduce who gets help and who doesn't on travel assistance
My son would be late for school every day because of overcrowded public transport. Forest Approach Academy is on the same road as 2 primary schools and a senior school. I would have to wait until the number of passengers died down as my son needs a lot of personal space and cannot stand loud noises. He is scared on public transport. In the afternoon I would struggle to get out of work at a time that would allow me to make the journey, using public transport, to his school for 3pm. I do not drive. My son is nearly a foot taller than me and can be difficult to control.
My son would struggle and make school days a nightmare as my son suffers with a social phobia.
Myself & my child would suffer significantly, I would greatly struggle to get him on public transport, it would raise his anxiety immensely & he would refuse to get on the bus, at busy times, due to noise etc, & there is no way I would be able to get my son to school, This would greatly affect his attendance & I feel he would start refusing to go to school,
Myself and my husband are disabled and our daughter has autism, we also have an able bodied son that due to his age uses the buses with his sister without this service it would have had such a negative impact on our family and our children's primary school attendance. But as my daughter moves in secondary school I feel travel training would be much better. As we have an older son that only ever used the bus this stopped him progressing and now at 22 he still needs assistance as he is unsure and has no confidence. The problem is the services you offer are virtually important I feel they need to be assessed better with more detail so the children can progress do and those who can achieve more independence get help and it's not just parent drive as accessing the social workers the help takes too long and the assessment should take a year in advance to make any transitions seem less
Needs the routine and structure without change
none as we wouldn't be in receipt of any of the additional support None at present, as not currently needing home to school transport support as my child is in reception year and the school is within walking distance, but this may become an issue in future, due to my health and potential travel distance for secondary school.
None on us.
Make parents take more responsibility
None to my child, but certain people who use / receive this service do not necessarily need it or have other modes of transport, claim where it is not necessary
None. Greater use of public transport would be more likely if trains, railway stations and buses were cleaner, safer and more frequent.
Not sure right now as anything can change in the time that these changes are planned.
Of all the places to think of cutting! For young people who do not go anywhere and urgently need the assistance. This is terrible and I strongly oppose any cuts. Our council tax costs over 200 pounds a month! How can you turn around and tell me the council is bankrupt and therefore you are possibly considering cuts to transport of vulnerable children? I am beyond shocked. It's a very callous move. I am pretty sure with better management, you could go further with funds. Not going to risk my child's well being for a council that has failed....penalising my child and children like him is just wrong.
On top of the existing struggles with getting from school home this will create more burden on families of school age children where some are restricted on assisting themselves due to lack of own transport and work commitments
Our child currently has a seat on the bus which works extremely well for all of us as a family. She has her independence of travelling to and from school without her parents but she is also very safe and well looked after. She would be unable to go to school via taxi or public transport, even with training because she is too vulnerable to be able to do that. The bus is an excellent service, it is cost effective as up to 10 or 12 children can travel together. The assistance on the bus is excellent, we would strongly recommend keeping it. We are a family who do not require a personal assistant to travel with our child and we do not expect a high expense paid out for her to travel to and from school. Please do not take away the bus service. We understand the example in the newspaper recently that listed someone who has £45,000 spent each year getting their child to and from school. These extreme cases should be removed from the system allowing more money for other people who require the basic bus transport system. The example in the paper is too excessive and we would not expect any borough to pay out for this. Thank you
Our child has complex needs and will need 24/7 care for the rest of his life we have only had transport since September 2023 and it has really helped us without it we would be attacked on a daily basis and most

<p>of our day would be spent travelling to and from school as his school is out of borough our son was home schooled for 2 years so was always with us the transport gives us that little bit time to relax</p>
<p>Our child is currently using a taxi to get to school. He was taking the transport bus last year but his new setting does not have a bus route. He carools, and shares a taxi with another child for half the cost which works well.</p>
<p>We would be happy for him to take a bus or a taxi to school.</p>
<p>We cannot use uber, or public taxis, due to his needs and behaviour. Too much change and stress in the mornings is unsettling.</p>
<p>We have no family members or friends that can do the school run, and the special ARP he attends is far away from our home.</p>
<p>The only logical, safe and fair mode of transport is a transport taxi or bus.</p>
<p>We as parents are concerned about the personal transport budget, as we are not sure what that would entail in terms of booking our own taxis/Ubbers.</p>
<p>We don't have enough money to cover a month's taxis and wait for reimbursement.</p>
<p>In respect of safety for my son, yesterday after getting out of the taxi to be dropped home he bolted and ran into the road. Luckily the transport chaperone was trained well and managed the situation and nothing bad happened. However, the behaviour has worried us as he has no danger awareness and our concern is that if this taxi/bus service is to stop we will have no safe way to get him to school. We do have family, but they do not have any first hand experience of caring for our son and he wouldn't be safe in their care due to his needs. We have concerns as well, as our son is still in nappies and longer journeys could mean he will be uncomfortable if he goes to the toilet which leads to meltdowns. This will put a lot of pressure on the staff at his school or us as parents. Our son is currently doing very well in the ARP setting, we have seen a dramatic change in his behaviour for the better and we do not want this placement jeopardised due to these changes.</p>
<p>Our child is non-verbal, autistic and attends a special needs school slightly outside of the Havering borough - because there is such an inadequate supply of SEN school spaces within Havering.</p>
<p>Routine and familiar faces are part of the requirement.</p>
<p>Travelling via public transport daily would be traumatic because of the din and the issues around how his condition impacts his autistic traits/behaviours and how that comes across in public.</p>
<p>Frankly, we are exceptionally happy with the current arrangements. We know the routine. We know that the driver and chaperone have been vetted and crucially they have good liaison with the school during the handover and pick up processes.</p>
<p>Having to rely on the availability of willing fellow parents or arrange our own transport reliably each day is incompatible.</p>
<p>Our neurodiverse child who is Non-verbal and considered severely mentally disabled attend an Autism Resource Provision in the Borough that is far away from our residence. Our child has to attend this setting as it is the best and one of the only limited places in the Borough that supports their needs and development.</p>
<p>If our child cannot be afforded transport to the setting by the local authority, they would be unable to attend due to both parents working full time. Can companies or Uber is not a viable option due to ensuring the safeguarding of our child and we have no family members or friends who can physically manage our child's needs. Our child used a LA provided bus last year to attend their previous setting which they thoroughly enjoyed and built up a great relationship with the chaperone and other children, this to use seemed cost effective and safe. Our child will now share a taxi with another child at their new setting as there isn't a bus route for the new school and would assume that they and the other child are the only ones from our area who need to travel to the provision.</p>

<p>Overall, we feel that the SEN community in Havering is being unfairly targeted with this review as it seems to be seeking to take away a method of providing freedom and independence to SEN children to attend the limited appropriate settings to give the children the best opportunity for development, and given that there is very limited, almost non-existent support for SEN parents and children in the Borough, this feels like a big step backwards.</p>
<p>From a personal perspective, if our child's access to transport was removed or replaced with a taxi card or other financial option, we would not be able to afford to send our child to school every day at his current setting due to the distance between home and school. The LA placed them at this setting and so if this change goes ahead and we are affected, the LA would need to move them to a ARP setting closer to their residence.</p>
<p>Our son currently uses Havering school transport (bus). We applied when our financial situation changed and it was no longer possible for one of us to remain a carer. We both had to work.</p> <p>I work shifts (12 hour nights and days) for an emergency service and my wife is able to work from home sometimes. On night shifts I come home and get our son ready for the bus which comes at 8.20am. I then sleep and wake at 2.50pm to be ready for his return. I can just about function on the next night shift on 6.5 hours sleep. On my day shifts my wife either arranges to work from home or my 17 year old son helps out. We just about manage. But this is an enormous improvement on the alternative.</p>
<p>We were both working prior to the application being approved and that is an indication of the alternative. I was driving our son to school after the night shift, getting back at 9.30am, sleeping for 4.5 hours then driving to pick him up. Then looking after him before going to work.</p>
<p>I fell asleep at the Upminster traffic lights on multiple occasions. Thankfully we have an automatic car. I don't know how long that would have been possible without transport. We are both getting older.</p>
<p>School holidays are a patchwork of annual leave and respite.</p>
<p>If our son were not disabled this would just not be a problem. But he always has been. He cannot get the bus on his own. He would just wander off into traffic.</p>
<p>School transport means we can both work. This is not only vital for us. It is important for Havering. Our son will realistically need support for his entire life. If we both have careers we will be better able to support him as a disabled adult. When we are gone we will leave behind pensions and savings that he will inherit. Or that a trust will administer for him.</p>
<p>The worst situation for everyone is parents who are obliged to give up work and become full time Guardians for a decade during the most productive years of their lives. If that is damaging for our generation who are mostly homeowners, consider the impact on the next generation who mostly rent.</p>
<p>That is a social care time bomb in the making. Where will Havering accommodate all these elderly parents caring for disabled adults when they can no longer afford their private rented accommodation? People need to be able to work.</p>
<p>We are not averse to making a contribution to the school bus. But it is vital.</p> <p>Our son is severely autistic, attends a special school and is totally unable to travel to school in his own or with any other mode of transport except the supervised environment of a school bus. The journey to/from school is also a central part of his weekly routine and any change would have a profound impact on his anxiety levels and ability to learn.</p>
<p>Parents should be responsible to paying for their children</p>
<p>Planning, timetable, pickup time and understanding the process of each other information. There is many students in need of free bus.</p> <p>There would be build good quality communication between the havering, school and prenatal ideas.</p>
<p>Positive</p>
<p>Positively</p>

Providing education to gain independence on transport I believe is a good idea but it has to be done at a time and in a way that is suitable for each individual child. Therefore, I agree that it's a really good option, but presently and for the next few years, would not be a suitable alternative for my daughter because of her high needs.

In terms of being provided finance to source or support transportation to school I feel is extremely unhelpful. It would not enable increased independence for my daughter (which travelling by school bus does) or help me, as I am also a carer to my father who is blind, on top of being a single parent who works. I feel strongly that this is a very poor option.

For those over the age of 16, the government says they must continue in education, however for many of our children this means finding the right provision which often is not nearby. It is wrong for parents and children to be charged to be able to access the appropriate education that they need. I disagree strongly with means testing or charging for children who are still having to access education, particularly those for whom education is difficult to start with.

I understand the need for cutting costs but I struggle that it is always the poorest people who suffer the most. To change the access to transport directly from home for children whose lives are already difficult and complicated, and for families who are often finding themselves at breaking point, feels extremely unfair. Their lives are already very difficult and removing transport provides another extreme hurdle in their lives. Parents with disabled or neurodiverse children are often already working to their absolute limits to provide the support and care that their children deserve, they didn't ask for their children to have these additional needs, and they need the support of the local council to enable our children to have access to education in ways which are appropriate for each individual child, part of which is providing a bus service which has proved invaluable to my daughter and I.

Reduction of basic services like transport - the veins to the life blood of special peoples existence is not the way to build a better society. Cuts elsewhere cost rises elsewhere but not to undermine those whom can't speak for themselves

Restrictions on child's independence

Routine is essential for xxx.

Taking the bus to and from school has massively increased his independence and confidence. It keeps him calm knowing what to expect Monday-Friday each week and has enabled him to establish deeper relationships with his peers on the bus.

He would not be able to travel independently. For 8 years my husband did not work so we could accommodate school runs so we only applied for transport assistance this past year when for financial reasons we both had to work.

To have this service removed would not only have a major impact on our financial situation as one of us would have to give up work to take XXX to school but just as importantly it would upset xxx's routine and damage his confidence.

Routine is a very important part of my son's day to day travel and general lifestyle on a day to day basis (even on a weekend).

He is severely visually impaired, dyslexic and has other learning difficulties so would find it extremely difficult to commute on his own and would not be safe on the busy roads.

School bus picks up my child from Gidea Park for school at Hall Mead in Cranham. Public transport really isn't an option as it would involve considerable walking, major road crossing and multiple bus or train and bus routes. He literally can't tie his own shoe laces, so this commute would be dangerous. They cram 13 kids on his school bus. How can that not be cost effective?

see answers

SEN child / young adults generally fair better with consistency- change can impact behaviour massively & therefore cause added stress to families & Guardians

Have 'easily' managed options to suit the child

If demand is higher get better funding & manage budget holistically. I know there's budget of SEN facilities that are not utilised.



<p>Should be more school buses plus ne on time. The buses in Havering are overpacked , full of noisy kids, their behaviours are bad , should be more control on them in the buses ( like cameras or person who will control them)</p>
<p>Thank you for the initiative, if it is possible to arrange a safe, secure and economical transport assistance service for our little angels, I would appreciate it very much.</p>
<p>That would be disruptive to my son's routine and orientation.</p>
<p>The bus that takes my son to school (Corbets tey) is such a strong support I cannot put into words how helpful it has been for my family of 3 children with additional needs (two with severe additional needs and EHCP which both require special educational placements in special schools in different schools due to different needs) I would be extremely worried that the borough would make any kind of cuts to this service.</p> <p>Not only would it stop me from continuing my employment it would cause a lot of stress and I strongly disagree with the plan in place</p>
<p>The changes are not positive for my family. My daughter is vulnerable and taking to and from school will not enable her to be independent and will cause a change to routine that's not nessasary. She WILL NOT be able to use public transport independently and having another sibling to take to and from school will be ridiculously Early starts Hanging around for her Or Being late It's not manageable when the transport bus works perfect for her routine safety independence giving her space to grow.</p>
<p>Personal budgets cause more strain upset stress on the child that's not nessasary but having to endure on another school journey before her own which causes anxiety upheaval, unregulated to her day and also at the end of the day.</p>
<p>Thus will be said for a lot of families. We fight for everything When we have routine and help you want to remove it...</p>
<p>Go and see for yourself what the transport gives to the families of Havering</p>
<p>The changes in the policy could impact my child's attendance, punctuality and academic achievement</p>
<p>The changes in the policy would have a detrimental impact on our family as it would cause financial difficulty. We both work full time, the changes in the policy would cause upheaval to our day to day living. It would impact my child's independence.</p>
<p>The changes won't make a difference to me or my child as we don't have a need for the service provided.</p>
<p>The changes would not affect my child a lot right now, but could affect him after he turns 16.</p>
<p>The child could get in touch with other students</p>
<p>The impact on my child would affect his day. He does not handle loud noises well or overcrowded places. Like public transport at rush hour.</p>
<p>He has passes at school to allow him to leave lessons before other children to avoid the crowds in corridors. Other kids with similar issues to him will have the same. Their ECHP is tailored to their needs in order to help them. This includes how they get to and from school.</p>
<p>In my personal situation, I do not drive, or that is what we have been doing all along. I also do not have someone I can ask to take him to and from school. My child needs security, and likes his routine to stay the same every day so his transportation needs to be a kind he can trust.</p>

The impact will be huge on my child. My child has been taking transport to school since he started at the school (for over 9 years.) He uses objects of reference to support his understanding of the world and the school bus represents school and when he sees it he knows it's time for school. Routine and structure is vital to his mental health and changes in this can affect his mental health and behaviour which in turn would impact his school day. Going by car will confuse him as he associates the car with days off school and therefore would find it hard to structure his week causing him to have anxiety and behaviour. The school itself would have major problems with an influx of single car transport every day. Corbet's Tey school is down a cut through road and there is nowhere to park right outside the school and parking further away is not possible due to behavioural and road safety issues as he has No danger awareness and can have challenging behaviours. There is certainly not room for all the cars to turn up at the start time for school as weather does not accommodate parking in the school field for most of the year so the car park will be full with the staff cars leaving little room for car drop offs. Furthermore, the school does not offer a breakfast club or after school club and therefore to accommodate this change in transportation they would need to have staggered starts and finishes which would mean my child and other children missing out on their education which is so important to him and this would have a significant impact on his mental health and learning, not to mention my own mental health in the stress of getting stuck in traffic at the school every day. As

evident in the past with the disruption caused by the pandemic and the huge impact it had on my child's mental health the last thing he needs is a big change to his routine. Furthermore, as a parent of a child with special needs every day is a challenge and to add even more responsibility of managing a personal transport budget would only add to the stress already experienced daily. In addition to this I have other children too that need my attention and support. Managing the communication and admin from all the different schools as it is can be overwhelming at times especially when there are deadlines etc, the council priority should be how can we give the right support to these families so that they can cope with the stresses and challenges of raising a child with special needs.

The question assumes:

- 1) I know what the current policy is.....I do not....why would I?
- 2) I and you know what the changes to the existing policy will be.....you do not.....or at least you shouldn't if you are consulting using the variables in the answers in this survey to try to determine the policy.

What's going on?

The reason my child uses this service is that it's for his own safety as he has no danger awareness, so being pick up from home and dropped to school is a big part of his safety he doesn't understand to stop and wait for traffic and this is his life line to get to school safely, taking this away would be the worse possible outcome for my child

The stress levels att transporting my son to and fro his center is beyond description. He has motability vehicle but cannot drive it himself hence doubles as the main vehicle the family uses. Transporting to his center at 9am to be collected at 9:30am, rush to get to work for 10:30am, leave at 2:15pm to collect him at 3pm and get home for 3:45pm (if traffic lucky) and return to work and close at 8pm because I've got to work in the hours.

Why this hustle?

He has motability vehicle so no assistance can be offered.

Daily I'm stressed to the eyeball and its no wonder my son is stressed too. I can say it but he cannot so he imbibe it and his stress levels manifests in the downward trend of his health. His immunity suffers and mental wellbeing suffers too.

The stress of having to deal with personal budgets and the administration of them is too much when having to deal with a number of competing priorities and cost of living pressures

The transport (seat on a bus) that my child currently has is a very important part of his school day and he enjoys it immensely. It allows him to have a certain amount of independence in a controlled environment. As with a lot of SEN children, change and disruption can cause a great deal of stress. I also do not feel that the introduction of paid travel post 16 is fair as we are required to send our children to school/college by law so why should we pay for that?

The travel training would help my child understand things better.

These would have a enormous detrimental impact on my child's and our families mental health, my daughter would not attend school, would become more violent, would not receive an education, we would not be able to work, we do not have people trained and able to take our child to school, all of which would have an awful negative impact on our daughters future.

They will improve my child's safety. They will improve attendance.

They will not impact me or my child

<p>This change is discriminating against families with SEN children. These families are already vulnerable. They struggle get their children ready for school. Children who hate the texture of clothes, may hate water. Children who cannot eat or this who have so many sensory needs.</p>
<p>You are now punishing them by saying after 16 there's Increased pressure on parent. Non SEN Children over 16 do not have to pay to go to school</p>
<p>Yet you want ours to</p>
<p>Those who cannot have to stay home</p>
<p>As a result the parents cannot work</p>
<p>Child and parent become mentally l'll with anxiety and depression as they cannot go out and access what they need</p>
<p>Social care now has to use ITS budgets to cater for non working parent and child</p>
<p>This is going to put more pressure on a mental health service that's on its knees</p>
<p>As a result- a Sen child becomes non functional adult</p>
<p>You are not empowering them</p>
<p>You are taking away their independent and choice further disabling them</p>
<p>Also you want to commiwon Private companies to train children to use transport- have you been to a special needs school/ it takes years- you are setting yourself up for failure</p>
<p>You cannot train special needs children in the short term- you only had 9 do this this year. It's a money pit. Who ever wants to make money off the council has no experience working with our children. They don't learn through training- THEY ARE NOT DOGS. ABA IS CRUEL</p>
<p>This is a lifeline to people</p>
<p>This is about cost cutting and nothing to do with independence or supporting families at all. The pretence that it is anything else is disingenuous in the extreme and treats parents and Guardians as idiots.</p>
<p>This question is completely pointless. This will greatly affect my child and family.</p>
<p>My son is currently uses a wheelchair, has a tracheostomy and is peg fed.</p>
<p>He requires 24 hours care and has a separate 1-2-1 for education and 1-2-1 for his health care needs</p>
<p>This will positively impact on attendance, weather related issues, employment, etc</p>
<p>This would impact me and my child massively!</p>
<p>He would not be able to cope with public transport on his own. He would not of grown in confidence and would more than likely refuse to go to school. This is a piece of mind for me not to worry about him.</p>
<p>By my son getting transport set him up for the day in a positive way. If he had a good start in the morning this will continue. This would not happen on public transport.</p>

<p>Transport has such a big impact on a child's independence and their ability to get to their educational facility. Having an aid/ support is also important based on the child's needs, taking this away would be a risk to both the child and driver</p>
<p>Travel is now easy. Any kind of personal budget would potentially lead to lower school attendance and more admin for families.</p>
<p>Travel training doesn't help my child as she isn't able to travel independently. Not aware of dangers and also using a public transport where you have to wait for the bus to come and also the noise and a lot of people will make it be unbearable for my child.</p>
<p>Can not use own transportation either and to get to the suitable school will have to travel with 2 buses .</p>
<p>Under 16 policy - no impact at all.</p>
<p>Post-16 - travel should be free if done for education.</p>
<p>use of independence and help to families</p>
<p>Very negative impact</p>
<p>We are lucky enough that any changes would have minimal impact on us so I am looking at the bigger picture on where council money is spent.</p>
<p>We both work full time and live far from school. We also do not drive. He gas pick up from grandparents and at home, with a chaperone to ensure safety of himself and others. He is much younger In his way ie he is 11 but mentality of a 7 year old. He is vulnerable as he will trust everyone and not see dangers. Also he will have anger outbursts which go from 0 to 100 in seconds when he deems an injustice or rudeness. A look a tone of voice will also trigger this.</p>
<p>We currently live within walking distance of our primary school, but are now considering what secondary school's are the most suitable for him, but many which are better at supporting SEN are further away. He is high scoring impulsive ADHD with DLA mobility, because he is not safe to travel on his own and we have no car. Knowing that there was council provided trasport scheme available, where I didn't have the overhead of managing a budget throughout the year and knew that there would be consistent, trained and safety checked staff would make me much less anxious and allow me to make the right choice for him school's wise.</p>
<p>We currently pay for two of our children to use the school bus arranged by Campion. Although best efforts have been made to reduce costs, the price is still high. The bus has enabled the children to get to school safely and on time; something which was not guaranteed when using public transport. Without the bus service, my husband and I had to drive them to school in the morning which impacted our working day. Suggesting that parents car pool therefore is unrealistic as, especially in this time of financial crisis, many parents are unable to spare the time from work.</p>
<p>We do not need transport as we live round the corner from the school.</p>
<p>We do not use the transport service yet, as my daughters primary school is close to our home, but may have to use the transport within the next year as my child will be starting secondary school next year, and our local schools are not necessarily the best equipped to be able to offer her the support she requires. She has complex medical needs as well as educational, and due to medical equipment needing to go with her, would not be able to travel unaccompanied on public transport, and also needs to travel with an adult that is trained in her medical condition. Car sharing or going on public transport by herself are therefore not realistic, as is a taxi if she is unaccompanied. The choice of school will primarily be made dependant on the support they can offer her. However two of the schools we have been recommended by her Primary school SENCO are not local to us (but still in Havering), so travel to &amp; from school will have to be a major consideration as we both work full time, and these schools would likely involve a one hour round trip twice a day for us to take her ourself - both of our employers have been very understanding and flexible over the years, but in this situation it would not be realistic for us to continue in full-time employment.</p>
<p>We do not want a travel budget, it would not work for our special needs child, we would be surprised if the travel budget would work for most special needs children. There is also the aspect of safety. It is not safe to put a vulnerable child into a taxi alone, we would not trust anyone to do this. It would open up all sorts of issues and would only be a matter of time before a child was abused/harmed in some way. That would not help with keeping our children safe. The same goes for public transport and a child travelling on their own, it is just not feasible for most special needs children. This also applies to travel training for all the same reasons outlined above. We currently use the borough transport buses, these are cost effective and safe and a great way for children to travel. The buses should NEVER be taken away, these are essential. The Borough should be looking at the cases that cost a lot of money to transport children. The cases whereby a child has one or two assistants travelling with them and costing £40,000 etc., that is ridiculous and costs us as taxpayers a lot of money each year! Do not take away the</p>

<p>community buses please, it is unfair on families who use the service and do not abuse the travel budgets. Means testing travel is also unfair to the parents who work and already pay their taxes and then potentially giving travel money to the families whose parent(s) do not work, and who do not pay taxes, that is very unfair!</p>
<p>We have two children aged 15 and 17 needing to use buses and trains to get to school, and with the rising cost of living we couldn't afford transport costs without help. Children under 18 in school, shouldn't have to pay for buses or trains.</p>
<p>We live 5 minutes walk away from the school but use the breakfast and after school club. If the policy provides some help towards the cost of this and we are eligible it would be useful.</p>
<p>We really need travel assistance as we have a child with a EHCP , and a 23 year old who also has needs and goes to a day center . Neither can independently get them selves ready for school / day center . During the consultation would it be taken into consideration about parents / Guardians who have two or more children/ young adults who have needs</p>
<p>We strongly rely on transport to and from school and FIG. Any changes that could affect this will have a deep impact on my son being able to get to school on time, which in turn will lead to anxiety and or meltdowns. It could have an impact on their punctuality and attendance. I have medical issues myself which will mean I will struggle to get him to and from school. He doesn't have the capability to make his own way to and from school due to his disabilities</p>
<p>While children are in education they should not pay for travel on buses or trains. I currently pay approximately £20 a week in travel for my daughter to attend sixth form. This is unacceptable.</p>
<p>Whilst a child is in full time education I feel that free public transport is essential to all.</p>
<p>Why don't you cap all councillors wages before implementing a budget on disabled children. Havering council is a joke!!</p> <p>You don't even provide any schooling for half of the disabled children living in the borough, they have to go out of borough for their education and now you want to take their transportation away.</p> <p>I guess we know where all of Havering councils pennies are going, you must have shares in Horlicks/ovaltine because that is how you sleep at night after spending your working day trying to shaft the disabled children of the borough again.</p>
<p>Will disturb me mentally as my child is wheelchair user and other is autistic so any change is not easy to carry out.</p>
<p>With a child attending mainstream primary and a child attending special school, it would be impossible to undertake two school runs in different directions. Any ceasing of the current service (seat on bus from dwelling) would unsettle my autistic child and mean that one child would be late for school. The special school has no before and after school provision and the mainstream child has provision but at a cost. We already have one parent working certain hours to manage school runs.</p>
<p>With a family of 6 children. It is difficult to transport one child to a different school. Attendance will be decreased due to lateness. It would break his routine as well</p>
<p>With autism no 2 days are the same and having a structured routine is SO important. Knowing when the bus comes at what time and who are the drivers and assistant is on that bus and the seat they sit in and the route they take are SO important for my young person so as not to cause any unnecessary anxiety and meltdowns. My young person would not be able to handle the sensory issues of what public transport entails.</p>
<p>With personal budget,we will be happy as now.</p>
<p>Without the borough bus transport it would be impossible for my son to attend his specialist college. Public transport is not an option as he wouldn't be able to travel independently due to his level of needs even with adult support. We are both working parents and cannot get him to college any other way than by the bus transport provided by the borough. I have already had to cut my working hours to accommodate my sons needs. If you cannot provide this service I would have to give up working which would have a massive financial impact on us as a family. I am sick and tired of our children being penalised because of their needs. Our children never asked to be this way. How about making other cuts to services and stop depriving our children.</p>
<p>Without transport my children will not be able to attend schools 5 SEN children over 3 settings with 1 out of area</p>
<p>Won't have any impact on myself or my children as I take them to school and pick them up everyday in my own car.</p>
<p>Won't have any impact on my children, as I don't expect the local authority to take them to school for me!</p>
<p>Would be financially beneficial to us as a family and ease my sons anxiety about travelling alone to school</p>

X2 children whom eventually I will need to apply for school bus for as they get older travel is becoming more stressful and worry over attendance.
Yes, it will improve my child child attendance and have positive impact on the family.
<b>Public</b>
Any changes to save money for the council are important.
Huge impact
I do not have a child
I do not have a child who needs this service but I have been watching friends children being ferried about and I was shocked to see what the overspend is although it is not surprising without a more oordinated approach.
It will save me money as a council tax payer. £5.5 million a year, and £200 per day, per child, is outrageous. Where is the school; Newcastle? And what cars are they using; Lamborghinis? What happened to good old fashioned council run school transport for groups of kids going to schools in close proximity? It might mean some children having to be picked up slightly earlier, or dropped off home slightly later, but so be it. I'm sure some children need individual transport, but surely with a bit of lateral thinking, the least demanding children can be grouped together.
My godson wont be able to get to school and this will affect his physial and mental health.
Remove expensive taxis as an option to conserve the budget left
The Council should develop a cost effective contract with Uber or the like to provide individual transport services.
That coupled with a basic means test linked to benefits is the best way forward in my view. The eligibility criteria needs to be evidenced as well.
This will hopefully improve the child's independence.
True Nothing's Free, There's Family Allowance, Free School Dinners for Parents that work Blue Badges for Two car Families and other things, make All Charges a little lower and Charge every one, not a higher increase for those that DO Contribute.
will provide more independence
<b>School or Education Setting</b>
A more efficiently budgetedvway of doing sonething is a positive way forward for all
Families of pupils who require transport because of their SEND, do not make this choice they require support as they are the most vulnerable in society. There are a lack of special school places due to governments lack of investment in schools. Parents of SEND children are often financially disadvantaged due to the needs of their child. The challenging demands of parenting a child with SEND can prevent both parents from working or being able to hold a full time employment. Pupils who use single taxis is typically because the child is unable to manage using transport with others due to Sensory difficulties. My belief is that asking parents to find their own transport will further disadvantage families.
Give children the opportunity to have the social interactions with after school. Parents and Children being able to build friendships and relationships with other children and parents. Parents becoming more involved with school and having the flexibility of being able to use the budget for a later leaving time if child has after school activity or meetings for parents. Building relationships between staff and home, some children who come by transport do not have parents who will attend school activities. Children being included and feeling part of the school community. Children being able to be in school till the bell rings at the end of the day instead of leaving early to get on to the bus and missing out on the social side of leaving with the class. Developing relationships for children and their parents, being there at the end of the day to collect a child and be told face to face in front of the child of their achievements has a massive impact on the mental health of both parents and children and behavior of the child in school. For parents being able to speak to someone if they are worried or concerned, teachers can see better if parents are needing help if they speak to them face to face instead of a catch up email at the end of the day.
Helps gives children more independence and preparing for adulthood
I work as an attendance officer so any help getting the children into school is greatly welcomed.
I work in a school and the children that come on the Havering transport bus simply would not come to school. Their attendance was down around 70% but has picked up significantly since travelling on the bus. More school

support workers would have to go out every day and pick up these children because the parents cannot manage to get them into school
I work in education. I feel poor attendance would deteriorate even worse.
Increased financial commitments. Impact on working pattern.
It is good
It is important that any change enabled parents and young people to access education settings in the simplest most helpful supportive way that keeps the child's needs and the family's needs at the centre of the process. The changes must make it easier simpler and more supportive to families.
Our school very occasionally uses home to school transport, a self managed taxi option would work best for our students and parents
Improve parents and pupils mental health and wellbeing.
Our students wouldn't be able to attend school without taxi transport because we are in mid Essex and in a rural area.
The impact on the 2 pupils would be considerable. They attend a special school due to their complex. Travel training at this time would not be appropriate as they would not be able to keep themselves safe. I would have huge concerns with parents being in control of the budget as they do not have the understanding to ensure it is put in place.
Currently we only have one child from Havering with an EHCP attending our school. As he is currently in Reception and he has siblings who also attend our school, I don't think his parents would take up the travel opportunity.
Increased flexibility
Use buses rather than individual taxis.
Our Havering students could travel together in one taxi?
I feel both pupils require a taxi. If there were more SEN places in Havering they wouldn't need to come to Essex. Unfortunately, we are all struggling financially to support our young people.
No comment from school
Stop sending pupils out of borough. build capacity in borough by increasing ARP and specialist provisions.
Stop naming provisions as SEMH settings one of your schools has 60 spaces and only 24 children. You are then looking to ferry a child all the way to Hackney each day when there are 40 spaces in that school which could be adapted to meet the pupils needs.
Work with the health service (and schools) to get official numbers of pupils being diagnosed with complex needs and then build to this capacity. Be more transparent with parents so they are clear on services available.
Make sure the EHC coordinators are clear on which setting is suitable for pupils and explain at the time of application that the child's needs can not be met if they choose an SEMH/ASD/etc setting.
<b>Young Person aged 16 - 25</b>
Disagree
In my view I feel the transport services, need to assess every young persons' individual needs and also the parent/ Guardians'. Due to my son's reluctance to exit the transport bus , I have to ferry him to college 4 mornings a week, which means I rely on another parent to take my 8 yr old son to school as it's impossible to do both runs. I have not been offered an alternative option, I would consider a travel buddy system where I don't have to transport my young adult son, and be able to take my youngest child to school.
My child weell chair user he neel help to do everything
My daughter has traveled independently in a taxi since the age of 11. More recently this has moved to a black taxi due to using an electric wheelchair. She loves the independence that the taxi provides her and you would be taking away one of the only sources of independence she has. She arrives and comes home from college on her own in a taxi, like any other child her age who has the ability to go via other means of transport, walk, bus, etc. My daughter is unable to travel independently on the bus due to her disability and the need for a carer to be with her to support her needs. This will have a huge impact on her independence, self-esteem, and mental health as it is one of the only things she does without me being with her. Please note that she also takes a walking frame as well as her wheelchair to school and the equipment would not be easy to transport on public transport.

In terms of the impact on our family, this would be massive. With my daughter already moving from school to college and the impact on my time with the reduced timetable of a college environment, she is now at home with me requiring care more than whilst she was at school. We are both working parents and as my daughter's main carer, I already juggle working around my children's appointments (both children have EHCP's) along with her reduced timetable, numerous hospital appointments and surgery and the additional support she requires at those times. For me to take my daughter to school would also have a very negative impact on my son who's additional needs require a lot of emotional support especially in the mornings before school.

In honesty, if we lost the transport provided it would probably be the final straw and push me to have to give up work. I am physically unable to do everything and the constant struggle and juggling of all the tasks and roles that I need to carry out already play a part in my mental health and my ability to have some time of my own.

I would have to look to give up work as it would no longer be feasible for me to work.

My daughter is unable to use public transport on her own due to her disability and safety. Using transport buses means that she can be as independent as she can possibly be. She travels with her peers and is able to interact with them safely meaning she's as 'normal' as possible at her age.

Negative Impact accessing an education and community

these changes will totally disrupt my child routine and everything she is now used to as her attention span is less than 2 minutes, she cannot go anywhere without support/carers, cannot recognize danger.

Too many parents take the xxx to be honest! I know some parents that don't work have another child that is old enough to take themselves to school, have a vehicle but they get transport. Why?

## **APPENDIX B - External comments to the Consultation Process**



Dear CAD Team

We have completed the consultation link and have expressed our views.

We cannot express enough, the high importance of keeping the bus service. It is an excellent service that makes a massive positive impact on us as a family and we are grateful for the service. Please do not take it away. We do not want to be penalised for this wonderful core travelling service that is cost effective and safe for our child to use, because a few people in the borough are insisting on extreme travel options such as the one that was mentioned in the local paper recently which is costing £45,000 per year which is an outrage really.

We pay so many taxes, we are older parents and have worked all our lives, and continue to work and pay for taxes. It is unfair to take away the core bus service because some people might have "abused" the system as in the example above.

We would also be open to pay a cost each month or year towards the bus service, this has been mentioned in the link that we completed.

Travel training will not work for our daughter, she has down syndrome and with all the training in the world, she would be too vulnerable to travel from Romford to Upminster on her own, it cannot be done.

A travel budget would not work for the same reasons, we would not put her in a taxi on her own.

If you think it would be helpful to speak to a family who do not insist on draining budgets from our local authority and who really, really need the bus service, please do not hesitate to contact me via phone xxxxx or via this email address.

Please, please consider keeping the bus service, it really is a lifeline for us and we are presuming many other families!

Thank you and kind regards

Dear Mr Young,

As the project manager of Havering Council's unlawful attempt to bypass the Home to School law, otherwise known as its SEN transport consultation, I would like to give you the opportunity to breakdown how, at the end of the consultation paper you have arrived at the overall impact assessment as "Positive", given that the consultation process has just begun its quite perplexing how such a conclusion has been reached.

Please explain the metrics you used to arrive at this conclusion.

Also please stipulate the number of disabled or SEN people who worked on this consultation and who contributed to the assessment of "positive".

As there is such an extensive deficit of lived experience of disability among council representatives, it's ableist paradigm informs and infects the policy making process to its core. Describing the impact of this unlawful attempt to take SEN's children's transport away from them as "positive" is surely another example of this.

Without exception, the feedback from SEN parents and the children affected that I have spoken to about this proposed cut, has been overwhelmingly negative.

**The reason for this overwhelmingly negative response is seven fold:**

Firstly the huge issue of safeguarding our most vulnerable children.

Many of these children are non verbal, require medication, suffer from seizures etc. The safeguarding issues alone are endless. And is it realistic to expect an Uber driver to not only notice and recognise a myriad of different types of seizures, but then to pull over on the A12 or wherever and administer potentially life saving medication? Please share the risk assessment that has been conducted concerning this situation.

Secondly an inevitable disruption of school attendance for our SEN children. Based on your risk assessment, please share the projected increased usage of Uber and the local Uber capacity to absorb the additional journeys. Please also share any analysis you have regarding the number of accessible Uber vehicles available in the Havering area. Please also share Uber's corporate policy on the safe transitioning of disabled users from their vehicles to the school grounds. School policies are in place to prevent staff from lifting or getting children out of vehicles, has Uber ensured that its drivers are able to perform this task and have the necessary insurance in place? Please also provide details of this and how Uber ensures all drivers CPS checks are up to date.

Thirdly, please specify how travel budgets can ensure enough flexibility to accommodate extraordinary circumstances that result in a journey taking for example 3 times as long as it should. This week alone my son has been stuck in traffic for over 2.5 hours on three occasions. Twice due to accidents on the road and another time due to an oil spill on the road. The current black cab provision has to absorb the extra costs of such eventualities but that would not be the case with an Uber driver. Has any cost analysis been done based on existing traffic flow on school routes and the number of incidents on that route and alternative routes? Again, SEN parents would be eager to see this analysis.

Fourthly, dovetailing on from this problem, what steps have been taken to ensure that once an Uber driver takes a job and he then gets stuck in a traffic jam, he cannot abandon the job and leave the child waiting to get to or from school? This is currently the case with Uber, so one assumes that conversations have been had on a corporate level to safeguard against this eventuality because failure to do so would be to abandon our SEN children to market forces.

Fifthly, the Direct Payments team cannot keep account of existing monies going in and out. A thorough forensic audit of this department would identify hundreds of thousands of "missing" pounds judging by the experience of anyone who has ever had to liaise with that Department. The only thing it will succeed in doing is ensuring a lot more lost school days because payments have not been made by the Direct Payments team - this is already a common problem with many services that have to be paid by this Department. Please share with SEN parents the proposed increase of staff in the DP department needed to be able to take on this extra workload.

Sixth, please outline how you have assessed the increased stress and negative impact on mental well being that the changes will have on the children and their families. Change is difficult for many SEN children, travel and school attendance being particularly difficult, therefore please share what metrics you are using to assess this as well as the additional stress that will come with dealing with the Direct Payments department and the necessary chasing and follow ups that will be required when liaising with that department.

Seven, the legality of it - the law surrounding Home to School Transport has not changed and local policy cannot trump law, so Havering will waste money in legal fees and lose because they are acting unlawfully and that will cost Havering residents even more than before - legal fees + taxis and school buses.

As you can see from the above, Havering will need to provide a lot more detailed information if it wants SEN parents to consider a change in transport provision. Without these additional risk assessments and pre-planning steps in place, we will see you at tribunal, and as the law is on our side, we will win.

Yours sincerely,

A Parent

Why not take over a school or centre like the co-op and next door and build something, Apart from really disabled people , this would be central to the mini buses at the town hall , with various starts after main school time for the mini buses to go round , include workshops and social. ( motel on the 127).

My brother moved to Braintree so this could be done - look at Park( Center).

Regards

Same for homeless use the motel or build a dormitory Center they can or cannot move on from.  
Sent from my iPhone

Dear Cllr Oscar Ford,

Every morning parents and Guardians like me in Havering say goodbye to their beloved children as they are assisted onto their school transport with great care and attention. From the moment I wheel my daughter to her minibus, I am reassured that she is receiving exemplary care by the wonderful Lee and Gill from our council's trusted school transport service.

Parents and Guardians like me are feeling the weight of uncertainty as to exactly how the proposed cuts to school transport in the borough will impact individual children and young people, and reading your recent comments in The Havering Daily (<https://thehaveringdaily.co.uk/2023/10/11/havering-council-reviews-the-way-children-with-special-educational-needs-and-disabilities-travel-to-school/>) about this has left us feeling anxious and incredulous.

What follows are important questions in response to what I'm sorry to say feels like an unimaginative, uncreative reaction to financial pressure, with ableist implications.

1. The council is facing a section 114 notice – bankruptcy - which must be inordinately burdensome. Cuts need to be made, and I appreciate that. But why target a necessary service for a marginalised group of only 600 children and young people out of over 77,500 in the borough?
2. As governor at Corbets Tey School, Jeff Stafford rightly pointed out to you recently that this fragmented approach to essential school transport 'could have some serious safeguarding issues'. To what extent do you acknowledge the safeguarding concerns that accompany disabled children travelling in Ubers, for example?
3. You responded to Jeff Stafford's interest in 'the exact implications to our pupils and their families' - given the disruptive impact on children this will have, and 'the distress this would cause to our parents and Guardians' - with an out of date report that was published in 2019 (<https://www.local.gov.uk/understanding-drivers-rising-demand-and-associated-costs-home-school-transport>). What reasons do we have to suppose this report is fit for purpose currently, and will do justice to our children and what they need?
4. I'm curious as to what makes you think we need 'flexibility'? From my perspective, what parents and Guardians need for the children in our care is not flexibility, but rather stability and consistency; a robust, reliable, joined-up system in which continuity of care is delivered with appropriate training, and our children's safety and wellbeing. How much will the 'assessment process' cost, who's doing the assessing and what qualities make them suitable for such a task?

5. Is this a move to outsource the current contract to private companies? If so - and if the primary aim of this move is to cut costs - we simply will not get the current level of integrated assurance we need that care is being provided to the high standards we expect and deserve. Regardless of what might be being recorded on paper by private companies, we have seen examples of systemic failure in refugee services, mental health services and more, putting marginalised people at greater risk of stigmatisation and harm.
6. You suggest carpooling, and offer 'trusted friends' as a possible way around this disruption to trusted provision. In addition to the glaring safeguarding concern, a lot of assumptions are being made here: What makes you think that people have trusted friends at all? Not least those who aren't struggling with their own families during a cost of living crisis? But more to the point, why are disabled children expected to car-share, but non-disabled children are not? At present, regular car-sharing would represent a sizable cultural shift that would make this a much bigger request than is implied. The expectation on parents and Guardians to depend on the good will of others in more privileged situations is deeply disempowering and unjust.
7. Have you considered that more vehicles on the road could lead to more pollution and parking needs?
8. There will be a consultation about this, but how meaningful will it actually be? When you think about it, it is unlikely that exhausted parents and Guardians giving 24 hour care to their loved ones will easily be able to access the time or energy for such a meeting, especially given the level of anxiety this is causing in so many of us already.

We need nondisabled people to understand that disruption to care services has a knock-on effect: to parents' ability to work and to pay taxes; and to health, wellbeing and the subsequent pressures on the NHS.

It takes loving attentiveness, openness, responsiveness, creativity and more to care for people. Investment in time, money, and training are some of the more basic conditions that are necessary to create integrated support networks for disabled children that can even begin to safeguard their rights and opportunities.

Ultimately, care is always primarily about people, not revenue. Disabled children are already systemically oppressed at all levels of society, including travel and education; at the very least we must mindfully refrain from actively disadvantaging marginalised children and families further.

Yours sincerely,

A Parent

Dear Cllr. Ford and Mr Young,

Julia Lopez MP has been contacted by her constituent, Ms xxxx, regarding the Council's consultation on Home to School Transport and her concerns about the proposed changes.

Ms xxxxx has shared the below email which she sent to Cllr Ford and Mr Paul Young, which outlines her worries about the proposed changes and how the Council have calculated they will have a positive impact on SEN children.

Ms xxxxx has raised further specific concerns regarding:

- the safeguarding of vulnerable children
- a disruption of school attendance
- how budgets can ensure transport options for journeys which may become much longer owing to extraordinary circumstances (like a road blockage)
- what steps will be taken to ensure that Uber and minicab drivers do not leave children stranded
- the direct payments and the monitoring of funds
- the impact of proposed changes on the wellbeing of families and children affected
- the legality of the proposed changes

Within the above bullet points, Ms xxxxxx has raised further subqueries which you can view in full below.

It would be greatly appreciated if you could advise further on Ms xxxxx queries.

With best wishes,

Please find below our final thoughts as forum steering group. Some of this has been raised before but we thought it would be useful to pull it together and amend following all the discussions.

We would like to stress that we feel communication and collaboration could have been better handled on this project and a lot of unnecessary distress has been caused to our community.

We would like to thank you for working with us following initial concerns raised and hope moving forward we can be more effective working together taking lessons learned.

We have included the following:

- Advice from the Head of Policy at Contact
- Open Letter from a parent member
- Feedback from Steering Committee
- Questions from members following the face-to-face consultation (Survey Monkey attached). - We feel a future Q&A doc would help benefit parents and we are happy to help support this where we can.

### **Advice from the Head of Policy at Contact**

Hi Louise

We have major concerns about policy. Firstly, the section on eligibility says to qualify for free travel arrangements a child must they fall within all the criteria (nearest suitable school, unable to walk, FSM). This is misleading to parents (and illegal). The DfE statutory guidance says if a child cannot reasonably be expected to walk to school because of a special educational need, disability or mobility problem, they will be entitled to free school transport regardless of the distance they live from the school. (See para 13 page [Travel to school for children of compulsory school age \(publishing.service.gov.uk\)](#))

We feel the whole policy is outrageous. There is a huge emphasis on cost cutting and sustainable travel and transport. This is at the price of transport that is based on individual need. It places all of the burden on families.

These are a few of the headline points that are deeply concerning:

- Any assistance offered will look at what is efficient and effective, both in terms of sustainability and cost.
- Communities will be encouraged to work together and support each other, and parents/guardians will be encouraged to work with relatives, friends, parents at the same school as their children, neighbours, childminders and others to support them with transporting their children to school where possible and appropriate
- The use of free travel on public transport will be encouraged wherever possible
- Students who are able to travel independently will be encouraged to do so. It is reasonable to ask parents and young people to consider travel training, but it should not be a blanket policy. It should be based on individual assessment and tailored to the young person's needs. Some young people may never manage independent or supported travel by public transport. There may be issues in rural areas if times of courses for young people with SEND don't fit in with bus times.
- Students who have additional travel needs will be offered the most independent and personally enabling solution for their situation

More information: [Challenging school transport policies in England | Contact](#)

Good luck with the consultation event.  
Head of Policy & Public Affairs

### **Feedback from Steering group.**

We have yet to view appropriate data on the journeys impacted by these proposed changes. We believe that transport is the 'sticky plaster' that parents use, due to lack of services and that naturally there will be a correlation between the below:-

- Lack of suitable provision in Havering means parents have no option but to travel out of Borough with lengthy journeys. These parents will have already been through a significant trauma to obtain this school place and forcing them to arrange their own transport seems somewhat unethical and in conflict with the intentions of the act.
- Working parents utilise the service because childminding, breakfast and afterschool clubs are not available to be able to support their children. In addition, their children would not cope with the extended school day.
- Blue badge users (who become triggered by PTS or have mobility aids that do not fit on the bus)

It is still very unclear where the proposed savings of £1.4 million pounds would be obtained from(?) It is highly unlikely that delivering this service following the guidance legally would result in a £1.4 million saving and the cost to implement changes would be disproportionate.

### **Further workings on PTS Service or Taxi Framework**

The Cabinet document detailing the "Proposal to Consult", states that the expansion of the PTS service or Taxi Framework is cost prohibitive, however there are no workings that have been presented on this(?)

We have been informed that some PTS current vehicles have been impacted by ULEZ. If so, what impact will this have on bus seats available? We feel the PTS service is a successful form of environmentally friendly transport and alternatives are often offered because PTS route is not available (due to staffing or limit in the fleet). We feel this service should be invested in rather than being reduced.

Also, poor communication was a factor often noted as a reason why the PTS service did not work (resulting in single use taxi services). Surely investing in improving said poor communication, through staff training where necessary, would be a better use of resources as opposed to adding to the payroll (within a budget you are already trying to reduce) i.e. Assessment Staff.

Further Risks to be highlighted as part of this consultation

- Children using this service often have difficulties with school attendance/refusal. Have you considered the impact that changing these journeys and paying their parents directly will have on school attendance for them and their siblings?
- SEND Working parents rely on this service. Have you considered the impact on parents having to give up paid jobs because they cannot get their children to school and return to work within a reasonable time period? The document notes consideration should be given to just the child and not the wider family. This seems a little close-minded and lacking common sense to not consider the knock-on effect/wider impact on our community.
- Have you established a criteria process for assessment of this service going forward? And the cost and time impact of running that? Does a lot of this not already happen via a Blue Badge assessment? Therefore, in our view, face-to-face assessment would be considered a waste of resources.
- Based on the new guidance, have you looked at what percentage (%) of children currently access this service versus those who could access it? For example, parents currently use this as a last resort. I know many parents who would be eligible under new guidance but there is often a stigma around attending school on a big white school bus or alone with an unfamiliar taxi driver. On this basis if your first port of call is to offer personal budgets for children who are eligible there, surely a natural consequence could be to open up an increase in applicants to your service who previously would not have used it? And, whilst failing parents and families in who really have no choice.
- Please note that transport training must be taken on a case-by-case basis and not the default as stated. It is not suitable for all individuals and an assessment must take place as part of this before putting children and families at risk. It may be a better use of resources to offer this service rather than imposing it on children and their families.
- The document discusses "carpools" - What impact will this have on the safety of children, parents and insurances? The children who often use this service can become violent, climb out of their seats, attack parents, throw items at windows. Will safeguarding training/insurance advice need to be given to parents who undertake such "carpools"?

## **16+ Charging Concerns**

Councils can charge for services provided to children 16 + due to a loophole in the law that needs addressing.

They must not however charge a user in the instance where Adult Transport services would be provided at 18.

The guidance also states charges must not be in excess of costs to that of a non-disabled transport user of this age. So this can be applied in cases such as Thurrock or Essex.

However, in London a unique set of circumstances is present whereby TFL provide all young people with free travel.

Therefore, to charge for this service would be unequitable and the equality assessment provided as part of the cabinet would not stand, as in charging for this service it would disproportionately disadvantage disabled children and families who cannot use the TFL service to travel to education due to their disability.

We wondered if it would also be possible to share the Adult assessment process so we can understand what the current assessment entails.

We hope this finds you well,

Kindest Regards



Hello Mr Young,

Unfortunately I was unable to submit my views via the link for the consultation. I don't know whether this will be taken into account at all, but I wanted to email through to you anyway.

Prior to receiving School Transport help from Havering, our trips to and from school were unpredictable and caused everyone involved high anxiety. My youngest daughter has a diagnosis of ASD, delayed speech as well as delayed understanding. Our walk to and from school would involve refusal to walk and sitting down on the footpath for extended periods of time, her bolting in different directions (quite close to Hacton Lane, a very busy road) and her becoming emotionally distressed. This also caused my eldest daughter to become distressed too.

To try and eliminate the anxiety and stress of walking to and from school, we then tried ordering a Taxi every morning and afternoon from a local Taxi Company. This did not provide the solution we were hoping for. We were unable to secure the same driver for the mornings and afternoons, so there were many different people throughout the week picking up and dropping off. There were mornings where the Taxi did not turn up on time or sometimes at all. The cost of this service was also very expensive, costing £18 a day, that's almost £400 a month. The drivers for this local company were also not equipped to deal with situations where my youngest daughter became distressed and went into crisis mode (which in turn would cause my eldest daughter great distress).

School Transport has changed the unpredictability and anxiety of travelling to and from school. The routine and repetitive nature of catching the bus to school has meant that our morning and afternoon trips to and from school are calm and both children are happy.

The ladies (who are the same everyday) on the bus are brilliant with the girls and are always kind, welcoming and full of smiles when the girls go out to catch the bus in the morning and when they depart the bus in the afternoon. The ladies are also equipped to deal with behaviour difficulties or emotional distress that may occur on the journey to and from school. The fact that the same children are on the bus and they sit in the same seats everyday provides consistency, routine and familiarity which is so important for both my children.

The bus to and from school provides an essential service for our family and many other families within our borough. For many children with additional needs consistency, routine and familiarity are so important in ensuring they are successful in their day to day lives. Support for children (and adults) with additional needs is an area that needs more thought, services and funding. By taking the buses away and giving each family an allowance, this will not provide more choice and flexibility for families. If anything it will cause upset and be disruptive to an already well established routine that works for our children.

With an increase in the numbers of children and adults needing support with additional needs, this is not an area where cuts should be made. I do hope you think carefully about the children who this will affect and their individual needs. After all, they are not just numbers on a piece of paper, they are children who need extra help and support to be able to achieve and succeed in life. Catching a bus might not seem like a big deal to the people proposing the changes to this service, but it is a huge deal to the children who benefit from this service.

Thank you for taking the time to read my email.

Kind regards,

## Appendix C - Face to Face Consultation Event

Car pooling - safeguarding agencies / parents

Costs - legal requirement to send our kids to school.  
 Mainstream children don't pay on their transport.  
 Unable to work + own money so parents will have to pay.

- Cost info with slides to show
- The methodology of the Policy
- Progress + Follow from today's meeting → Draft → Cabinet - what does that look like. - When How will we be informed -
- Quality impact assessment - Equality Act  
 Statement for assessment - To have positive impact to Empower  
 - What does that look like for this Policy -

1.  
2.

- Means Testing = Post 16  
 Based on individual not the Family Circumstances -
- Ignore legislation + Give Moral Support + Change -
- Are other Budgets being Cut -  
 - what cuts are being made + what % -
- New buses on some routes -  
 So why Purchase New to the CUT the Service.
- How <sup>will</sup> the meeting be summarised and communicated back with 'How' the Policy will be Positive + what changes.

2.

Will 'Shadowing' families be an option to show How daily transport is a BIG Part of our children's lives

- No agency staff - IS Needed -  
 - Don't need to be Strangers - / PA
- Communication - The transport Policy - This meeting should have been before knowledge of the change of Policy -  
 Communicate to us - Clearly -
- Children 'Other' - between 16-18 don't pay why should 'our' children.
- Q's <sup>consultation</sup> Not fit for information about 'our' individual family - Pre Q's should have been draft.

3.

- Planning for change WITH us as parents / carers  
 ie Q's → meetings → Follow ups -  
 Not 'Presentation' meetings which don't give the desired outcome for us or you!
- Q - Consultation to get ideas on how + what we want as desired outcomes before the 'Real' confusing consultation comes out

PREPERATION FOR US

4  
3.

Changes only for 16+

Travel training not suitable for everyone

Criteria to be entitled to bus

Infrastructure for running transport service needs improvement

Don't take into account complexity of child's needs

Complex physical  
sensory

Getting a child ready for school

Changes to transport make changes to child routine which impacts their outcomes, mental health, ability to lead as normal a life as possible.

More assessment needs inflicted on families already struggling.

Takes away independence

Forces parents to give up jobs to provide transport.  
Mental health impact on parents could result in more cost to social care

- PB will only work for stay at home parents
- Will make a difficult environment prove more difficult for parents
- Discriminating against vulnerable parents
- Increasing anxiety + depression in a cohort of parents already suffering - going up of their independence, jobs, friendships etc as they have to become carers to their 16+ children.

Once a transport offer has been made - is there an option to change it if it isn't working at some point in the year?

PTB's, will ~~offer~~ need PAs - none available now. Training for PAs to be able to manage a child on the way to school.

DES costs? - who - many extended family + friends will affect the wider family + friends relationships

Changes only for 16+

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Criteria to be entitled to bus

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DES costs? - who - many extended family + friends will affect the wider family + friends relationships

Means testing Post 16 - Education is compulsory for 16 year olds. Nontypical children do not have to pay to get an education. Many families with SEN children are on a lower income due to being a full time carer or working reduced hours.

→ Must be case by case

→ at the moment feels we must fit into the available options

→ Travel Assistance

→ What is the process for resolution + appeal where LA and parent disagree on what's <sup>reasonable/right?</sup>

→ Any new process must not add to the pressure parents already carry?

→ What about safeguarding? Vulnerability? Risk Averting?

- The PTB may be suitable for some, but not for others
  - Cognitive age 3 → Out of Borough → single working parent
  - non-driver → what about safeguarding?
- Escorts mean a meaningful, safe 90mins, that could be unsafe without an escort → it's not like for like
- PTB adds to the 'Load' that parents of CP w/SEN carry
- Inconsistency, unsuitability of current service
  - untrained drivers, unreliable PTs,
  - affects children's education
- DLA is used to give children <sup>with SEN</sup> access to what typical children get for free/cheaper
  - Should it not be 18+, as 16-18+ statutory
- ↳ Relevant to question of contribution to post-16 transport
- (FAQ) - clarification on what timescales mean for 4.7 in September 2024

- Means Testing: Post 16.
  - Means Test individual not household income in line with Social Care.
  - Why should parents have to pay for travel for post-16 / especially 18 year olds that we are not legally responsible for. Our children are entitled to a education the same as others who get free school Meats.
  - Why should the charges only apply to households who are not on benefits ~~and~~ when the travel is for a young adult? - It should be on their finances (individual) as PARENTS are legally required to send our young people to education - YET AT A COST!
- Individual/young adult not likely to be able to fund their own transport as will not be working or limited benefits available to them under 18. Why should parents?
  - Independence: Young adults that cannot do travel training or physically disabled in wheelchairs - cannot do travel independently. Ever! THEY NEED SAFE INDEPENDENCE
  - Young adults with cognitive impairments will NOT be able to travel independently
  - 1:1 Escorts = Necessary training? - 1 escort on bus is not enough for support.
- THIS IS THE ONLY INDEPENDANCE OUR YOUNG PEOPLE HAVE FOR INCLUSION and SOCIALISATION AND SAFEGUARDING. IT IS A PRIORITY!!
- WHY ARE YOU CONSIDERING CUTTING THIS! IT NEEDS TO BE FAIR + PRIORITY!!

→ Independence of child based on disability

1) Post 16 → Details need to be provided of exact policy that will be in place.

- How will assessment work?
- How will charging & decisions be made? How much will that be as some families will need advance notice to plan.
- Current draft policy doesn't include this, so how can we consult on it at this stage.
- Whether a post 16 child would qualify for adult transport needs to be considered during an assessment under guidance
- Consideration should be given to social care <sup>budget cut in circumstances parents will not be asked to pay</sup>

2) Disabled parents/carers - access to terms and details, feel unable to contribute to consultations at times.

3) If where to invest in borough education wouldn't have to go out of borough reducing transport cost.

4) Personal budget is not going to work for most (95%). Its also a way of differing responsibility. The

5) There cannot be a blanket approach, not one size fits all in SEN.

→ Independence of child based on disability

1) Post 16 → Details need to be provided of exact policy that will be in place.

- How will assessment work?
- How will charging & decisions be made? How much will that be as some families will need advance notice to plan.
- Current draft policy doesn't include this, so how can we consult on it at this stage.
- Whether a post 16 child would qualify for adult transport needs to be considered during an assessment
- guidance. It be given to social care <sup>will ask</sup>

include this, so I can't be  
consult on it at this stage.

- Whether a post 16 child would qualify for adult transport needs to be considered during an assessment under guidance
- Consideration should be given to social care budget as in circumstances parents will ask for review

2) Disabled parents/carers - access to forms and details, feel unable to contribute to consultations at times.

3) If where to invest in borough education wouldn't have to go out of borough reducing transport cost.

4) Personal budget is not going to work for most (95%). Its also a way of differing responsibility. This

5) There cannot be a blanket approach, not one size fits all in SEN.

6) Impact of SEND children & parents. Mental health (isolation, work issues & other family issues)

7) Independence for all children along with supporting needs should

8) Invest to save - stop outsourcing and invest in our borough to make long term savings.

9) Lack of escorts (some children require 2 escorts). Lack of buses. - ~~etc~~

10) Lack of knowledge of escorts and bus drivers (seizures)

11) ~~Two~~ Multiple transport runs - more than one child - different school times

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10) Lack of knowledge of escorts and bus drivers (seizures)

11) ~~Two~~ Multiple transport runs - more than one child - different school times

Safe guard (concern to child and staff)

Ⓜ Taxi service black taxi  
Versus normal taxi - Reason for  
cost different.

Details on post 16 charges.  
Means testing, multiple children examples?  
To consider if child would qualify for  
transport.  
Suitable provision cannot be  
provided in borough at 16  
Should parents be penalised for  
charging.

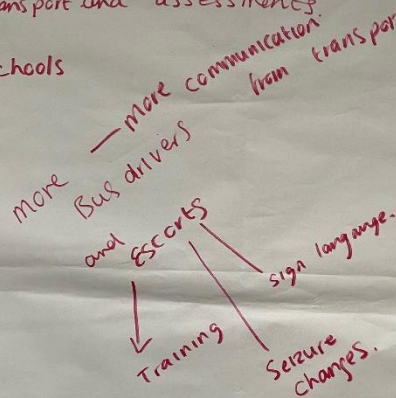
Surveys ~~to~~ cover the different  
languages, brail etc.

Can we have a break down of  
costs of services not just numbers.  
and also compare with other areas  
of buses and services

Concerns around staffing on buses

Suggestion of having schools assist  
transport and assessments

Schools



More consultations  
↓ include  
working parents.

Family needs to be of assessment  
not just child.

Can bus service planning be looked  
at. - communication, other children, families.

Electric Buses.  
Environmental - if bus convert to PTB service  
Schools logistics - Can a separate questionnaire  
go out to schools.

Car pooling - Insurance, First training  
per child needs.

Personal Budget - Clarity on how it will  
work. - How it will be paid.

Bus exceptional circumstance? But majority  
of children use bus for travel.

Please provide evidence  
on travel training success/failures.

Please provide range criteria of those who  
would be suggest / offer training

# Equality & Health Impact Assessment (EqHIA)

## Document control

<b>Title of activity:</b>	<i>Home to School Transport Policy and protocol</i>
<b>Lead officer:</b>	<i>Jodie Gutteridge   Corporate Policy &amp; Performance Lead</i>
<b>Approved by:</b>	<i>Trevor Cook   AD Education</i>
<b>Scheduled date for next review:</b>	One year after when the policy is reviewed.

<b>Did you seek advice from the Corporate Policy &amp; Diversity team?</b> Please note that the Corporate Policy & Diversity and Public Health teams require at least <b>5 working days</b> to provide advice on EqHIAs.	Yes
<b>Did you seek advice from the Public Health team?</b>	Yes
<b>Does the EqHIA contain any confidential or exempt information that would prevent you publishing it on the Council's website ?</b> See Publishing Checklist.	No

Please note that EqHIAs are **public** documents and unless they contain confidential or sensitive commercial information must be made available on the Council's [EqHIA webpage](#).

**Please submit the completed form via e-mail to [EqHIA@havering.gov.uk](mailto:EqHIA@havering.gov.uk) thank you.**

# 1. Equality & Health Impact Assessment Checklist

Please complete the following checklist to determine whether or not you will need to complete an EqHIA and ensure you keep this section for your audit trail. If you have any questions, please contact [EqHIA@havering.gov.uk](mailto:EqHIA@havering.gov.uk) for advice from either the Corporate Diversity or Public Health teams. Please refer to the Guidance in Appendix 1 on how to complete this form.

## About your activity

1	<b>Title of activity</b>	<i>Home to School Transport Policy and Protocol</i>		
2	<b>Type of activity</b>	<i>Policy</i>		
3	<b>Scope of activity</b>	<i>Complaints and compliments policy, which will include guidance for staff and complainants on Members Enquiries, Social care complaints, housing complaints and Access to Information requests</i>		
4a	<b>Are you changing, introducing a new, or removing a service, policy, strategy or function?</b>	Yes	If the answer to <u>either</u> of these questions is 'YES', please continue to question 5.	If the answer to <u>all</u> of the questions (4a, 4b & 4c) is 'NO', please go to question 6.
4b	<b>Does this activity have the potential to impact (either positively or negatively) upon people from different backgrounds.</b>	Yes		
4c	<b>Does the activity have the potential to impact (either positively or negatively) upon any factors which determine people's health and wellbeing?</b>	Yes	<i>Please use the <a href="#">Screening tool</a> before you answer this question.</i>	
5	<b>If you answered YES:</b>	<b>Please complete the EqHIA in Section 2 of this document.</b> Please see Appendix 1 for Guidance.		
6	<b>If you answered NO:</b>	N/A		

<b>Completed by:</b>	<i>Jodie Gutteridge</i>
<b>Date:</b>	<i>11/09/2023</i>



## 2. The EqHIA – How will the strategy, policy, plan, procedure and/or service impact on people?

### Background/context:

This policy outlines the support and assistance available for children and young people travelling between home and school/college. Support and guidance may be provided by the council based on the different [eligibility criteria](#), which is dependent on the age of the student.

Most children and young people will access school/college supported by their family /carer without additional assistance from the Council. Where assistance is given, it should be part of a plan that encourages children and young people to become more independent and resilient in their future lives, while encouraging sustainable forms of travel, including walking, cycling, scooting and the use of public transport.

The purpose of the home to school transport service is to enable students with special educational needs to benefit from free travel to and from school, if they live more than the distance specified by statute from their catchment school.

The child is entitled to free school meals (parents are in receipt of maximum working tax credits) and their nearest suitable school is:

- Beyond 2 miles (for children over the age of 8 and under 11)
- Between 2-6 miles (if aged 11-16)
- Between 2 and 15 (if the nearest school is preferred on the ground of religion or belief (aged 11-16))

*\*Expand box as required*

### Who will be affected by the activity?

Those Children, young people and their families, with special educational needs and who are eligible for home to school travel arrangements.

*\*Expand box as required*

### Protected Characteristic - Age: Consider the full range of age groups

<i>Please tick (✓) the relevant box:</i>		<b>Overall impact:</b>
<b>Positive</b>		The number of people that live in Havering has increased over the last decade from 237,232 in 2011 to 262,052 in 2021. This is a 10.5% increase compared to a 7.7% increase across London and a 6.6% increase across England.
<b>Neutral</b>	✓	
<b>Negative</b>		The population of Havering is anticipated to grow by 15k (5.6%) from 266k in 2022 to 281k in 2032.  The number of children aged under 18 has seen an increase of 15.2% (from 50,827 to 58,550), greatly outpacing the 4.8% and 3.9% increases in London and England,

	<p>respectively. Havering now has a higher proportion of children aged 0-17 (22.3%) than 80% of local authorities in England. This increase is slightly lower than the latest ONS projections (2018). The ONS predicts that the 0-17 population will grow to 61,350 by 2031.</p> <p><a href="#">Create your own tables, Table Tool – Explore education statistics – GOV.UK (explore-education-statistics.service.gov.uk)</a></p> <p><i>*Expand box as required</i></p>
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<p><b>Evidence:</b></p> <p style="text-align: right;"><i>*Expand box as required</i></p>
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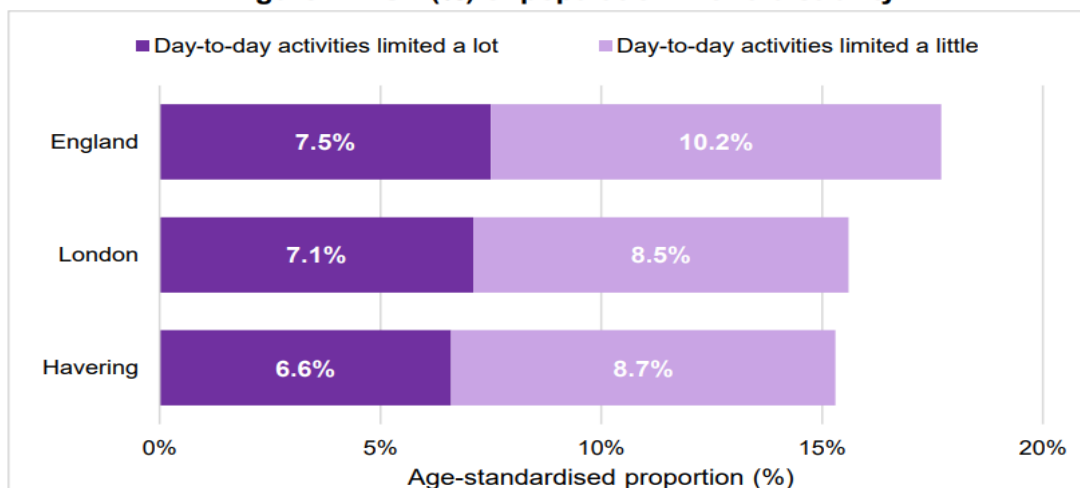
<p><b>Sources used:</b></p> <p>Census 2021</p> <p><a href="#">Joint Strategic Needs Assessment 2022</a></p> <p style="text-align: right;"><i>*Expand box as required</i></p>
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**Protected Characteristic - Disability:** Consider the full range of disabilities; including physical, mental, sensory, progressive conditions and learning difficulties. Also consider neurodivergent conditions e.g. dyslexia and autism.

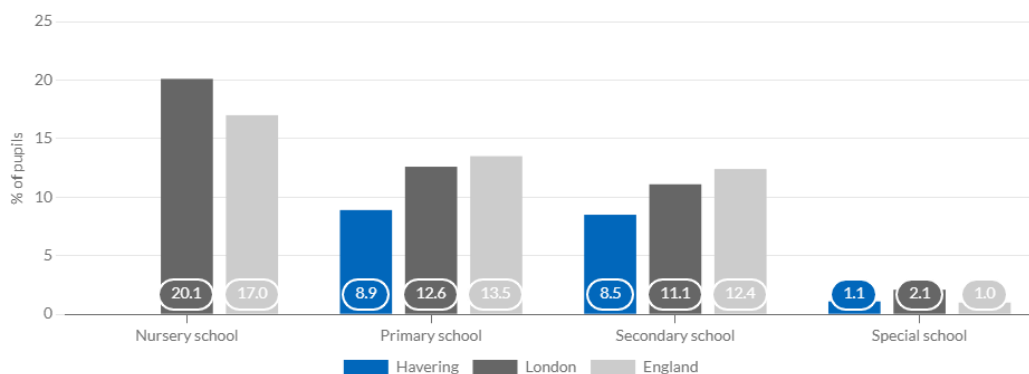
<i>Please tick (✓) the relevant box:</i>		<p><b>Overall impact:</b></p> <p>In Havering an estimated 38,449 residents reported having a disability in 2021. This is an age-standardised proportion (ASP) of 15.3%, which is slightly lower than London (15.6%) and lower than England (17.7%). In Havering, an ASP of 6.6% reported that their day-to-day activities were limited a lot and 8.7% reported their day-to-day activities were limited a little, due to a disability.</p> <p>29,742 households in Havering had at least one person with a disability. Of these households, 6,181 had two or more members with a disability.</p> <p>Children have special educational needs if they have a learning difficulty which calls for special educational provision to be made for them. An Education, Health and Care (EHC) plan details the education, health and social care support that is to be provided to a child or young person who has Special Educational Needs (SEN) or a disability. Havering has 8.9% primary school age children, 8.5% Secondary school children and 1.1% Special School children who are getting SEN Support.</p> <p>By implementing this policy, it is anticipated that those children, young people and their families with special educational needs will have a positive outcome. This is because their needs will be looked at and the appropriate measures will be put into place to accommodate them.</p> <p style="text-align: right;"><i>*Expand box as required</i></p>
<b>Positive</b>	✓	
<b>Neutral</b>		
<b>Negative</b>		

**Evidence:**

**Figure 4: ASP (%) of population with a disability**



Source: Office for National Statistics (ONS), Census 2021; Produced by: Havering PHI



Source: DfE

*\*Expand box as required*

**Sources used:**

Census 2021

<https://www.haveringdata.net/wp-content/uploads/2023/02/Census-2021-Topic-Summary-Health-Disability-and-Unpaid-Care.pdf>

[https://www.haveringdata.net/children-and-young-people/#/view-report/07853ccb32274062987962b7d4e602b3/\\_iaFirstFeature/G3](https://www.haveringdata.net/children-and-young-people/#/view-report/07853ccb32274062987962b7d4e602b3/_iaFirstFeature/G3)

*\*Expand box as required*

**Protected Characteristic – Sex / gender: Consider both men and women**

Please tick (✓) the relevant box:

**Positive**

**Neutral**

**Overall impact:**

Havering has 135,668 females (52%) and 126,384 males (48%) in the borough. 93.67% of Havering residents identify as the same gender as when they were born.

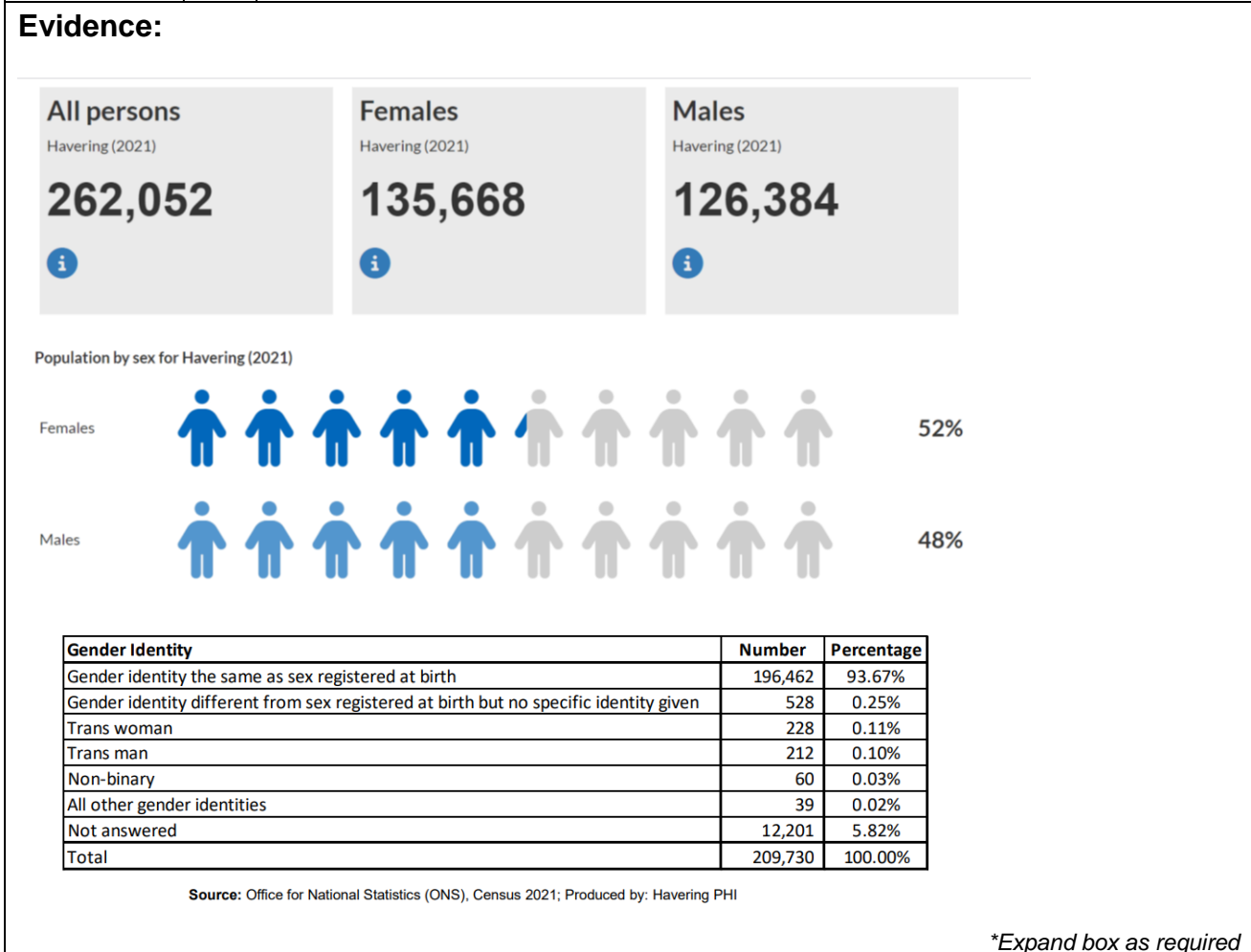
49% of pupils in Havering schools are female and 51% are male. This falls in line with

**Negative**

the makeup of the borough.

The policy sets out the councils policy to offer free travel to their place of education for those children with special educational needs. It is not considered likely that there will be a disproportionate impact of these proposals on this protected characteristic group.

*\*Expand box as required*



**Sources used:**

<https://www.haveringdata.net/wp-content/uploads/2023/03/Topic-Summary-Sexual-orientation-and-gender-identity.pdf>

[www.Haveringdata.net](http://www.Haveringdata.net)

Census 2021

School Census

*\*Expand box as required*

**Protected Characteristic – Ethnicity / race / nationalities:** Consider the impact on different minority ethnic groups and nationalities

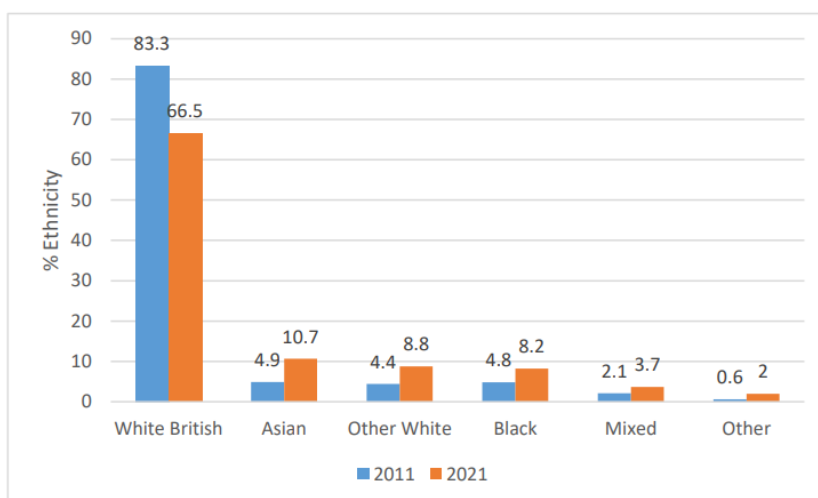
<i>Please tick (✓) the relevant box:</i>	<b>Overall impact:</b>
<b>Positive</b>	Havering is becoming more diverse. In 2021 census, White British remains the most

<b>Neutral</b>	✓	<p>common ethnic group in Havering, with 66.5% (174,232) of the population, down from 83.3% (197,615) in 2011. The next most common ethnic group is Asian, accounting for 10.7% (28,150) of the population, up from 4.9% (11,545) in 2011.</p>
<b>Negative</b>		<p>In 2021, 87.8% (230,091) of usual Havering residents identified with at least one UK national identity (English, Welsh, Scottish, Northern Irish, British and Cornish). This is a decrease from 93.6% (222,066) in 2011. The figure for London in 2021 is 73.1% and England 90.3%. People who identified with at least one UK and one non-UK identity accounted for 1.8% (4,843) of the Havering population in 2021; this is an increase from 0.7% (1,680) in 2011. Those selecting a non-UK identity only accounted for 10.3% (27,118) of the Havering population in 2021, which is an increase from 5.7% (13,486) in 2011. Among those who described a non-UK national identity, the most common response was those describing “Romanian” as their national identity 2.0% (5,346) up from 0.2% (434) in 2011. The most common responses in 2011 were Irish 0.9% (2,037) and Lithuanian 0.5% (1,147).</p> <p>Looking at the latest School Census, 74.36% of all students in Havering Schools spoke English as their first language. Romanian (4.10%), Urdu (2.04%) and Lithuanian (1.70%) were the next 3 common languages spoken in Havering schools.</p> <p>90.1% of residents aged 3 and over describe their main language as English, next main languages Romanian 2.3% and Lithuanian 0.9%. 4.8% of households have no members where their main language is English.</p> <p>Although there are a number of residents who identify as non-uk, it is not considered likely that introducing this policy will have a disproportionate impact on this protected characteristic group, as the policy sets out the councils policy to offer free travel to their place of education for those children with special educational needs. We do offer a translation service within Havering through ‘The language shop’ so the policy will be able to be interpreted should it be required.</p>

*\*Expand box as required*

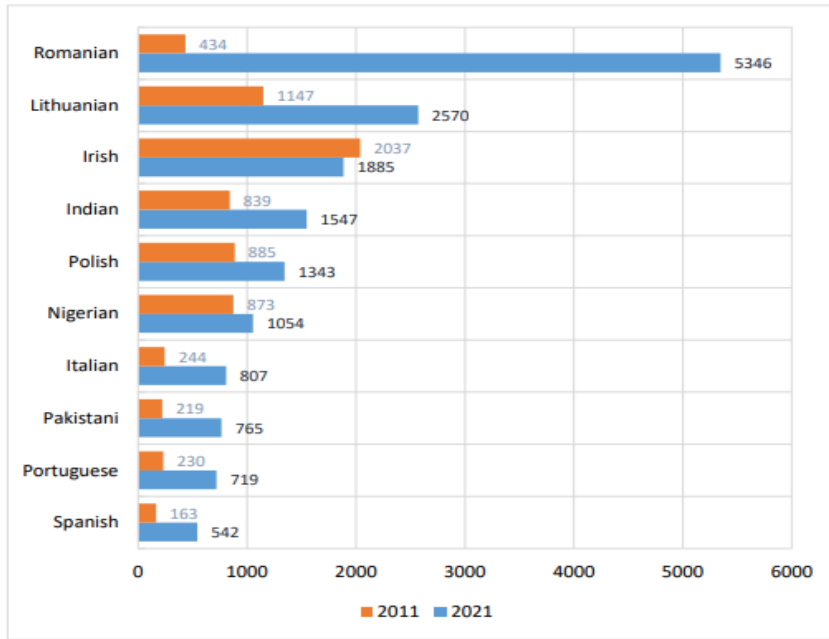
**Evidence:**

**Figure 1 – Havering population in 2011 and 2021 by main ethnic group**



Source: Office for National Statistics (ONS), Census 2011 & 2021; Produced by: Havering PHI

**Figure 6 – Top 10 national identity excluding British**



*\*Expand box as required*

**Sources used:**

Census 2021  
School Census

*\*Expand box as required*

**Protected Characteristic – Religion / faith:** Consider people from different religions or beliefs, including those with no religion or belief

Please tick (✓) the relevant box:

**Positive**

**Neutral**

**Negative**

**Overall impact:**

The religion question is voluntary in the Census, but 94.5% of usual residents answered the question in 2021. The most commonly reported religion in Havering is Christian, with 52.2% of the total population in 2021 describing themselves as Christian. This is a reduction from 65.6% in 2011. No religion was the second most common response, with 30.6% identifying in this category, up from 22.6% in 2011. Other religions accounted for 11.7% of the total Havering population, which is an increase from 5.1% in 2011.

The policy sets out the councils policy to offer free travel to their place of education for those children with special educational needs. It is not considered likely that there will be a disproportionate impact of these proposals on this protected characteristic group.

*\*Expand box as required*

**Evidence:**

*\*Expand box as required*

**Sources used:**

Census 2021

*\*Expand box as required*

**Protected Characteristic - Sexual orientation:** Consider people who are heterosexual, lesbian, gay or bisexual

<i>Please tick (✓) the relevant box:</i>		<p><b>Overall impact:</b></p> <p>The Census question on sexual orientation was a voluntary question asked of those aged 16 years and over. The number of people responding was very high with 93% (195,099) of Havering residents answering the question. In total, 91.07% (191,007) of Havering residents identified as straight or heterosexual. In total, 1.95% (4,092) Havering residents identified as one of the LGB+ orientations (“Gay or Lesbian”, “Bisexual” or “Other sexual orientation”). In total, 6.98% (14,631) Havering residents did not answer the question.</p> <p>The policy sets out the councils policy to offer free travel to their place of education for those children with special educational needs. It is not considered likely that there will be a disproportionate impact of these proposals on this protected characteristic group.</p> <p style="text-align: right;"><i>*Expand box as required</i></p>
<b>Positive</b>		
<b>Neutral</b>	✓	
<b>Negative</b>		

**Evidence:**

**Figure 1: Detailed breakdown of sexual orientation in Havering for residents aged 16 and over**

Sexual Orientation	Number	Percentage
Straight or Heterosexual	191,007	91.07%
Gay or Lesbian	1,993	0.95%
Bisexual	1,540	0.73%
Pansexual	436	0.21%
Asexual	56	0.03%
Queer	21	0.01%
All other sexual orientations	46	0.02%
Not answered	14,631	6.98%
<b>Total</b>	<b>209,730</b>	<b>100.00%</b>

Source: Office for National Statistics (ONS), Census 2021; Produced by: Havering PHI

*\*Expand box as required*

**Sources used:**

Census 2021

<https://www.haveringdata.net/wp-content/uploads/2023/03/Topic-Summary-Sexual-orientation-and-gender-identity.pdf>

*\*Expand box as required*

**Protected Characteristic - Gender reassignment:** Consider people who are seeking, undergoing or have received gender reassignment surgery, as well as people whose gender identity is different from their gender at birth

<i>Please tick (✓) the relevant box:</i>		<p><b>Overall impact:</b></p> <p>The Census question on gender identity was also a voluntary question, asked</p>
<b>Positive</b>		

<b>Neutral</b>	<input checked="" type="checkbox"/>	<p>of those aged 16 years and over. It was added to provide the first official data on the size of the transgender population in England and Wales. The question asked was “Is the gender you identify with the same as your sex registered at birth?” The number of people responding was very high with 94.2% (197,529) Havering residents answering the question. In total, 93.67% (196,462) Havering residents answered “Yes” and 0.51% (1,067) answered “No”. 5.82% (12,201) Havering residents did not answer the question.</p> <p>The policy sets out the councils policy to offer free travel to their place of education for those children with special educational needs. It is not considered likely that there will be a disproportionate impact of these proposals on this protected characteristic group.</p>
<b>Negative</b>	<input type="checkbox"/>	

*\*Expand box as required*

**Evidence:**

**Figure 3: Detailed breakdown of gender identity in Havering for residents aged 16 and over**

Gender Identity	Number	Percentage
Gender identity the same as sex registered at birth	196,462	93.67%
Gender identity different from sex registered at birth but no specific identity given	528	0.25%
Trans woman	228	0.11%
Trans man	212	0.10%
Non-binary	60	0.03%
All other gender identities	39	0.02%
Not answered	12,201	5.82%
<b>Total</b>	<b>209,730</b>	<b>100.00%</b>

Source: Office for National Statistics (ONS), Census 2021; Produced by: Havering PHI

*\*Expand box as required*

**Sources used:**

Census 2021

<https://www.haveringdata.net/wp-content/uploads/2023/03/Topic-Summary-Sexual-orientation-and-gender-identity.pdf>

*\*Expand box as required*

**Protected Characteristic – Marriage / civil partnership: Consider people in a marriage or civil partnership**

Please tick (✓) the relevant box:

<b>Positive</b>	<input type="checkbox"/>
<b>Neutral</b>	<input checked="" type="checkbox"/>
<b>Negative</b>	<input type="checkbox"/>

**Overall impact:**

The policy sets out the councils policy to offer free travel to their place of education for those children with special educational needs. It is not considered likely that there will be a disproportionate impact of these proposals on this protected characteristic group.

*\*Expand box as required*

**Evidence:**

*\*Expand box as required*

**Sources used:**

*\*Expand box as required*



<b>Protected Characteristic - Pregnancy, maternity and paternity:</b> Consider those who are pregnant and those who are taking maternity or paternity leave	
<i>Please tick (✓) the relevant box:</i>	
<b>Positive</b>	<b>Overall impact:</b> The policy sets out the councils policy to offer free travel to their place of education for those children with special educational needs. It is not considered likely that there will be a disproportionate impact of these proposals on this protected characteristic group.
<b>Neutral</b>	
<b>Negative</b>	
<i>*Expand box as required</i>	
<b>Evidence:</b>	
<i>*Expand box as required</i>	
<b>Sources used:</b>	
<i>Expand box as required</i>	

<b>Socio-economic status:</b> Consider those who are from low income or financially excluded backgrounds	
<i>Please tick (✓) the relevant box:</i>	
<b>Positive</b>	<b>Overall impact:</b> 59.5% of residents in Havering have a job, an increase from 58.9% in 2011.  3.6% of residents are unemployed, which is the fourth lowest rate in London but an improvement from the rate of 5.0% in 2011.  21.0% of residents are retired - the highest rate in London, which is in line with or high older person population.  Median gross weekly pay of people living in Havering (£705pw) is below the London average (£728pw) but significantly higher than the England average (£613pw). However, earnings of people who work in Havering (£614; who may or may not actually live in the borough) are very similar to the England average. This suggests that residents who work outside the borough e.g. commute into central London, attract a higher rate of pay than peers who work locally.  27,000 adults resident in the borough are income deprived overall, and there is significant variation across Havering.  19.72% (8371) of Havering pupils receive free school meals.  Being on a low income or financially excluded doesn't necessarily mean those eligible children will be disadvantaged by this policy, in fact being eligible for a personal budget could assist the family by offering the means to purchase a family vehicle. However they may not have access to a computer or smart phone in order to complete all the necessary forms and the family would need to ensure that their family budget doesn't compromise the ability to ensure the child is in attendance at school.
<b>Neutral</b>	
<b>Negative</b>	
<i>*Expand box as required</i>	

**Evidence:**

**Table 1 Reasons for economic inactivity, Havering, London and England, 2021**

Reason for economic inactivity	England and Wales	London	Havering
Economically inactive: Long-term sick or disabled	4.2%	3.6%	3.1%
Economically Inactive: Looking after home or family	4.8%	6.0%	5.1%
Economically inactive: Other	3.1%	4.1%	3.0%
Economically inactive: Retired	21.6%	12.9%	21.0%
Economically inactive: Student	5.6%	7.2%	4.6%

Source: Office for National Statistics (ONS), Census 2021; Produced by: Havering Insight Team

Phase		(All)	
FSM	Pupils		%
-1	8371		19.72%
0	34081		80.28%
<b>Grand Total</b>	<b>42452</b>		<b>100.00%</b>

*\*Expand box as required*

**Sources used:**

Census 2021

School Census

<https://www.haveringdata.net/wp-content/uploads/2023/02/Topic-Summary-Economic-Activity-and-Travel-to-work-Final-Version.pdf>

[\*Joint Strategic Needs Assessment\*](#)

**Health & Wellbeing Impact:** Please use the Health and Wellbeing Impact Tool on the next page to help you answer this question.

Consider both short and long-term impacts of the activity on a person’s physical and mental health, particularly for disadvantaged, vulnerable or at-risk groups. Can health and wellbeing be positively promoted through this activity?

<i>Please tick (✓) all the relevant boxes that apply:</i>		<b>Overall impact:</b> In Havering an estimated 219,777 residents had ‘good’ or ‘very good’ health in 2021. This is an age standardised proportion (ASP) of 83.0%, which is higher than London (81.9%) and England (81.7%). However, in Havering, an ASP of 48.2% residents had ‘very good’ health compared to 49% in London.
<b>Positive</b>	<input type="checkbox"/>	
<b>Neutral</b>	<input checked="" type="checkbox"/>	

<p><b>Negative</b></p>	<p>22.78% of those residents who completed the ONS annual population survey in 2020/21 self-reported their wellbeing as high anxiety.</p> <p>The process to gain free travel for those children with special educational needs is long, this may impact upon some families with high anxiety to ensure the process is in place before the school starts.</p> <p>The policy sets out the councils policy to offer free travel to their place of education for those children with special educational needs. It is not considered likely that there will be a disproportionate impact of these proposals on this protected characteristic group.</p> <p><b>School Census...</b></p> <p style="text-align: right;"><i>*Expand box as required</i></p> <p><b>Do you consider that a more in-depth HIA is required as a result of this brief assessment?</b> Please tick (✓) the relevant box</p> <p style="text-align: right;">Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>

**Evidence:**

**Figure 1: ASP (%) reported health of the population**

Region	Very good health	Good health	Fair health	Bad health	Very bad health
England	47.5%	34.2%	13.0%	4.1%	1.2%
London	49.0%	32.9%	12.6%	4.1%	1.3%
Havering	48.2%	34.8%	12.3%	3.6%	1.1%

Source: Office for National Statistics (ONS), Census 2021; Produced by: Havering PHI

**Self-reported wellbeing (2020/21)**

Region	% of respondents
Havering	22.8
London	23.8
England	24.2

*\*Expand box as required*

**Sources used:**

<https://www.haveringdata.net/wp-content/uploads/2023/02/Census-2021-Topic-Summary-Health-Disability-and-Unpaid-Care.pdf>

*\*Expand box as required*

### 3. Health & Wellbeing Screening Tool

Will the activity / service / policy / procedure affect any of the following characteristics? Please tick/check the boxes below  
 The following are a range of considerations that might help you to complete the assessment.




Lifestyle YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	Personal circumstances YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	Access to services/facilities/amenities YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
<input type="checkbox"/> Diet <input type="checkbox"/> Exercise and physical activity <input type="checkbox"/> Smoking <input type="checkbox"/> Exposure to passive smoking <input type="checkbox"/> Alcohol intake <input type="checkbox"/> Dependency on prescription drugs <input type="checkbox"/> Illicit drug and substance use <input type="checkbox"/> Risky Sexual behaviour <input type="checkbox"/> Other health-related behaviours, such as tooth-brushing, bathing, and wound care	<input type="checkbox"/> Structure and cohesion of family unit <input type="checkbox"/> Parenting <input type="checkbox"/> Childhood development <input type="checkbox"/> Life skills <input type="checkbox"/> Personal safety <input type="checkbox"/> Employment status <input type="checkbox"/> Working conditions <input type="checkbox"/> Level of income, including benefits <input type="checkbox"/> Level of disposable income <input type="checkbox"/> Housing tenure <input type="checkbox"/> Housing conditions <input type="checkbox"/> Educational attainment <input type="checkbox"/> Skills levels including literacy and numeracy	<input type="checkbox"/> to Employment opportunities <input type="checkbox"/> to Workplaces <input type="checkbox"/> to Housing <input type="checkbox"/> to Shops (to supply basic needs) <input type="checkbox"/> to Community facilities <input type="checkbox"/> to Public transport <input type="checkbox"/> to Education <input type="checkbox"/> to Training and skills development <input type="checkbox"/> to Healthcare <input type="checkbox"/> to Social services <input type="checkbox"/> to Childcare <input type="checkbox"/> to Respite care <input type="checkbox"/> to Leisure and recreation services and facilities
<b>Social Factors</b> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	<b>Economic Factors</b> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	<b>Environmental Factors</b> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
<input type="checkbox"/> Social contact <input type="checkbox"/> Social support <input type="checkbox"/> Neighbourliness <input type="checkbox"/> Participation in the community <input type="checkbox"/> Membership of community groups <input type="checkbox"/> Reputation of community/area <input type="checkbox"/> Participation in public affairs <input type="checkbox"/> Level of crime and disorder <input type="checkbox"/> Fear of crime and disorder <input type="checkbox"/> Level of antisocial behaviour <input type="checkbox"/> Fear of antisocial behaviour <input type="checkbox"/> Discrimination <input type="checkbox"/> Fear of discrimination <input type="checkbox"/> Public safety measures <input type="checkbox"/> Road safety measures	<input type="checkbox"/> Creation of wealth <input type="checkbox"/> Distribution of wealth <input type="checkbox"/> Retention of wealth in local area/economy <input type="checkbox"/> Distribution of income <input type="checkbox"/> Business activity <input type="checkbox"/> Job creation <input type="checkbox"/> Availability of employment opportunities <input type="checkbox"/> Quality of employment opportunities <input type="checkbox"/> Availability of education opportunities <input type="checkbox"/> Quality of education opportunities <input type="checkbox"/> Availability of training and skills development opportunities <input type="checkbox"/> Quality of training and skills development opportunities <input type="checkbox"/> Technological development <input type="checkbox"/> Amount of traffic congestion	<input type="checkbox"/> Air quality <input type="checkbox"/> Water quality <input type="checkbox"/> Soil quality/Level of contamination/Odour <input type="checkbox"/> Noise levels <input type="checkbox"/> Vibration <input type="checkbox"/> Hazards <input type="checkbox"/> Land use <input type="checkbox"/> Natural habitats <input type="checkbox"/> Biodiversity <input type="checkbox"/> Landscape, including green and open spaces <input type="checkbox"/> Townscape, including civic areas and public realm <input type="checkbox"/> Use/consumption of natural resources <input type="checkbox"/> Energy use: CO2/other greenhouse gas emissions <input type="checkbox"/> Solid waste management <input type="checkbox"/> Public transport infrastructure

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## 4. Outcome of the Assessment

The EqHIA assessment is intended to be used as an improvement tool to make sure the activity maximises the positive impacts and eliminates or minimises the negative impacts. The possible outcomes of the assessment are listed below and what the next steps to take are:

Please tick (✓) what the overall outcome of your assessment was:

	<p>1. The initial screening exercise showed a strong indication that there will be no impacts on people and need to carry out an EqHIA.</p> <p>2. The EqHIA identified <u>no significant concerns</u> OR the identified <u>negative concerns</u> have already been <u>addressed</u></p>		<p><b>Proceed with implementation</b> of your activity</p>
✓	<p>3. The EqHIA identified some <u>negative impact</u> which still needs <u>to be addressed</u></p>		<p><b>COMPLETE SECTION 5:</b> <b>Complete action plan</b> with measures to mitigate the and finalise the EqHIA</p>
	<p>4. The EqHIA identified some <u>major concerns</u> and showed that it is <u>impossible to diminish negative impacts</u> from the activity to an acceptable or even lawful level</p>		<p><b>Stop and remove</b> the activity or <b>revise</b> the activity <b>thoroughly</b>. <b>Complete an EqHIA on the revised proposal.</b></p>

## 5. Action Plan

The real value of completing an EqHIA comes from identifying the actions that can be taken to eliminate/minimise **negative** impacts and enhance/optimize positive impacts. In this section you should list the specific actions that set out how you will mitigate or reduce any **negative** equality and/or health & wellbeing impacts, identified in this assessment. Please ensure that your action plan is: more than just a list of proposals and good intentions; if required, will amend the scope and direction of the change; sets ambitious yet achievable outcomes and timescales; and is clear about resource implications.

Protected characteristic / health & wellbeing impact	Identified Negative or Positive impact	Recommended actions to mitigate Negative impact* or further promote Positive impact	Outcomes and monitoring**	Timescale	Lead officer
Ethnicity	Negative – Language barrier	The policy enables all customers the opportunity to complain or provide a compliment via different routes, including on our accessible website, face to face (where an interpreter can be organized if booked in advance).	Monitoring the ethnicity of complainants and ensuring everyone is able to	Ongoing	Caroline Little
Socio-Economic	Negative – potential to not have access to internet, computer or phone	The policy has made sure that we providing alternative channels like being able to make a complaint or compliment face-to-face at the Libraries.	Performance monitoring of the number of complaints and compliments raised through face to face method. If we see a large number we will re-look at the methods of making a complaint / compliment.	Ongoing	Caroline Little

## 6. Review

In this section you should identify how frequently the EqHIA will be reviewed; the date for next review; and who will be reviewing it.

**Review:** This EqHIA will be reviewed following the closure of the public consultation and before the final policy is due to be approved.

**Scheduled date of review:** December 2023

**Lead Officer conducting the review:** Jodie Gutteridge

*\*Expand box as required*

**Please submit the completed form via e-mail to [EqHIA@havering.gov.uk](mailto:EqHIA@havering.gov.uk) thank you.**





## CABINET

**Subject Heading:**

Home to School Transport Policy

**Cabinet Member:**

Cllr Oscar Ford, Cabinet Member for Children and Young People

**SLT Lead:**

Tara Geere

**Report Author and contact details:**

Trevor Cook, 01708 431250,  
[trevor.cook@havering.gov.uk](mailto:trevor.cook@havering.gov.uk)

**Policy context:**

This is a proposed change to the existing Home to School Transport Policy for the purpose of facilitating eligible children within Havering to attend their relevant educational establishment in line with statutory duties.

**Financial summary:**

This Policy change will enable the service to fulfil its duties and deliver a cost-effective home to school transport service to support delivery of a Medium-Term Financial Saving (MTFS) target over the next 4 years of £1.4m

**Is this a Key Decision?**

Indicate grounds for decision being Key:  
(a) Expenditure or saving (including anticipated income) of £500,000 or more

**When should this matter be reviewed?**

Before September 2024 and then annually

**Reviewing OSC:**

People OSC

**The subject matter of this report deals with the following Council Objectives**

People - Things that matter for residents      X

Place - A great place to live, work and enjoy X

Resources - A well run Council that delivers for People and Place. X

## SUMMARY

Local authorities (LAs) have a legal responsibility to provide home to school transport for eligible students of statutory school age, including children with Special Education Needs and Disability (SEND).

LAs are responsible for deciding what travel arrangements to make, provided they are suitable for the needs of the children for which they are made.

Havering Council currently provides transport assistance to nearly 800 individuals up to 25 years old with Special Educational Needs and Disabilities. In recent years, Havering has experienced a significant and continued increase in the number of requests for an Education Health and Care Plan (EHCP) and the number of EHCPs being issued. The number has increased from 1,328 in 2017/18 to over 2,300 in 2022/23. This increase is forecast to increase further, and we expect to have over 3,200 plans in place by 2025/26.

This increase in EHCPs has also resulted in a significant increase in demand for transport assistance and spend has exceeded budgets for a number of years, despite various mitigations being introduced. The pandemic impacted on spend as travel was disrupted due to the various periods of lockdown, which meant that spend was suppressed in 2020/21 and 2021/22. However, spend in 2022/23 was £5.5m, against a budget of £2.7m resulting in a £2.8m overspend.

The Department for Education (DfE) has recently updated their statutory guidance, replacing the previous Home to School Travel and Transport guidance from 2014.

In response to the changes to the government guidance, Havering Council undertook a consultation on a new Home to School Transport policy. There was a good response rate to the consultation, made over the statutory consultation period, with a total of 575 individuals responding.

Of the 575 responses, the vast majority were from Parents/Guardians accounting for 83 % of the responses, followed by school or educational settings at 6%, the general public at 4% and children under 16 offering a 3.5% contribution.

The consultation identified that some parents and guardians had fears that transport would be cut to accommodate savings targets. The Council is committed to maintaining a full transport provision, in compliance with its statutory duties. It will work with parents in collaboration to identify the best fit transport arrangement for the needs of the child. Whilst the Policy supports a greater focus on cost efficient travel provision, this does not mean that inappropriate arrangements will be forced upon families.

Home-to-school travel is an integral part of the school system. It ensures no child of compulsory school age is prevented from accessing education through a lack of transport or due to the cost of transport.

The cost to the LA of delivering free home-to-school travel has increased significantly in recent years. The DfE statutory guidance states that it is important that local authorities take travel costs into account when planning the supply of school places. Capital expenditure, revenue costs and travel costs need to be considered together with efficient systems and practices to ensure financial sustainability.

The Council is under a duty to have regard to the DfE guidance when:

- carrying out their duties in relation to arrangements for travel to school for eligible children of compulsory school age;
- exercising their discretionary power to arrange travel for other children;
- carrying out their duties in relation to the promotion of sustainable travel to school (this duty applies in relation to young people of sixth form age as well as children of compulsory school age).

Parents are responsible for ensuring their child attends school. This means they must take all the action necessary to enable their child to attend school. For most parents, this includes making arrangements for their child to travel to and from school.

However, local authorities must make arrangements for eligible children to travel to school free-of-charge, ensuring that families, local authority school travel, and special educational needs teams work together to ensure travel arrangements are considered when deciding what school to name in a child's Education, Health and Care Plan.

## **RECOMMENDATIONS**

Cabinet is recommended to agree the recommendations below:

1. To adopt the revised Home to School Transport policy attached at appendix A, providing appropriate support according to need and ability, ensuring that the Council meets the statutory requirements in accordance with guidance issued by the DfE
2. To not introduce a charge for Post 16 Travel at this time
3. To note that the draft policy for approval was the subject of changes in light of responses received by the council, through its consultation,

## **REPORT DETAIL**

## 10.0 CABINET – Transport Policy – Home to School, 1<sup>st</sup> May 2024

1. Havering Council currently offers advice, support and assistance to eligible children and young people travelling between home and school/college in accordance with the criteria set out in our home to school travel assistance policy.
2. In recent years, Havering has seen a significant rise in the child population of 15.2% compared to the England 3.9% increase. And we have experienced a significant and continued increase in the number of requests for an Education Health and Care Plan (EHCP) and the number of EHCPs being issued. This is in line with the rise in the number of Education, Health and Care Plans (EHCPs; or their predecessor, Statements of Special Educational Needs) that has been seen nationally by 52% between 2010 and 2022. In the last three years we have seen an 155% increase from having 1602 children and young people with EHCPs in 2020 to 2494 children and young people in Havering with EHCPs, as of November 2023. This continues to rise and furthermore, our forecasts predict this number could rise by a further 54% to 3864 by 2030.
3. This increase in EHCPs has also resulted in a significant rise in demand for transport assistance. Spend has exceeded budgetary provision for a number of years, despite various mitigations being introduced. The pandemic impacted on spend, as travel was disrupted due to the various periods of lockdown. This resulted in spend being suppressed in 2020/21 and 2021/22, rising the following year. Spend in 2022/23 was £5.5m, against a budget of £2.7m – a £2.8m overspend. Currently, nearly 800 all with SEN and have an EHCP children are receiving some form of transport assistance, and this number has increased in recent years in line with the increase in the number of children with an EHCP, as can be seen below:

<b>Havering Travel Assistance</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>	<b>2021/22</b>	<b>2022/23</b>	<b>2023/24</b>
Total Applications Received	449	428	495	175	690	840	<b>780</b>
Students Approved for Passenger Bus	303	347	373	348	366	358	<b>438</b>
Students Approved for Taxi/ Shared Taxi	79	97	133	158	175	199	<b>189</b>
Students Approved for Personal Transport Budget	22	14	45	17	43	68	<b>99</b>
Students Approved for Travel Training	19	11	25	11	13	29	<b>8</b>

4. Travel needs are directly connected to the location and availability of appropriate school places. Support for, and investment in, new and improved SEND provision increases the number of SEND Units and Special school places in and across the borough. Below is a summary of the new additional places delivered over the last two years or planned in the next 3 years:

Primary;

- St Edwards Primary – 12 places
- Suttons Primary – 12 places

## **10.0 CABINET – Transport Policy – Home to School, 1<sup>st</sup> May 2024**

- Harrow Lodge Primary – 12 places
- RJ Mitchell – expansion from 21 to 40 places
- Harold Wood Primary – 12 places
- Newtons Primary – 12 places

### Secondary

- Bower Park secondary – 12 places
- Harris secondary – 20 places
- Sander Draper secondary – 20 places

### Special;

- Compass special school – 60 places
- Lime Academy – expansion from 120 to 150 places
- Balgores special school – 300 places

5. These additional school places will have a significant impact on our home to school transport demand and associated costs, as more provision is made available within borough this will reduce the need for high cost out of borough transport arrangements.
6. As part of the improvement into our existing travel services, we are introducing a new transport management system to oversee the scheduling and arrangements of our travel service. The new system will have fully integrated applications, with a driver app that allows two-way communication to speak directly to the central team, parents/guardians and/or passengers. This will provide real-time live GPS locations, enabling parents to be alerted to any potential delays and giving them greater confidence in pick up and drop off times.
7. The systems routing algorithms enable journeys to be automatically planned with the greenest and fastest routes, based on real-time traffic data, leading to shorter journey times, and reduced fuel usage, which is better for the environment and the children.
8. As stated, the purpose of this report is to gain endorsement for the new policy to be adopted which ensures Havering is legally compliant with the current legislation and introduces alternative options for transport assistance to support children to be independent where this is safe and appropriate.
9. A review of existing policies in other boroughs has shown that Havering is an outlier in many aspects. For example, many other LA's do not provide transport assistance if the school is the parental choice, and an alternative school is closer. Many also seek financial contributions for pupils who are post-16 but require transport. All boroughs use the statutory distance criteria, but passenger assistants are not universally provided. Most boroughs promote the use of travel training and personal transport budgets, and whilst most state that a seat on a passenger bus and/or taxi are exceptional, the

majority of children in Havering currently access transport assistance in this way.

10. Following the launch of the new DfE statutory guidance, a revised Home to School Policy was drafted and was subject to a public consultation which was held with a wide range of stakeholders over a 28-day period (extended for a further 28 days to include out of Borough schools). The consultation took the form of an online questionnaire and a face-to-face event. A total of 575 individuals responded to our consultation questions, of which the vast majority as expected were from parent/Guardians and they accounted for 83% of the responses, followed by school or educational settings at 6%, the general public at 4% and children under 16 accounting for 4% of the responses.
11. There was a wide range of responses which has given the local authority helpful feedback, see Appendix B. This has been carefully considered and incorporated where appropriate into the revised Policy at Appendix A for example not charging for post 16 Travel. (please see point 26 for the main changes to the policy).
12. The consultation was broken down into a number of specific areas relating to the new proposals and changes within the policy. Analysis of the consultation responses considered both the quantitative and qualitative feedback to understand impact.
13. The first of these areas focussed on travel training, and in particular whether undertaking travel training would support a child's independence. Of the respondents to whom this applied, 213 (52%) strongly agreed/agreed with this statement, whereas 197 (48%) strongly disagreed/disagreed with this statement.
14. In addition, of the 426 consultees to whom travel training applied, 255 (60%) strongly agreed/agreed that undertaking travel training would not be suitable. This feedback has been incorporated into the policy changes and we have strengthened the need to ensure assessments of individual children's needs are undertaken as part of travel training considerations.
15. The consultation also focussed on gaining feedback on the use of Personal Transport budgets. There were a high number of responses (248 respondents) who strongly disagreed/disagreed (total 57.5%) that the use of personal budgets would improve school attendance, but with 161 (39%) strongly agreeing/agreeing with this statement.
16. There were a high number (228) of respondents who strongly disagreed/disagreed (55%) that personal transport budgets would be a positive impact on their own, or their child's mental health and 185 respondents who strongly agreed/agreed (45%) that there would be a positive impact.

17. This feedback has been considered in relation to how the need for personal transport budgets is assessed (see criteria on page 5 of the policy) and the need to not be prescriptive, but to support creative dialogues to find innovative solutions to support young people to get to and from school. (Please see p10 of the policy).
18. The consultation received a high number of responses regarding post-16 travel assistance, and whether a charging mechanism should be introduced. 160 respondents (29%) told us they strongly agreed to the proposal to cap the level of charge, and 100 people (18%) strongly disagreed.
19. Analysis shows a higher agreement rate regarding charges/contributions being means tested from the 471 people to whom this proposal applied to, with 279 people, (59%) strongly agreed/agreed, and 192 (41%) strongly disagreed/disagreed.
20. 142 respondents (25%) strongly disagreed that any charges/contributions should be means tested, and 112 people (20%) who strongly agreed. As can be seen, response rates were very close when analysing the combined views of those 471 people to whom this proposal applied to, with 240 people (51%) either strongly agreed/ agreed to this proposal, and 231 (49%) strongly disagreed/disagreed.
21. Having carefully considered the feedback, and balancing the small potential income that might be possible against the impact on this cohort of young people in education, it is proposed that a charging arrangement for post 16 transport will not be implemented at this time. From the current cohort of Post 16 students this would generate a revenue of £16k based on the higher fee charge of £934 per annum. The revenue generated would not cover the cost of administrating this scheme, therefore it is not cost effective to implement such a scheme. This aspect of the policy will be regularly reviewed, including to ensure that there is an appropriate alignment with arrangements that are in place for Adult Transport.
22. The consultation produced over 600 free text responses including 589 comments in relation to the policy.
23. Analysis of the consultation document in appendix B shows 181 respondents (31.5%) commented that the draft proposed policy would have a negative impact, with specific concern for young person's individual needs (23%), safety (11.8%) and their mental health (11.5%).
24. Comments were also received regarding the current transport assistance service. 24 respondents (4.2%) commented that they would not want to lose an invaluable service, with 22 respondents (3.8%) saying that more specialist school provision is needed in the borough. 12 people said more bus routes are needed (2.1%) and 9 people felt that taxis are not always reliable (1.6%).

25. Views on the introduction of personal transport budgets reflected parent concerns around how they would be able to manage the budget. There was a 60/40 split in individuals believing these budgets would make a positive contribution to their lives and those of their children.

26. The policy has been refreshed based on the feedback from the consultation, the statutory DfE guidance, as well as a comparison to other Local Authority policies. The main changes to the policy are:

- To provide clarity within the policy that sustainable cost-effective levels of support will be promoted and offered to families, and that offers of transport assistance will be developed to better fit the need of the child.
- To introduce flexible models of transport assistance which would allow families to adopt creative arrangements that better fit the needs of their child.
- All applications will be subject to an initial face-to-face assessment, looking at existing family support arrangements, and resilience, and discussing the best options for the family.
- Reviewing the provision of single occupancy taxis as a travel assistance option and promoting the flexibility of a personal transport budget offer to families.
- Promoting the use of a personal transport budget through the use of a prepaid card and individual accounts to families so they can organise their own transport, including paying for a travel card for parents to escort their child to school/college using public transport.
- Developing robust monitoring of personal transport budgets through the use of a prepaid card and account system to ensure audit compliance and reconciling against school attendance to ensure usage/spend is appropriate and utilised in the most appropriate manner.
- Increasing the number of young people accessing travel training by reviewing the current offer.
- To not introduce a charging model for Post-16 transport assistance at this time; this will need to be kept under consideration.
- To increase the number of collection points to reduce bus journey times.

## **REASONS AND OPTIONS**

### **Reasons for the decision:**

The launch of the DfE Statutory guidance requires Havering to review its current Home to School policy to ensure it meets the statutory duties. The revised policy



provides a wider range of choices and greater flexibility for the Parents/Carers of eligible Children within the Borough using Home-to-school transport.

To continue to support Post 16 young people to access their education choices through not introducing a charging policy similar to all other local authorities at this time.

Improve the options available to Parents and Carers to enable their children to get to school.

**Other options considered:**

Government guidelines require that Council review its policy for Home to School transport provision, a do-nothing approach maintaining the current policy would not ensure that we comply with our statutory duties. The statute and guidelines, whilst not wholly prescriptive, do place specific duties on the Council meaning that options are limited in terms of suitable provision and delivery arrangements.

Increasing the Fuel Reimbursement to incentivise the use of personal transport budgets was considered. However, this is currently paid the maximum of the HMRC currently set threshold and any additional funds above this will be treated as taxable income and will create a burden on parents/guardians in declaring the additional income and subsequently having to pay the tax on this income.

**IMPLICATIONS AND RISKS**

**Financial implications and risks:**

In 2019, LGA, ISOS and CCN reported that between 2014/15 and 2017/18, the total national spend on home-to-school transport increased by 6.5% from £1.02 billion to £1.08 billion. The percentage of LAs that were overspending their home to school transport budgets rose from 71% to 83%, and the total national deficit on home to school travel stood at £111 million (LGA, ISOS, CCN, 2019).

The increase was largely driven by transport for children with SEND. The total national spend has not been calculated since, but CCN reported in 2022 that the costs of delivering home to school travel for children with SEND for the 28 county authorities who responded to their survey, had risen by 33% from 2016/17 to 2020/21, and accounted for 11% of the total spend on children’s services (CCN, 2022). LAs continue to provide this service as efficiently as possible, yet with both need, cost and funding pressures increasing, members report that forecasts for home to school travel costs have significantly increased for 2024/25.

## **10.0 CABINET – Transport Policy – Home to School, 1<sup>st</sup> May 2024**

The London Borough of Havering is one of those authorities that has seen increased pressures and is forecasting an overspend of £1m in 2023-24. Budget growth has been provided in the 2024-25 budget to meet the increased levels of demand. However, there is also a requirement to find more cost effective ways of delivering the service to help improve financial sustainability. A saving of £1.4m over four years has also been included in the MTFS. It should be noted that even with the saving there is will be a net increase in the budget over the MTFS period.

Fin Year	2023-24	2024-25	2025-26	2026-27	TOTAL
	£m	£m	£m	£m	£m
Savings Target	0.100	0.200	0.500	0.600	1.400

The rational to achieve MTFS savings was based on the reduction of single use taxis which are extremely expensive. The target is to reduce these taxi usages over 4 years and to offer personal transport budgets, capped at an average of 45% of the current taxi costs. Over 4 years this would equate to a £1.4m MTFS target.

This report identifies additional best value measures that will deliver further cost efficiencies through an enhanced transport management system as well as through reductions in taxi usage such as the provision of more in-borough specialist school places, and a focus on transport procurement arrangements to deliver cost reductions.

The decision not to introduce charging for post 16 transport would mean in theory that the Council will forego a very small amount of offsetting income. However once eligibility and means testing has been taken into account this is estimated to be only around £20k which would be offset by the costs of administering the process so the decision not to charge has only minimal impact. It is still expected that the savings will be made through the other measures set out in the report and the changes to the policy.

Without the endorsement of the Policy, it will not be possible to achieve the MTFS target for transport costs.

The impact of the changes, the total expenditure on transport and the levels of demand will be monitored throughout the year as part of the Council's budget and savings monitoring.

### **Legal implications and risks:**

As stated in the main body of the Report the Local Authority has to arrange free transport for eligible pupils.

The Council has other relevant statutory duties in relation to school transport.

S 508 A Education Act 1996 requires the Council to have an annual sustainable modes of travel strategy

## **10.0 CABINET – Transport Policy – Home to School, 1<sup>st</sup> May 2024**

In terms of the main duty to provide free school transport for eligible children in section 508B Education Act 1996

(1) A local authority in England must make, in the case of an eligible child in the authority's area to whom subsection (2) applies, such travel arrangements as they consider necessary in order to secure that suitable home to school travel arrangements, for the purpose of facilitating the child's attendance at the relevant educational establishment in relation to him, are made and provided free of charge in relation to the child.

Subsection (2) applies in the following circumstances:

(a) no travel arrangements relating to travel in either direction between his home and the relevant educational establishment in relation to him, or in both directions, are provided free of charge in relation to him by any person who is not the authority, or

(b) such travel arrangements are provided free of charge in relation to him by any person who is not the authority but those arrangements, taken together with any other such travel arrangements which are so provided, do not provide suitable home to school travel arrangements for the purpose of facilitating his attendance at the relevant educational establishment in relation to him.

(4) "Travel arrangements", in relation to an eligible child, are travel arrangements of any description and include—

(a) arrangements for the provision of transport, and

(b) any of the following arrangements only if they are made with the consent of a parent of the child—

(i) arrangements for the provision of one or more persons to escort the child (whether alone or together with other children) when travelling to or from the relevant educational establishment in relation to the child;

(ii) arrangements for the payment of the whole or any part of a person's reasonable travelling expenses;

(iii) arrangements for the payment of allowances in respect of the use of particular modes of travel.

It is possible for parents to make their own arrangements for eligible pupils without recourse to the Council but under ss(5) the Council can only decide that it does not need to make its own travel arrangements if the parents have made their own arrangements voluntarily.

If there is to be a change to the current policy then the Guidance indicates that there should be consultation.

125. Where they propose changes to their school travel policy which may affect

## **10.0 CABINET – Transport Policy – Home to School, 1<sup>st</sup> May 2024**

children’s eligibility for transport, local authorities should consult locally. As a minimum, this should include consulting:

- schools whose pupils will be affected by the proposed changes, including those located in other local authority areas;
- parents whose children will (or may) be affected by the proposed changes, including those whose children attend school in a neighbouring authority, and those whose children may be affected in the future – for example, because they live in the catchment area of, or attend the feeder school of, a school affected by the proposed changes; and
- the local Parent Carer Forum

The consultation should run over 28 days. As set out in the Report the consultation has followed this Guidance. The requirement of a lawful consultation is that the results of the consultation should be conscientiously taken into consideration by the decision makers before any final decisions are taken. For that reason the extensive responses are set out in the Appendices and should be fully read and considered.

Para127 of the Guidance states that before making a final decision on the content of the policy local authorities should give careful consideration to:

- the impact proposed changes to their policy will have on parents’ choice of school, particularly where travel arrangements have been made to support parents’ preference for their children to attend a school with a designated religious character (some such arrangements are associated with long-standing local agreements about the siting of schools);
- the financial impact the changes will have on affected families, paying particular attention to the potential impact of any changes on children from low-income families;
- the impact the changes will have on people with protected characteristics

Furthermore, para 128 provides:

“Wherever possible, local authorities should phase in changes so that children who begin attending a school under one set of travel arrangements continue to benefit from those arrangements until they leave that school.”

The Policy appears compliant with the current legislation.

Therefore, there do not appear to be any legal risks in adopting the new policy.

### **Human Resources implications and risks:**

There are no human resource implications as a result of this report.

### **Equalities implications and risks:**

The EQIA is as Appendix C

### **Health and Wellbeing implications and Risks**

The risks to the mental well-being of staff will be affected trying to manage and maintain the current process and maintain the cost implications.

### **Environmental and Climate Change Implications and risks**

The introduction of increased SEND provision will mean smaller journeys will be made through vehicles impacting positively on the emissions reduction targets.

A new transport management system is being implemented to oversee the scheduling and arrangements of our travel service. The new system will have fully integrated applications, and the systems routing algorithms enable journeys to be automatically planned with the greenest and fastest routes, based on real-time traffic data, leading to shorter journey times, and reduced fuel usage, which is better for the environment.

The perception of personal budgets meaning more cars on the road is unfounded and the aim is to find alternative ways to get to school such as reducing cars through shared arrangements or greater use of public transport. Either way this is a positive impact on the environment through reduced emissions.

## **BACKGROUND PAPERS**

Appendix – A New Revised Policy

Appendix – B Consultation Outcomes Review

Appendix – C [EqHIA Home to School Post Consultation.docx](#)

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## **Appendix E – Recent consultation Feedback from OOB Schools**

<b>Consultation Feedback Comment</b>	<b>LBH Response</b>
Improve parents and pupils mental health and wellbeing.	We are always looking to reduce the stress and burden on parents in relation to their child's transport
Our students wouldn't be able to attend school without taxi transport because we are in mid Essex and in a rural area.	We offer a variety of options and we will always find a solution to meet the needs of the children to attend school
The impact on the 2 pupils would be considerable. They attend a special school due to their complex. Travel training at this time would not be appropriate as they would not be able to keep themselves safe. I would have huge concerns with parents being in control of the budget as they do not have the understanding to ensure it is put in place.	We agree travel training is not for everyone and all aspects of safety and appropriateness is undertaken before offering this opportunity. LBH would provide approved organisations to do travel training and not just a budget to manage directly.
Currently we only have one child from Havering with an EHCP attending our school. As he is currently in Reception and he has siblings who also attend our school, I don't think his parents would take up the travel opportunity.	The travel assistance is not everyone's choice and many continue to take on the responsibilities themselves as parents.
Increased flexibility	We are aiming to provide a greater flexibility in getting young people to and from school.
Use buses rather than individual taxis.	Where ever we can we use our PTS Buses or other options but we don't discount taxis but all other options are pursued.
Our Havering students could travel together in one taxi?	Without context of where they live it is difficult to respond but we try and plan and share transport where ever possible.
I feel both pupils require a taxi. If there were more SEN places in Havering they wouldn't need to come to Essex. Unfortunately, we are all struggling financially to support our young people.	We are working hard within Havering to expand our SEN places and to accommodate more of our children. However we look for the best environments for our children.
No comment from school	
Stop sending pupils out of borough. build capacity in borough by increasing ARP and specialist provisions.	We are working hard within Havering to expand our SEN places and to accommodate more of our children. However we look for the best environments for our children.
Stop naming provisions as SEMH settings one of your schools has 60 spaces and only 24 children. You are then looking to ferry a child all the way to Hackney each day when there are 40 spaces in that school which could be adapted to meet the pupils needs.	Havering's Education Place Planning Strategy sets out how the borough will increase the number of local specialist places. This includes plans for a new 300-place special school, as well as a growth in other specialist provisions including those known locally as Additionally Resourced Provisions (or ARPs).

	<p>While most specialist places in Havering are taken up by Havering pupils, in the case of special schools or other specialist settings that have recently opened, it is often the case that a staggered start will be agreed where the school/setting fills gradually over a period of one or more years. This is to ensure a successful transition for pupils and the school and its staff. We will always look to ensure these schools are filled as quickly as possible where the places are needed.</p> <p>The Local Authority works closely with local health services to share information. This includes current work to develop an integrated dashboard reporting on information relating to SEND and SEND-related health needs.</p> <p>SEND Case Officers, as they are known in Havering, have training and support to help families know their options in terms of choosing an educational setting. This role is being further strengthened by investment in the number of SEND Case Officers.</p>
<p>Work with the health service (and schools) to get official numbers of pupils being diagnosed with complex needs and then build to this capacity. Be more transparent with parents so they are clear on services available.</p>	<p>We work collaboratively with health on a continuous basis. We are develop and enhancing our communication and offers through our existing work which will come with greater transparency and clarity.</p>
<p>Make sure the EHC coordinators are clear on which setting is suitable for pupils and explain at the time of application that the child's needs can not be met if they choose an SEMH/ASD/etc setting.</p>	<p>Havering's Education Place Planning Strategy sets out how the borough will increase the number of local specialist places. This includes plans for a new 300-place special school, as well as a growth in other specialist provisions including those known locally as Additionally Resourced Provisions (or ARPs).</p> <p>While most specialist places in Havering are taken up by Havering pupils, in the case of special schools or other specialist settings that have recently opened, it is often the case that a staggered start will be agreed where the school/setting fills gradually over a period of one or more years. This is to ensure a successful transition for pupils and the school and its staff. We will always look to ensure</p>



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## CABINET

**14 August 2024**

**Subject Heading:**

**Children in Care Sufficiency Strategy**

**Cabinet Member:**

Councillor Oscar Ford, Cabinet Member for Children & Young People

**ELT Lead:**

Tara Geere

**Report Author and contact details:**

Simon Brown  
Interim Strategic Commissioner  
Simon.brown@havering.gov.uk

**Policy context:**

**Havering Corporate Parenting Strategy**

**Financial summary:**

**There is no financial commitment**

**Is this a Key Decision?**

This is a Key Decision because:

- (a) Expenditure or saving (including anticipated income) of £500,000 or more
- (b) Significant effect on two or more Wards

**When should this matter be reviewed?**

The Children in Care Sufficiency Strategy should be reviewed annually

**Reviewing OSC:**

### The subject matter of this report deals with the following Council Objectives

People - Supporting our residents to stay safe and well	X
Place - A great place to live, work and enjoy	X
Resources - Enabling a resident-focused and resilient Council	X

**SUMMARY**

The Children in Care Sufficiency Strategy describes how the London Borough of Havering will continue to meet its Sufficiency Duty which is a statutory requirement set out in Section 22G of the Children's Act 1989.

The Council is required to provide the children in care with accommodation that

- (a) Is within the authority's area; and
- (b) Meets the needs of those children.

The Strategy describes the population of children in care, their needs and the type of care that they require. It sets out the direction of travel to increase the number of children in care living within the borough, nearer their families, friends and critical agencies, such as schools, GPs and specialist health providers.

**RECOMMENDATIONS**

Cabinet is recommended to approve the Children In Care Sufficiency Strategy 2024-2027 as set out at Appendix 1.

**REPORT DETAIL**

**Havering's Priorities**

The Corporate Parenting Strategy has identified the following six priorities for Havering's children in care;

- We want every child and young person to feel safe in their homes, schools and public spaces.
- We will hear the voice of children and young people more, to better develop our services and the care they receive.
- We want every child to have a caring home.
- We want to provide aspiration, an excellent education and opportunities for employment and learning for life.
- We want to understand and be able to give clear picture of our service.
- We want excellent health outcomes for our children, explicitly on their emotional wellbeing and mental health.

**Key Actions**

The information in the Corporate Parenting Strategy identifies the key commissioning activity that should be undertaken to deliver the priorities set out above.

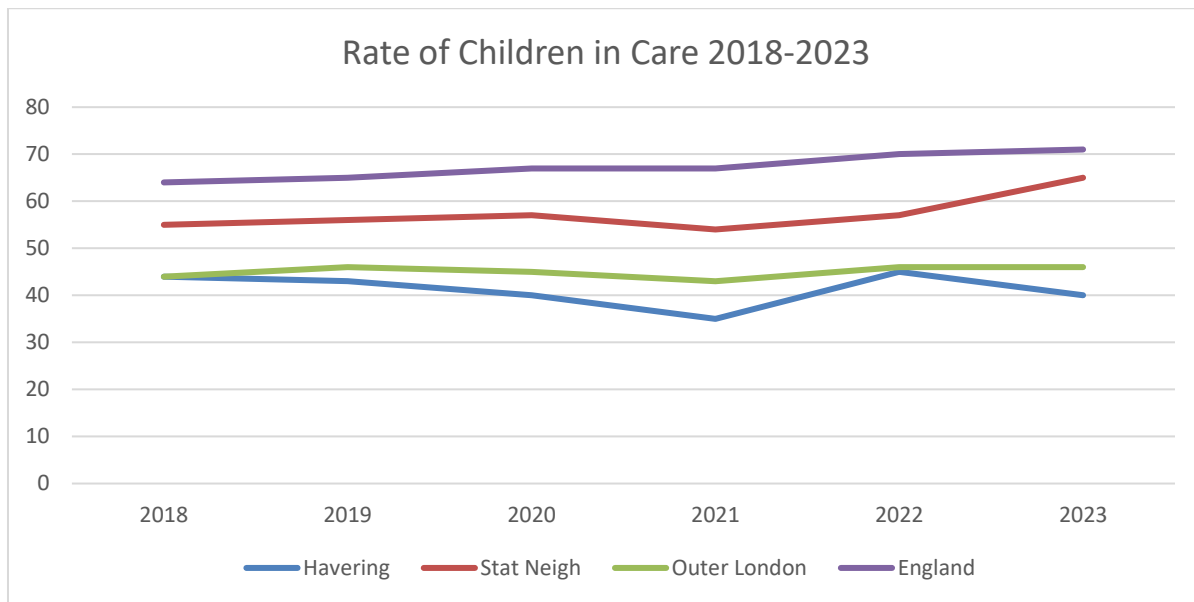
Acting in our roles as corporate parents we will;

- Ensure children achieve permanency within a family at the earliest opportunity.

- Ensure more children in care live within the borough by;
  - Increasing the number of approved foster carers;
  - Developing commercial relationships with fostering, children's home providers and supported accommodation providers;
  - Creating new children's homes;
  - Increasing after care accommodation pathways including Staying Put within foster carers, Staying Close near children's homes and their own housing options through supported tenancies.
- Ensure children have access to well-trained foster parents by;
  - Developing a robust recruitment and training offer for staff and foster carers;
  - Expanding and embedding a specialist emotional wellbeing support service, based upon trauma informed practice into fostering;
  - Ensuring foster carers are receiving continuous professional development through enhanced supervision;
  - Contracting with care providers who share Havering's aspirations.
- Ensure children who have additional special and complex needs have the right services to meet their needs by;
  - Providing sufficient short breaks;
  - Ensuring children's additional needs are fully understood by their carer's, who are able to support the child's development whilst in their care.
- Ensure children in care receive the support to reach their educational potential by
  - Enabling the Virtual School to engage with care providers to describe the additional support required to promote the importance of school attendance.

## **Demand**

Havering has a relatively low number of children in care, and although its population of children has increased, the rate of children in care per 10,000 population has remained stable over a number of years. The graph below shows a comparison between Havering, Statistical Neighbours, Outer London Boroughs and England.



The number of children in care on the 31<sup>st</sup> March 2024 was 275, which was an increase of 34 from the previous year, which represents the same rate as 2022 approx. 44 children per 10,000 population.

**Ability to Meet Demand in Havering**

As we are required under the Sufficiency Duty to provide accommodation within the borough it is important to know the capacity of the care market.

The market is comprised of the council, private and voluntary providers.

The council only provides a fostering service, so all children’s home care and supported accommodation for 16 and 17 year olds is provided by the private and voluntary sector.

The table below shows the maximum capacity of care within Havering against the council use on 31<sup>st</sup> March 2024.

Care Type	Capacity	Use
Havering Foster Carer	115	77
Independent Foster Carer	49	16
Children’s Homes	39	2
<b>Total</b>	<b>203</b>	<b>95</b>

It must be noted that although Havering’s fostering capacity is officially homes for 115 children, the nature of fostering approvals is dependent upon a number of factors such as age, gender or sibling groups, so in reality it is lower than 115, but greater than 77.

An increase in the utilisation of Havering fostering resources will increase the proportion of children living in Havering.

The current proportion of Havering children living within the Borough is lower than the council would prefer. However, this proportion has increased over time, as is shown in the table below. The intention is to increase this to 60%.

	2018	2019	2020	2021	2022	2023
Children living with Havering based Carers	119	112	116	102	131	123
Total In Care	251	247	232	206	264	239
Proportion living with Havering based carers	47%	45%	50%	49.5%	49.6%	51.5%

Children with disabilities do not have access to local residential short breaks, which mean families have to choose to use provision in Essex or Kent. Some families choose this but others receive support in their home.

The council has already agreed for the building of a new children's home to provide residential short breaks. This will provide a maximum of 1,460 bed nights of short breaks. This could potentially allow the council to provide a programme of planned short breaks for between 19 and 30 children per year. This service will reduce the pressure families face and prevent the need for children to enter care permanently.

Children with complex social and emotional needs may need to live in a children's home for a period of time which prepares them to return to a family or to move into independence. The council has jointly commissioned a provider to deliver a local children's home service, which currently gives 20 children a home. These homes are all in the NE London region and Havering uses 25% of the capacity. The service is unable to meet the needs of children with the most complex needs, such as those being discharged from psychiatric hospital, who require a multi-agency/multi-professional approach. The council will create an options appraisal to commission this service.

The Strategy recommends the following actions to deliver the Sufficiency Requirement.

1. Social Workers, IROs and Foster Carers have trauma informed training, and we can reflect this in children's plans, in order to ensure carers are more aware of children's needs
2. A greater number of foster carers are recruited from backgrounds which are similar to children requiring care
3. An audit of the Council's fostering capacity is undertaken, to identify measures to maximise the number of children living in Havering fostering households, and therefore do not need to live with private fostering providers or outside of the Borough
4. An audit of children living in children's homes is undertaken to enable the council to better understand their needs which will enable the development of a specialist fostering service so children can remain living within a family
5. To develop strategic partnerships with local fostering agencies and children's homes, so Havering children are prioritised by local care providers, which enables the Havering £ to remain in Havering.
6. To become a partner with Newham Borough Council and use their Dynamic Purchasing System for fostering and children's homes, therefore providing access to high quality contracted care.
7. To review and amend the Permanency Planning Process for children in care, so that more children find long term parents outside of the care system, without the need for formal children's social care.

8. To develop Options Appraisals to create and deliver a Havering based children's home service. This will be for both children with disabilities and those with behavioural and emotional needs.
9. To improve the commercial relationships with care suppliers, so that Havering is the Council of choice for local providers.

### **REASONS AND OPTIONS**

Every Tier 1 council has a statutory duty to create a Children's Sufficiency Strategy which sets out the council's commissioning priorities for children in care.

#### **Reasons for the decision:**

The Sufficiency Strategy was co-produced with officers from Start Well and colleagues in the Integrated Commissioning Board. It considered the needs of children in care, the projected demand and methods for the council to meet the future needs. The majority of the actions do not incur the council additional costs, and is focused upon better utilisation of current services, and improving the commercial relationship with local providers, which will provide the council with better value.

There are recommendations for developing options to create a Havering children's home service. If the options appraisal recommends this approach a further Executive Decision will be required to agree Capital and Revenue funding.

#### **Other options considered:**

The options which were considered and rejected included doing nothing, which would ultimately lead to the council purchasing greater amounts of care without a proper procurement approach, which would leave the council at risk.

The option to join the Commissioning Alliance placement framework was rejected for three reasons.

- Firstly the providers on the framework are national, and not only in the NE London region
- Secondly there would be no guarantee of homes being available
- Thirdly, the annual subscription cost would outweigh any financial benefits of joining.

## **IMPLICATIONS AND RISKS**

### **Financial implications and risks**

Expenditure on homes and placements for Children in Care accounts for around 27% of the Starting Well general fund budget and the increase in costs of care has been a significant driver of the financial pressure in this service. Spend on Children in Care Placements has risen from £6.9m in 2020/21 to £18.7m in 2023/24 – an 170% increase over four years. Within this total increasing costs of residential placements went from a relatively small segment of spend (£1.3m) to the major element - £11m. Although increasing numbers of children is part of this growth it is mainly attributable to increasing complexity of need and steeply rising



costs of provision. The average weekly cost of a residential placement is now between over £6,500 per week and there are a small but growing number that cost more than £10,000.

Finding ways to manage this financial pressure whilst still ensuring good outcome for children is an essential part of supporting the Council's financial sustainability.

The sufficiency strategy looks to improve decision making within children's social care, to be proactive and increase the utilisation of Havering's fostering services. These actions will reduce the need for children to enter care, or for the council to purchase care from the private sector. The greater support to foster carers will also act as a catalyst to improve foster carer recruitment.

This in turn should result in financial benefits (cost avoidance and potentially savings) as an in-house foster carer costs on average £450 less per child per week. There is a planned saving in the Council's MTFS of £0.120m in both 2025/26 and 2026/27 from delivering this.

The creation of strategic partnerships with Havering based care providers will enable the council to negotiate better pricing and get early warning to future vacancies, which will prevent the need to place children outside of the borough in often more expensive provision. There is a further saving of £1.98m in the MTFS to be made from improved commissioning and the development of new provisions that this strategy will support.

Cabinet in July approved an Improvement Plan in response to the Ofsted inspection which included a staffing restructure of the Children's Social Work teams including Corporate Parenting and the Fostering team. Most of the actions set in this strategy will be delivered within this restructured service and other existing resources within Commissioning.

Where the strategy identifies future options appraisals to create specific provision a further Executive Decision will be required to agree the commissioning strategy and identify any funding required.

**Legal implications and risks:**

The Council is required to comply with its duties under s 22G of the Children Act 1989 which came into force in 2011 This provides that it is the general duty of a local authority to take steps that secure, so far as reasonably practicable, that looked after children are provided with accommodation that—

- (a) is within the authority's area; and
- (b) meets the needs of those children. ("the sufficiency duty")

The statutory guidance from 2012 stated that local authorities should include in relevant commissioning strategies their plans for meeting the sufficiency duty.

There is therefore no absolute duty to have a sufficiency strategy, however, it would be considered good practice particularly if there isn't a separate commissioning strategy which includes sufficiency issues within it.

The content of the Strategy seeks to address the Council's approach to meeting its statutory sufficiency duty and therefore there are no legal risks in approving this.

**Human Resources implications and risks:**

The recommendations in this report do not appear give rise to any negative impact for the Council or its workforce. All relevant staff will receive additional training that will enable them to support the successful delivery of the strategy. All necessary audits will be undertaken within existing staff resources.

**Equalities implications and risks:**

The Sufficiency Strategy identifies needs linked to children from different ethnic and religious backgrounds, genders, ages and disabilities. It identifies methods to maintain children living in families and to support those families to prevent relationship breakdowns.

None of the recommendations have a negative impact on any resident's protected characteristic.

**Health and Wellbeing implications and Risks**

As corporate parents, the council have a responsibility to ensure that children and young people in care have the best start in life, are healthy and happy and supported to reach their full potential.

Delivering the proposed sufficiency strategy actions to maximise the number of Havering children in care that can remain within the borough and to reduce the time to placement permanency will help to mitigate the physical, emotional and social effects of the disruption to children's lives which can result from moves out of borough and placement changes or breakdown.

The proposal to expand and embed a specialist emotional wellbeing support service for fostering provision offers the opportunity to improve earlier identification of developing needs amongst children and young people, enabling early intervention and hopefully avoiding escalation of needs.

Ensuring that the strategy reflects the broad range of social, cultural and health factors (and the intersectionality of these factors) that may influence the individual experiences of children and young people in care, and the ways in which these are considered as part of placement and support planning to will support approaches to strengthen placement stability and permanence.

<p style="text-align: center;"><b>ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS</b></p> <p>N/A</p>
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**BACKGROUND PAPERS**

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**London Borough of Havering**

**Children's Services  
Sufficiency Needs  
Assessment & Strategy**

**September 2024 to August 2027**

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## Document Control

### Document details

<b>Name</b>	<b>Children's Services Sufficiency Needs Assessment &amp; Strategy</b>
<b>Version number</b>	1.0
<b>Status</b>	Draft
<b>Author</b>	Simon Brown
<b>Lead Officer</b>	Tara Geere
<b>Approved by</b>	
<b>Scheduled review date</b>	August 2025

### Version history

<b>Version</b>	<b>Change</b>	<b>Date</b>	<b>Dissemination</b>
<b>V0.1</b>	Creation	05/05/23	DCS
<b>V0.2</b>	Structure Changes	14/07/23	DCS
<b>V0.3</b>	Structure Changes	27/07/23	SLT
<b>V0.4</b>	Data changes	07/08/23	SLT
<b>V0.5</b>	Date and Structure Changes	15/08/23	SLT
<b>V0.6</b>	Minor tweaks and QA	27/11/2023	SLT
<b>V1.0</b>	QA	04/12/23	SLT





## **Cabinet Member for Children and Young People Introduction**

As the Cabinet Member for Children and Young People and the proud Corporate Parent to over 500 children, I am pleased to introduce our Sufficiency Strategy. The strategy outlines how we will ensure high-quality services and support for the children in our care and our care experienced young people, enabling them to flourish in inclusive and nurturing environments.

Fundamentally it sets out how we aim to provide good “homes” for children in our care that meet their needs. It reflects on our wider service priorities and vision of creating a safe, nurturing, and inclusive environment for children and young people in Havering. It also details our strategic aims, the steps we will take, and the actions we will implement to ensure the best possible outcomes.

We acknowledge that based on our current insights locally and nationally, our key areas of focus to ensure sufficiency of homes for our children for the next few years is to drive the following ambitions;

- Our Children in care live within the borough
- Our Children in care have access to experienced, skilled foster carers
- Our Children with additional and complex needs have access to services and support that is proportionate to their individual needs
- Our Children in care are supported to reach their educational potential

This strategy aligns with our vision for children, our wider service priorities and [our Pledge](#) to children in care, ensuring that our promises as corporate parents meet their expectations.

Our children are at the heart of everything we do, and this strategy will enable us to make a significant difference in their lives. I am immensely proud of our commitment, dedicated officers, and the work we have accomplished so far as we continue to work diligently to provide them with the opportunities they deserve, ensuring their well-being, safety, and access to a nurturing and enriching environment. We will continue to strive for excellence, create pathways for success for all the children in Havering, and ensure their bright futures.

Councillor Oscar Ford

**Cabinet Member for Children and Young People**

## **Executive Summary**

The London Borough of Havering is ambitious for all our children. As set out in our Corporate Parenting Strategy, we want our children in care and care leavers to lead happy, healthy lives.

As such we are committed to providing children and young people with high quality parenting, care and the right support, to enable them to aspire, achieve and be successful.

This Sufficiency Strategy sets out the commissioning priorities which will enable the council to deliver its ambitions.

The strategy focuses upon understanding the needs of children now and over the next 5 years, giving an understanding of the services that will be required to meet future need. The strategy will consider the best methods to meet the needs including the method of commissioning internal and external high-quality services.

Our strategy will need to be able to adapt to the changing number of children who are in care, both increasing and decreasing, and to be agile to respond quickly to any changing need. Research has shown that there is no optimal number of children in care, and that social workers and their managers make the best decisions based on available information and a robust assessment. Therefore, this strategy is the starting point for the future service provision required to meet Havering's changing requirements.

The strategy describes how Havering will continue to meet its Sufficiency Duty which is a statutory requirement set out in Section 22G of the Children's Act 1989.

Havering is committed to ensuring all children have the skills and attributes to grow into their full potential.

## **1. Havering's Priorities**

The Corporate Parenting Strategy has identified the following six priorities for Havering's children in care;

- We want every child and young person to feel safe in their homes, schools and public spaces.
- We will hear the voice of children and young people more, to better develop our services and the care they receive.
- We want every child to have a caring home.
- We want to provide aspiration, an excellent education and opportunities for employment and learning for life.
- We want to understand and be able to give clear picture of our service.
- We want excellent health outcomes for our children, explicitly on their emotional wellbeing and mental health.

## **2. Key Actions**

The information in the following paragraphs will lead us to identify and focus the key commissioning activity we must undertake to deliver the priorities set out above.

Acting in our roles as corporate parents we will;

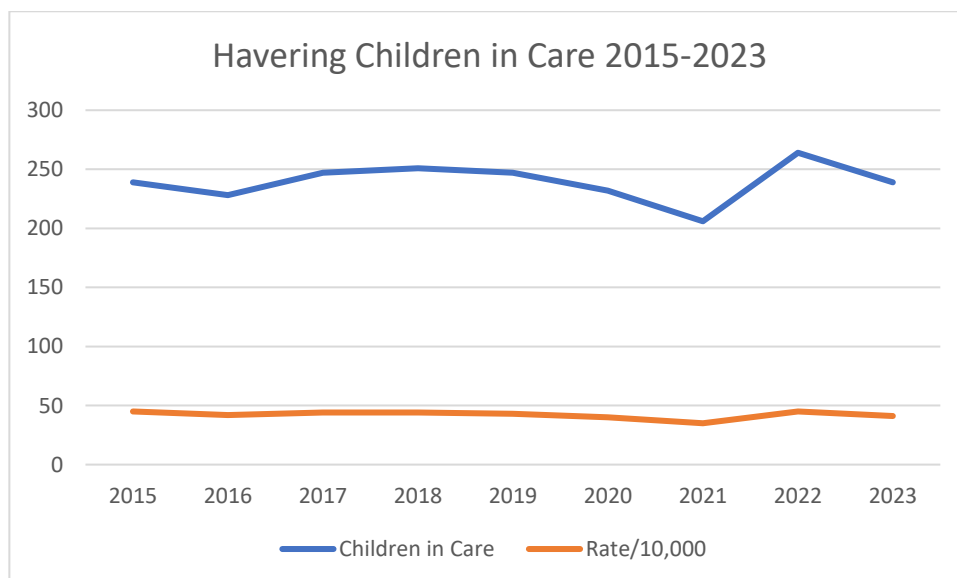
- Ensure children achieve permanency within a family at the earliest opportunity.
- Ensure more children in care live within the borough by;
  - Increasing the number of approved foster carers;
  - Developing commercial relationships with fostering, children's home providers and supported accommodation providers;
  - Creating new children's homes;
  - Increasing after care accommodation pathways including Staying Put within foster carers, Staying Close near children's homes and their own housing options through supported tenancies.
- Ensure children have access to well-trained foster parents by;
  - Developing a robust recruitment and training offer for staff and foster carers;
  - Expanding and embedding a specialist emotional wellbeing support service, based upon trauma informed practice into fostering;
  - Ensuring foster carers receiving continuous professional development through enhanced supervision;
  - Contracting with care providers who share Havering's aspirations.
- Ensure children who have additional special and complex needs have the right services to meet their needs by;
  - Providing sufficient short breaks;
  - Ensuring children's additional needs are fully understood by their carer's, who are able to support the child's development whilst in their care.

- Ensure children in care receive the support to reach their educational potential by
  - Enabling the Virtual School to engage with care providers to describe the additional support required to promote the importance of school attendance.

### 3. Children in Care- The Local and National Context

- 3.1 Nationally there has been a rise in the number of children in care, with an increase of 9% from 75,360 in 2018 to 82,170 in 2022.
- 3.2 Graph 1 below shows the population of children in care at the end of March 2023, this was the same as it was in March 2015, but has fluctuated between a low of 206 and a high of 264 in care. However, the rate per 10,000 population has remained stable with a small reduction of 4 children per 10,000 population since 2015, meaning in real terms Havering has seen a reduction of our children in care.

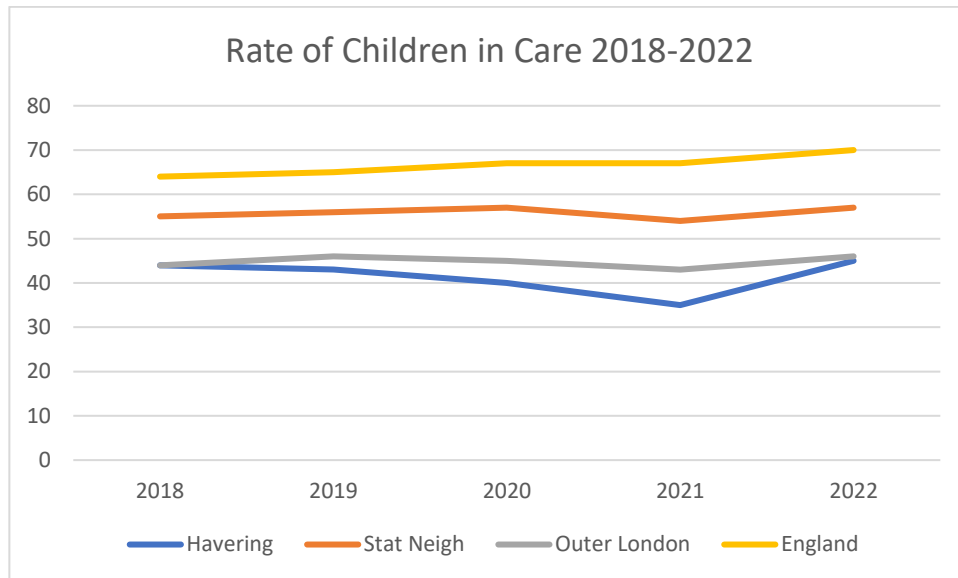
**Graph 1 Havering’s Children in Care Population**



- 3.3 To understand Havering’s performance, it is important for us to measure and benchmark against other councils who are considered similar to us, such as our Department for Education nominated statistical neighbours.
- 3.4 Havering’s statistical neighbours are Essex, Lancashire, Thurrock, Southend, Kent, Bexley, Medway, Swindon and Bury. In 2022 West Northamptonshire was created and added to the statistical neighbours group, however, as this is a new local authority there is no historical data.
- 3.5 Havering is also part of a cohort of Outer London local authorities of which there are 18 other London Boroughs that we can benchmark our performance against.

3.6 Graph 2 below shows the rate per 10,000 of children in care measuring Havering against our statistical neighbours, Outer London councils and England.

**Graph 2 Benchmarking the Rate/10,000 Children in Care**

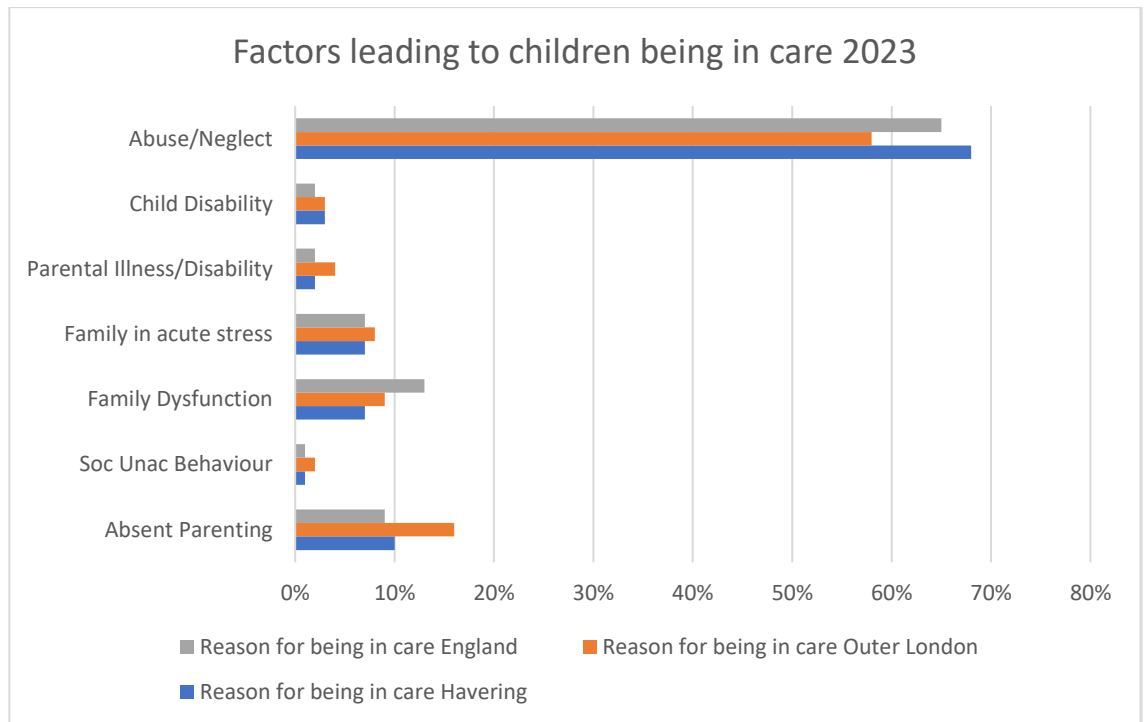


3.7 Graph 2 shows that children from Havering are less likely to be in care than compared to children who live within our statistical neighbours. There is minimal difference between Havering and the Outer London council's performance. It also shows that Havering has far more in common with the Outer London councils rather than its statistical neighbours when it comes to the numbers of, and rate of children in care.

3.8 It is important to understand why children come into care. There are multiple factors and reasons for this to happen including parental abuse through to child's disability or parent ill-health.

3.9 Annual Government data relating to the causes of why children enter care has shown a consistent pattern over many years. The following table shows the relevant proportions benchmarking Havering against the national picture in March 2022;

**Graph 3 Why are children in care?**



3.10 Graph 3 above identifies the proportions of children who enter care and the primary reason for that happening. Havering has recorded a greater proportion of children who have experienced abuse or neglect but a lower proportion of family dysfunction as the primary reason for entering care.

3.11 Wilkinson and Bowyer’s (2017) literature review identified several parental vulnerabilities - which are often combined with poverty - that can have an adverse effect on parenting and can lead to children entering care.

3.12 These factors include:

- parents’ exposure to adverse experiences during childhood (e.g. parental domestic violence, substance misuse, mental health issues)
- domestic abuse, mental health difficulties, drug and alcohol misuse (combined or singly)
- a history of crime (especially for violence and sexual offences)
- patterns of multiple consecutive partners
- acrimonious separation
- parental learning disability
- intergenerational cycles of child maltreatment

## **Actions**

**Social Workers and Independent Reviewing Officers (IRO'S) need to understand the backgrounds of children in care and any trauma they may have experienced.**

**Social workers and IROs need to reflect the child's needs in their support plans.**

**Supervising Social Workers need to be proactive in the support they offer their foster carers linked to the reality of the child's lived experience.**

### **4. Who are the children in care?**

4.1 In order to provide the most suitable care provision and to develop effective support systems we need to understand who our children in care are, their ages, gender, race and religious backgrounds.

4.2 On the 31<sup>st</sup> March 2023 the demographic background of children in care was as follows;

**Table 1 Ages of children in care**

<b>Age Range</b>	<b>0-4</b>	<b>5-10</b>	<b>11-15</b>	<b>16 &amp;17</b>
<b>No. of Children</b>	42	37	81	79
<b>Prop of Care Pop</b>	18%	15%	34%	33%

4.3 Table 1 shows that Havering has a lower proportion of infants in care, with 67% being aged over 10 years of age, and by the end of 2024, 79 young people will have turned 18 and will have left care.

4.4 Table 2, below, shows the ages of children who entered and left care in 2022-23. The greatest number of children were those aged under five, which is primarily linked to safeguarding issues and the vulnerability of the child.

4.5 Although at 69, the greatest number of children entering care were aged over 11, there was only a net gain of 1 as 52 young people left as they became 18 and aged into the leaving care service.

**Table 2      Ages of children entering and leaving care**

<b>Age Range</b>	<b>0-4</b>	<b>5-10</b>	<b>11-15</b>	<b>16 &amp; 17</b>	<b>Total</b>
Entered Care	32	21	34	35	<b>122</b>
Left Care	18	26	18	87	<b>149</b>
Difference	+14	-5	+16	-52	

- 4.6 It should be noted that whilst children leave care at 18, Havering is responsible for care leavers up to the age of 25yrs, in line with leaving care legislation.
- 4.7 Over the past 5 years the gender of Havering’s children in care has averaged 56% male and 44% female, which is the same as the national data but slightly lower than our Outer London neighbours which averaged 59% and 41%.
- 4.8 The ethnicity of children in our care has also fluctuated over time, with the main group being children from a White British descent, which accounted for 66% in 2018, 55% in 2020 and 66% in 2023. Children from an Asian background have been consistent at 5%. However, there has been a gradual reduction of children from black backgrounds from 20% in 2019 to 10% in 2023. The ethnicity which has significantly grown as a proportion is children with mixed heritage, which rose from 8% in 2018 to 17% in 2023.
- 4.9 This information is important for the fostering service so they can target their recruitment strategy to provide foster carers to enable better matching with children’s individual demographics. Over 74% of our foster carers are from a White British background.



**Table 3 Ethnicity of Children in care**

	Percentage of Care Population	Percentage Foster Care Population
Asian/Asian British	4%	6%
Black/Caribbean/Black British	10%	17%
Mixed or multiple ethnic backgrounds	17%	3%
White	66%	74%
Other/Not Available	3%	0%

**Action:**

**Recruitment of foster carers and approvals needs to align with the ages of children entering care and their ethnicities.**

**5. Where Children Live**

5.1 On the 31<sup>st</sup> March 2023 Havering's children in care were living in a range of settings as shown in Table 4 below.

**Table 4 Homes where children live**

Care Type	Number of Children	
Fostering- Havering approved	77	183 in family-based care (77%)
Fostering- Connected Person	36	
Fostering- IFA	53	
Placed with Parents	17	
Children's Homes	31	56 in group care or supported living (23%)
Supported Living	23	
Other	2	
<b>Total</b>	<b>239</b>	

- 5.2 201 (84%) of Havering's children in care, live in Havering or within 20 miles of their home address. The 38 children who live further than 20 miles from their home address are placed further away as they need to access specialist services or their family members, who are their carers, live further away.
- 5.3 The proportion of children in care living with Havering based carers is shown below. Table 5 below shows the number of children in care and the proportion placed with carers who live within the borough.

**Table 5 Proportion of Havering children living in Havering provision**

	2018	2019	2020	2021	2022	2023
Children living with Havering based Carers	119	112	116	102	131	123
Total In Care	251	247	232	206	264	239
Proportion living with Havering based carers	47%	45%	50%	49.5%	49.6%	51.5%

- 5.4 Most of Havering's children in care (183), are living within a family care setting but the number of children living in a children's home has, as a proportion of children in care increased year on year since 2018 as shown in Table 6.

**Table 6 Proportion of children living in a children's home**

	2018	2019	2020	2021	2022	2023
Children living in children's homes	19	22	23	23	32	31
Total number of children in care	251	247	232	206	264	239
Proportion of children in care living in children's homes	7.6%	8.9%	9.9%	11.2%	11.4%	13.5%

- 5.5 As demonstrated above Havering has a high proportion of children living in children's homes.

### **Actions**

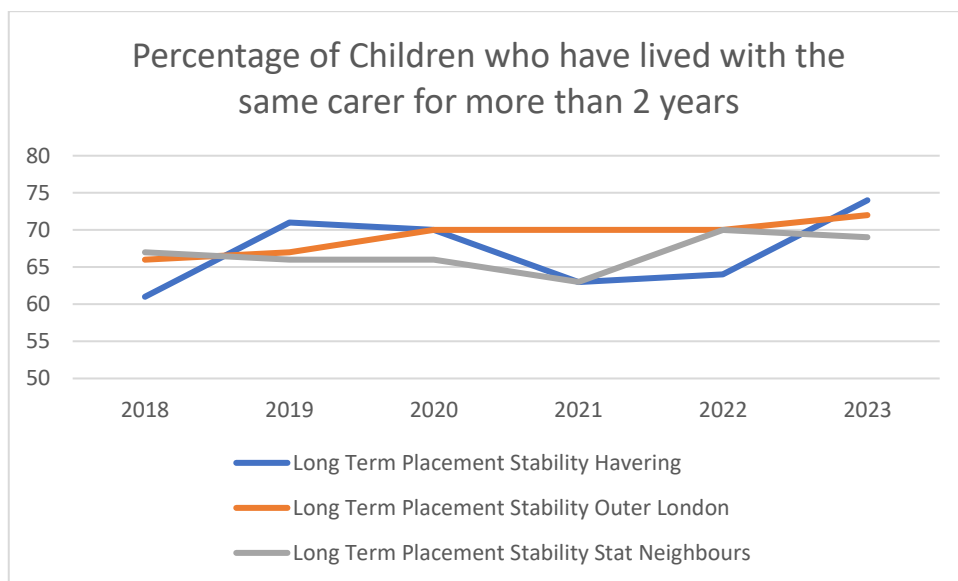
**Undertake an audit of children living in children's homes to understand their needs and how they could be managed within a family setting**

**Develop specialist family-based care to meet the identified needs following the audit.**

**6. Stability of Children in Care**

- 6.1 There are two measures of stability for children in care;
  - a. Long-term stability- Children who have been in care for at least 2.5 years who have been in the same arrangement for at least 2 years, and
  - b. Short-term stability- Children who have had 3 or more arrangements in the previous 12 months.
- 6.2 When measuring long-term stability, the bigger the number the more stable children are.
- 6.3 Havering’s performance when benchmarked against statistical neighbours and outer London councils is shown in Graph 4. It shows that from a poor position in 2018, there was a dramatic improvement during 2018/19 but there has been a reduction in more recent years until 2022/23 where performance was its best in recent history. The outer London councils have maintained a reasonable performance over the last three years, but all councils in this measure are under performing and councils should be aiming to maintain stability around the 75% level.

**Graph 4 Long-term placement stability**

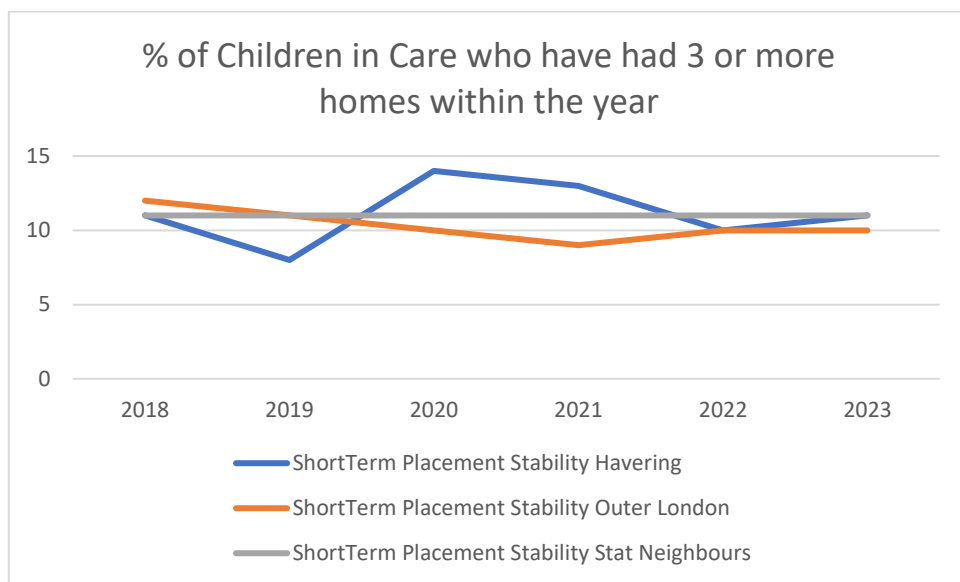


- 6.4 Our review of performance of short-term stability shows a fluctuating

trend as set out in Graph 5 below. During early 2022 new protocols were put in place to only allow moves to be agreed by the Assistant Director for Children’s Social Care and Havering’s performance improved to be in line with the other outer London councils.

6.5 When measuring short-term stability, councils aim to have fewer children moving homes, so the lower the % the better the performance. During 2020 – 2021 our performance on short term stability was the worst in London. However, since the changes made and the introduction of the Havering Access to Resources panel (HARP), Havering has improved significantly short –term stability and has maintained performance at around the 10% level for the past two years.

**Graph 5 Short term placement stability**



## **ACTION**

**We need to support children and their carers earlier to ensure children do not move placement unnecessarily**

### **7. Forecasting Future Demand**

7.1 Understanding and forecasting placement demand for children in care is not an exact science. There are a number of complex variables which need to be considered. These factors include positive preventative services such as;

- receiving good parenting as a child,
- engagement in education,

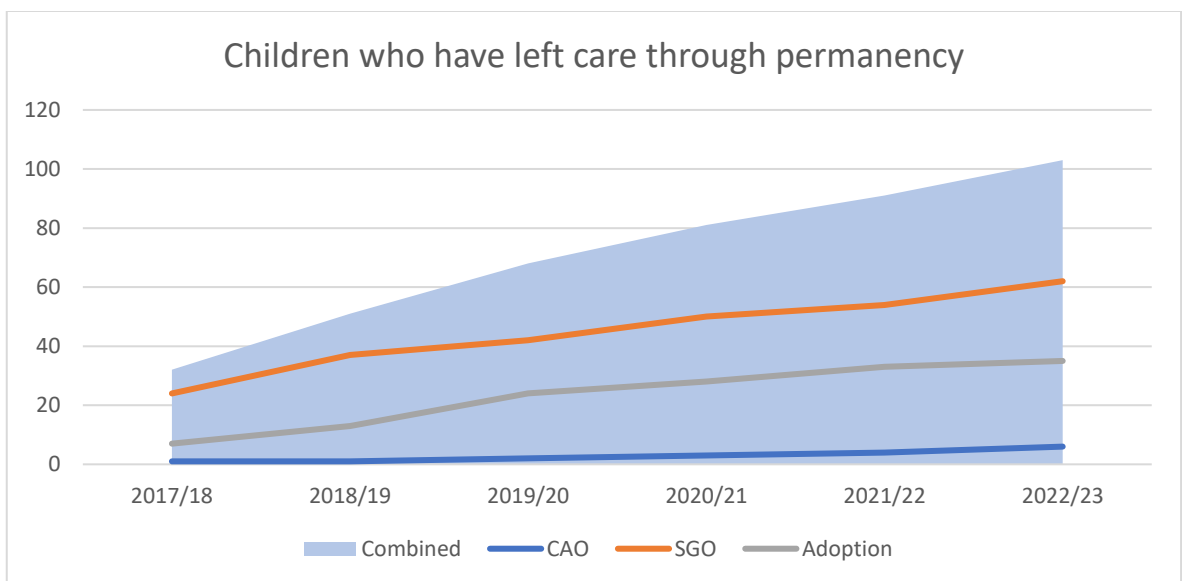
- positive supportive networks as young people become adults,
- early help in the community when a person becomes a parent, and
- responsive statutory services when help is required.

These services can mitigate risks linked to isolation, parental mental health, confidence, and skills etc. However, alongside these protective factors there are an equal number of risk factors that in some cases are difficult for children’s services alone to mitigate against. These include severe mental health difficulties, drug misuse, learning disabilities and harmful behaviours and most significantly poverty which we know is increasing in our communities.

7.2 There is a positive history of securing permanency for children in care through adoption and special guardianship orders.

7.3 The chart below shows the impact of this on the numbers of children who would otherwise have been in care. The accumulative effect of alternative orders has significantly reduced the number of children in care. Over 100 children have left care since 2018 to live with permanent families.

**Graph 6 Children who have secured permanence in families.**

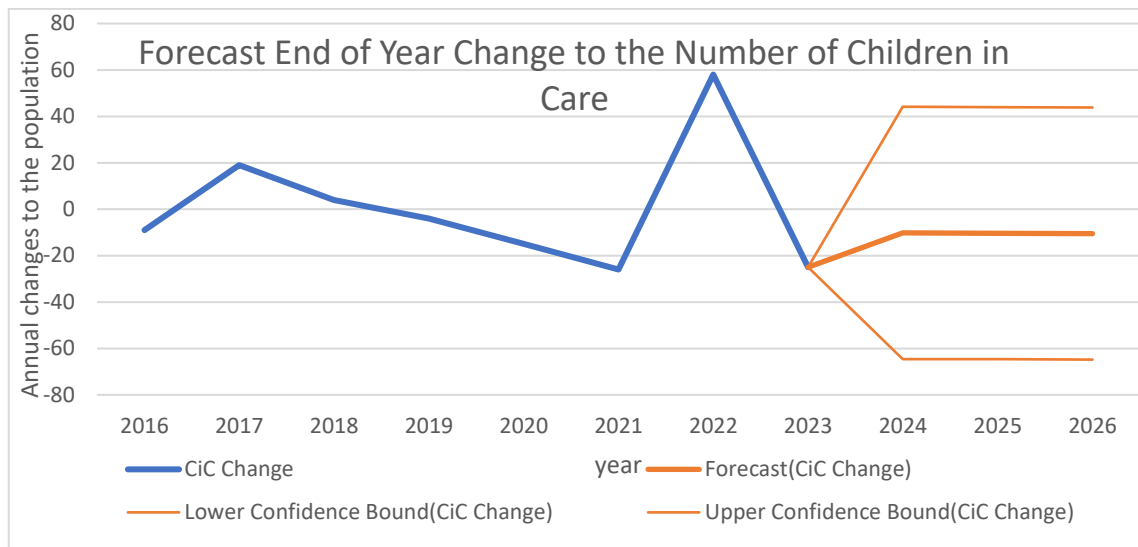


7.4 Therefore, when attempting to forecast future demand there must be an estimate of the effectiveness of the preventative services alongside the previous demand data.

7.5 As reported in Section 3.2 the care population at the end of March 2023 was the same as it was in March 2015, but in the intervening years it has fluctuated.

7.6 The forecast provided in Graph 7 is based upon the numerical differences at the end of each year since 2016.

## Graph 7 Estimating Havering's Future Children in Care Population



7.7 Graph 7 above shows that there is a possibility that with the right interventions we could see over the next 3 years, a reduction of 10 children per year, leading to a potential care population at the end of March 2026 of 209 children. However, as there is significant annual variation, it is also possible the population may rise to 283.

7.8 Alongside local children entering care, all councils are required to provide homes for children who are unaccompanied asylum seekers under the national transfer scheme. In 2022 the Government raised the proportion of UASCs each council would be responsible for to 0.1% of its children's population. For Havering this should be 58 asylum seeking children, currently Havering looks after 24.

7.9 As this is a new requirement the additional young people have not yet been factored into the growth forecast. However, it should be assumed that there will be an expected additional 34 asylum seeking children, and once the council reaches its expected number it should remain stable unless there is a growth in the population of children within the borough.

7.10 The next chapters will describe the types of care required, which in turn will help us to take a view on provision that we will require in future years.

**Action - To review and further develop the existing permanency planning process to ensure that plans for children enable them to achieve their long-term goals as within their timescales.**

## 8 Type of homes children in care live in

8.1 As at the 31<sup>st</sup> March 2023 the type of family-based carers and the number of Havering children they were caring for is set out in Table 7 below.

**Table 7 Havering children in foster homes**

Type of Foster Carer	No. of Carers	No. of Children Placed
Connected Person Foster Carer	30	36
Havering Approved Foster Carer	74	77
IFA Carer	35	49
<b>Total</b>	<b>139</b>	<b>162</b>

8.2 The annual national report of fostering in England provides a snapshot of fostering activity. The table below shows the number of approved fostering households for the Outer London region, with the maximum capacity of children they are approved for, alongside the number of children in care at the 31<sup>st</sup> March 2022.

8.3 Approved fostering households does not include connected/kinship carers.

8.4 The table shows the capability of councils to provide the required fostering provision for its children in care population. Havering's performance is the median of 44% for the region, with the maximum capacity of 115 children.

8.5 Although the table shows that Havering can offer homes to a maximum of 115 children, the reality is 77 children are currently within these fostering households. Further understanding of the Havering fostering offer is required in order to maximise utilisation.

**Table 8 Fostering in Outer London Councils March 2022**

Council	No. of Council Approved Fostering Households	Max. Capacity of Children	Children In Care	Max. Proportion of demand
Hounslow	95	165	296	58%
Ealing	85	145	328	44%
Hillingdon	50	100	408	25%
Bi-Borough	65	105	262	40%
Merton	65	125	122	102%
Harrow	50	110	188	56%
Barnet	85	140	333	42%
Barking & Dagenham	130	290	413	70%
<b>Havering</b>	<b>70</b>	<b>115</b>	<b>264</b>	<b>44%</b>
Redbridge	55	95	287	33%
Bexley	75	155	234	66%
Bromley	100	180	328	55%
Croydon	165	300	550	55%
Greenwich	90	170	459	37%
Enfield	120	205	386	53%
Sutton	45	75	236	32%
Brent	65	100	341	29%
Waltham Forest	80	115	329	35%

8.6 Havering purchases foster care for 49 children from Independent Fostering Agencies (IFA's). These arrangements are currently necessary to meet the demand placed on our children's services to identify family-based care. Of these 49 children and young people, 33 are living outside of Havering with a total of 19 foster carers. There appears to be very little difference in the level of need or complexity, of the children placed with Independent Fostering Agencies and our own foster carers.

8.7 Analysis of the local independent fostering sector undertaken in July



2023 shows that 16 IFAs have a presence within the borough. There are 49 IFA fostering households. These families are approved to look after a maximum of 97 children. Havering has 16 children living with these carers, therefore, the council is utilising only 16.5% of the available local IFA capacity.

- 8.8 The combined total of approved foster carers in Havering is 153.
- 8.9 The council was formerly part of the London Councils' contract for fostering. This informal contracting process ceased to operate on 31<sup>st</sup> March 2023. It is assumed that previous contracting relationships continue as a legacy contract. Since 1<sup>st</sup> April the council has contracted foster care using the terms and conditions of the provider, and all children are placed on a spot contract.
- 8.10 Havering's neighbouring council, Newham, has created a dynamic purchasing system for fostering and children's home provision. This system allows other councils to participate and benefit under the framework.

**Actions:**

**Undertake an analysis of Havering's foster carers to understand capacity and develop an internal performance management process for utilisation.**

**Create strategic partnerships with local IFAs so more children can be placed within the borough.**

**Join Newham Council's Dynamic Purchasing System**

**9. Children's Homes**

- 9.1 Havering currently does not operate any children's homes.
- 9.2 Havering is the lead council for the North East London residential project.
- 9.3 The North-East London Commissioning Partnership (NELCP) is a strategic partnership between seven London boroughs and two independent children's homes providers.
- 9.4 The partnership began work on co-producing a model of local residential care for children in 2017/18. Department for Education (DfE) funding from the Children's Social Care Innovation Programme supported the project through to the procurement stage.
- 9.5 At the 31<sup>st</sup> March 2023, 7 Havering children were living in this project.
- 9.6 There were another 22 children living in 20 separate residential children's homes, operated by 16 different companies.
- 9.7 There are 8 private children's homes operating in Havering, offering a

maximum of 39 children a home. These 8 homes are operated by 7 different companies.

- 9.8 On the 31<sup>st</sup> March 2023 Havering was utilising 2 of these places.
- 9.9 Apart from the NELCP contract the council does not have a formal contract for children's home purchasing. As with fostering, the council was formerly part of the London Councils' contract. From 1<sup>st</sup> April 2023 any children who have lived in a children's home has done so on a spot contract basis under the terms and conditions of the provider.

**Actions:**

**The council needs to develop commercial relationships with local children's home providers to create local capacity.**

**The council needs to consider developing its own children's home provision. This includes identifying a cohort of children the service will be designed for.**

**Join Newham's Dynamic Purchasing System for children's homes.**

## **10. Supported Accommodation for Care Leavers**

- 10.1 As the young people growing up within our care get older, the focus of the care and support given by carers is for our young people to be prepared to move into more independent living in our communities. For most of our young people this will take place in their fostering and/ or family living settings. Where appropriate, our social work and fostering team will work to support young people remain within their fostering family setting through Staying-Put arrangements.
- 10.2 For a relatively small number of our young people they will leave their children's home or fostering arrangement after they are 16 and will live within supported accommodation. We currently support this through commissioning supported accommodation from the independent sector.
- 10.3 The council does not currently have a framework for contracting supported accommodation. However, it is in the process of developing a Dynamic Purchasing System (DPS) which will allow for better management of the market. We have several local providers we have been working with for a number of years.
- 10.4 In November 2023, new regulations for supported accommodation were introduced. Within Havering there are 30 OFSTED registered supported accommodation addresses, with 10 offering single occupancy accommodation, and 20 offering shared living. In total

there is a capacity for 113 young people.

**Actions:**

**Finalise the Havering Supported Accommodation DPS.**

**11. Services for Children with Special Educational Needs and Disabilities**

11.1 Most children and young people with special educational needs and disabilities can have their needs met through local mainstream education and universal services. However, some children and their families need additional assistance. Havering has published its Local Offer for children and young people up to the age of 25, in line with the SEND Code of Practice 2014.

11.2 Universal services include children's centres, nurseries, play services, after school clubs, sports and leisure and youth services.

11.3 However, when children and their families require more support Havering has created a range of short breaks provision, which enable children to have fun and develop independence, and provide their families with an opportunity to have a break from caring and spend more time with other family members.

11.4 To be eligible for a short break the child needs to be aged under 18, be a resident of Havering and have a diagnosed disability or impairment that would define them as a disabled person under the Equality Act 2010 including a physical or sensory impairment, learning disability, Autism Spectrum Disorder, challenging behaviour as a result of a disability, complex health needs and those with palliative, life-limiting or life threatening conditions

11.5 During 2023/24 865 children have received short break support. Of these 411 have received a Direct Payment, 187 children have participated in FIG, which is a weekend and holiday short break scheme and 28 children accessed a total of 937 nights of overnight short breaks. Some of the overnight short breaks takes place within the family home, with carers providing overnight support. A small number of children receive overnight support outside of the family home.

**12. Commercial Relationships with Care Providers**

12.1 The council purchases care for 102 children from 46 different companies. Table 9 below shows the number of providers by care type.

**Table 9 Children in Care and Providers**

Care Type	Number of Children	Number of Companies
IFAs	49	20
Children's Homes	29	17
Supported Accommodation	24	10
Total	102	47

12.2 Apart from the block contract relationship with Woodford, the council has no meaningful commercial relationship with any individual provider. For instance, with regard to fostering, the maximum spend with one provider is £370k annually out of a total spend of £3m. Over 50% of the IFAs which we use, the expenditure is less than £50k per year.

12.3 The NELCP provides the majority of children's home provision for Havering with an annual spend of approximately £1.7m.

12.4 For the remaining children there is a similar picture for children's homes as there is with fostering. There is one provider who we spend £1.7m with annually and 12 others that we spend £4.3m. For the 12 providers there is no commercial relationship, and they are not dependent upon the council for their income.

12.5 As identified in Sections 7 and 8, there is significant provision within the borough, which is not used by the council. This means that Havering's children are required to live outside of their home area and access services provided by others. It also means that Havering is home to a significant number of children from other council areas.

12.6 On March 31<sup>st</sup> 2022 there were 221 children from other councils living in Havering, at the same time we needed to place 133 children in other council areas. There is sufficient care provision within Havering to reduce the need to place children further away if we create commercial relationships with these providers.

**Actions:**

**Create strategic partnerships with local care providers.**

**Increase the number of children who are living in homes in Havering by creating commercial relationships with local providers.**

**To host Provider Events so the council can describe to the market**

the needs of children and young people.

### 13. Expenditure and Unit Cost of Care

13.1 The council is responsible for the care of over 400 children per year, and they live in a variety of internal and externally provided homes. The Table 10 shows the expenditure by care type over the past two years.

**Table 10 The Cost of Care**

Care Type	2021/22	2022/23
Havering Foster Carers	£2,172,347	£2,656,460
Connected Carers	£717,400	£897,815
IFAs	£2,326,710	£2,700,304
Private Children's Homes	£4,603,571	£6,028,749
Supported Accommodation	£2,039,054	£2,142,347
<b>Total Spend</b>	<b>£11,859,082</b>	<b>£14,425,675</b>

13.2 To understand the expenditure it is important to understand the actual number of services we have purchased. Table 11 shows the number of bed nights which were used in 2021/22 and 2022/23. This data comes from recording on LCS. This may lead to slight errors when measured against what is spent, as sometimes children can move home during notice periods.

**Table 11 Bed Utilisation Night Data**

Care Type	2021/22	FTE of Children	2022/23	FTE of Children
Havering Foster Carers	26,561	73	28,836	79
Connected Carers	12,450	34	14,930	41
IFAs	21,031	58	20,881	57
Other LA Fostering	367	1	65	0.2

Private Children's Homes	9,510	26	10,111	28
Supported Accommodation	12,149	33	9,974	27
<b>Total Bed Nights</b>	<b>82,068</b>	<b>225</b>	<b>84,797</b>	<b>232</b>

13.3 Table 11 above only includes children where there are payments for their care. There may be children who are subject to care orders who have been placed with their parents under Placement with Parents regulations where there would be no payment).

13.4 Table 11 shows a small increase in the number of children the council is responsible for, a total growth of 7 children. There was a real terms reduction of children living with private sector foster carers and supported accommodation providers in this period.

13.5 The importance of understanding the two tables above is to calculate the unit cost of care. Table 12 below shows the unit cost of each care type during 2022/23. The Havering fostering and connected carers unit cost is linked to payments, not the cost to provide the service.

Table 12 Unit Cost of Care 2022/23

Care Type	Bed Nights Used	Total Cost	Unit Cost/Week
Havering Foster Carers	28,836	£2,656,460	£644.86
Connected Carers	14,930	£897,815	£420.94
IFAs	20,881	£2,700,304	£905.23
Private Children's Homes	10,111	£6,028,749	£4,173.80
Supported Accommodation	9,974	£2,142,347	£1,503.55
	<b>84,797</b>	<b>£14,425,675</b>	<b>£1,190.84</b>

13.6 The unit cost for children's home accommodation increased dramatically from £3,400 per week to £4,174. This reflects the

analysis of Andrew Rome, within his annual report for the Local Government Association <sup>1</sup> and through the Competition and Markets Authority Report 2022<sup>2</sup> and the National Care Review undertaken by Josh McAllister<sup>3</sup>.

#### **14. Actions to Meet Demand**

With the current demand pressures and complexities mentioned, to meet the demand for Havering's children there are a number of strands of work we need to observe, action, and bring together. These can be highlighted throughout this strategy and forms the basis for the following action plan.

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<sup>1</sup> <https://www.revolution-consulting.org/2023/10/23/profit-and-debt-in-childrens-social-care-there-are-solutions/>

<sup>2</sup> [Final report - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/114444/final-report-2022.pdf)

<sup>3</sup> [The-independent-review-of-childrens-social-care-Final-report.pdf \(nationalarchives.gov.uk\)](https://www.nationalarchives.gov.uk/documents-and-images/the-independent-review-of-childrens-social-care-final-report/)

## Sufficiency Strategy Action Plan

Action	What will it deliver	Who is responsible	Comp Date
Social Workers IROs and Foster Carers have trauma informed training, and we can reflect this in children's plans	Everyone better understands the needs of children and there are fewer placement breakdowns.	Social Care Academy	April 2025
A greater number of foster carers are recruited from Global Majority backgrounds	More children can live with families with similar ethnic backgrounds and children can remain within the borough in matched placements	Fostering Recruitment Manager	April 2025
Undertake an audit of all fostering capacity within the council	Maximisation of the number of children able to live within Havering foster homes	Joint Commissioning / Fostering Manager	March 2024
Undertake an audit of children living in children's homes to understand their needs	To identify the opportunity to develop a higher skills level fostering option, to keep children within families	Joint Commissioning	December 2023
Develop strategic partnerships with local fostering agencies and children's homes	To provide more local homes for children to live in and negotiate better unit costs	Joint Commissioning	April 2024
Join Newham's DPS for all care provision	To provide the council with contract security and reduce the current risk of breaching procurement regulations	Joint Commissioning	April 2024
Review of the permanency	Children leave care through long term arrangements such	Head of Service Corporate	December 2023



planning process	as adoption or SGO	Parenting	
To host quarterly Provider Forums	The council is able to communicate with the market effectively in order to meet the needs of children	Joint Commissioning	April 2024
Develop an options appraisal for Havering developing its own children's homes	Children requiring residential care can remain in Havering	Joint Commissioning	April 2024

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## CABINET

**Subject Heading:**

**1<sup>st</sup> Quarter Revenue and Capital Monitoring Report 2024/25**

**Cabinet Member:**

**Councillor Chris Wilkins (Cabinet Member for Finance)**

**ELT Lead:**

**Kathy Freeman**  
Strategic Director of Resources

**Report Author and contact details:**

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**Policy context:**

The report provides an update on the revenue and Capital monitoring position of the Council at 30<sup>th</sup> June 2024

**Financial summary:**

This report includes:

- Background to the 24/25 revenue budget
- Analysis of Service budget monitoring position and associated risks
- Update on savings delivery for 2024/25
- Capital 1<sup>st</sup> quarter position for 24/25

**Is this a Key Decision?**

No

## **1. Executive Summary**

- 1.1. This Report sets out the period 3 revenue and capital monitoring position for the Council and includes commentary on the variances to budget by service. The report also includes an update on corporate items and progress on delivery of savings. The report has a section on the progress on the capital programme as at 30<sup>th</sup> June 2024

## **2. RECOMMENDATIONS**

- 2.1. Councillors are asked to note the revenue monitoring position for the Council and the financing of the overspend (section 8 of the report)
- 2.2. Councillors are asked to note the Capital monitoring position for 24/25 as set out in section 9 of this report
- 2.3. Councillors are asked to note the progress towards delivery of the 2024/25 savings as set out in section 6.4 of this report

## **3. BACKGROUND**

- 3.1. The Council has faced significant financial challenges over the last few years caused by a combination of underfunding from Central Government and rapidly increasing demographic demand. Havering is an efficient Council with low unit costs in comparison to its neighbours and has a proven track record of setting balanced budgets over many years.
- 3.2. Havering has always had a large proportion of older people in its population but in recent years has also had the 4<sup>th</sup> fastest growing child population in the country. This has placed increased pressures on the Social Care budgets both through sharply increasing unit costs but also an increase in the number of LAC children the Council has a statutory duty to support. At the same time the Government funding distribution formulae has not been updated for over 10 years resulting in Havering not receiving its fair share of the funding available.
- 3.3. The Government have provided additional funds for Social Care over the last few years but it is nationally recognised that this has been inadequate to meet the rapidly rising demand Councils are facing. For Havering this shortfall has been magnified by the continued use of distribution formulae based on relative need from over 10 years ago rather than more up to date data such as the 2021 census.
- 3.4. These factors have contributed to Havering needing to include over £66m of pressures in setting the 2024/25 budget. The Council was able to identify £15m of savings which together with additional Government grant and an increase in Council Tax brought the budget gap down to £32.5m. The budget was balanced using a capitalisation directive which has been provisionally agreed by the Government.

3.5. The Capitalisation directive is subject to certain conditions including a financial review and the development of an improvement plan. This has however allowed the Council to set a balanced budget for 2024/25 which ensures the continuation of high quality services for the public. This report sets out the monitoring of the revenue budget including the potential drawdown and financing of the Capitalisation directive.

#### 4. PERIOD 3 REVENUE MONITORING POSITION

4.1. This section sets out the projected 1<sup>st</sup> quarter revenue monitoring position for 2024/25. The paragraphs below set out department commentary on the current variances. The Councils budget for 2024/25 was set using the assumption that a £14m Capitalisation direction would be required to balance the budget.

4.2 The table below summarises the budget position at period 3 and shows a projected £32.3m overspend including the planned £14m capitalisation direction. This level of overspend unless mitigated through the remainder of the year would mean virtually the full extent of the £32.5m capitalisation directive would be needed to balance the budget at year end.

Service Budgets	Original Budget £m	Growth Allocated £m	Revised Budget £m	Period 3 Projection £m	Period 3 Variance £m
Resources - Strategic Directorate	12.2	0.0	12.2	12.9	0.7
People – Strategic Directorate	124.3	31.4	155.7	170.2	14.5
Place - Strategic Directorate	10.7	2.5	13.2	16.3	3.1
OneSource Shared	9.9	2.0	11.9	11.9	0.0
<b>Total Service Budgets</b>	<b>157.1</b>	<b>35.9</b>	<b>193.0</b>	<b>211.3</b>	<b>18.3</b>
Pay award (Based on latest offer)	0.0	3.0	3.0	4.0	1.0
Treasury Mgt. & Capital Financing	11.9	0.0	11.9	10.9	-1.0
Other Corporate budgets (inc grants)	-5.7	9.7	4.0	4.0	0.0
<b>Corporate Total</b>	<b>6.2</b>	<b>12.7</b>	<b>18.9</b>	<b>18.9</b>	<b>0.0</b>
<b>Total Planned spend</b>	<b>163.3</b>	<b>48.6</b>	<b>211.9</b>	<b>230.2</b>	<b>18.3</b>
Growth	48.6	-48.6	0.0	0.0	0.0
Budget Capitalisation direction	-14.0	0.0	-14.0	0.0	14.0
<b>TOTAL CUMULATIVE OVERSPEND</b>	<b>197.9</b>	<b>0.0</b>	<b>197.9</b>	<b>230.2</b>	<b>32.3</b>

4.3 The Council fully recognises the seriousness of the budget position and is working hard to mitigate the overspend. Tight spending controls are in place and actions include:

- Recruitment board to review new posts
- Review of all agency expenditure
- Review and reduction in the use of P.Cards
- Boards set up across departments to control and review spend
- Panels set up to review social care placements
- Review of all service areas to identify in year savings and efficiencies
- Joint working with Health to ensure costs are appropriately shared
- Review of existing and forthcoming contracts
- Project work to identify and realise housing solutions to mitigate temporary accommodation pressures
- Lobbying the Government to recognise the shortfall in funding was a significant factor in the recent OFSTED outcome

4.4 **People Services** are reporting a £14.5m overspend with pressures falling across all three main service areas. The paragraphs and table below summarise the position.

	<b>Original Budget (M)</b>	<b>Growth Applied (M)</b>	<b>Revised Budget (M)</b>	<b>Forecast (M)</b>	<b>Variance (M)</b>
Starting Well	53.7	13.2	66.9	73.7	6.8
Ageing Well	36.4	9.1	45.5	49.4	3.9
Living Well	34.2	9.1	43.3	47.1	3.8
	<b>124.3</b>	<b>31.4</b>	<b>155.7</b>	<b>170.2</b>	<b>14.5</b>

- 4.4.1 Starting Well are reporting a £6.8m variance to the budget position after growth had been applied. A proportion of the variance is as a result of the staffing changes required to meet the recommendations of the recent OFSTED report. The Council is lobbying the Government to recognise and support these additional costs. There is also a further rise over the anticipated levels of looked after children requiring residential placements and the number of children with disabilities requiring support. Home to school transport costs continue to rise driven by sharply increasing demand.
- 4.4.2 Ageing Well are reporting a £3.9m variance to budget at period 3. The overspend is partially through difficulty in delivery of a number of savings as set out in section 6.4 of this report but also more significantly through continued sharp increases in weekly costs of packages. The average weekly costs of nursing placements in particular has risen sharply driven in part by inflation following the national living wage increase but also by the increased complexity of some of the placements. The Council continues to work closely with Health over the costs and joint responsibility of these placements
- 4.4.3 Living Well are reporting a £3.8m overspend on their budget at Period 3. The Living well pressure is split £2.7m relating to Social Care and £1.1m relating to Housing Demand. The Social Care overspend relates to an increase in the number of users with learning disabilities receiving supported living and also general weekly cost increases driven by the national living wage increase. Within Housing Demand the numbers presenting as homeless continues to rise and there has been a further reduction in the number of PSL's available to the Council. The Chalkhill new properties are now expected to become available from October onwards which are expected to help meet demand

4.5 **Place Services** are projecting a £3.1m overspend as set out in the table below

	<b>Original Budget (M)</b>	<b>Growth Applied (M)</b>	<b>Revised Budget (M)</b>	<b>Forecast (M)</b>	<b>Variance (M)</b>
Environment	7.4	1.4	8.8	11.2	2.4
Housing and Asset mgmt	0.6	0.2	0.8	1.4	0.6
Planning and Public Protection	2.7	0.9	3.6	3.7	0.1
<b>Total</b>	<b>10.7</b>	<b>2.5</b>	<b>13.2</b>	<b>16.3</b>	<b>3.1</b>

- 4.5.1 Environment are reporting a £2.4m overspend which is primarily relating to Parking Services. The opening budget included £1.4m growth which was expected to mitigate a historic imbalance in the parking income budget. Income levels since the budget was agreed in January have been lower than anticipated resulting in a £1.5m pressure. It should be noted that the fee increase implemented in April are largely on track to deliver the anticipated savings in the budget report. Income will continue to be monitored closely through the remainder of the year. There is also a pressure due to the delayed procurement of the new highways contract (£0.8m) and a small pressure due to a shortfall income on green waste collection.

4.5.2 Housing and Asset management are reporting a £0.6m overspend which is partly due to delays in realising running cost savings on Mercury House and partly due to a shortfall in rental income from the Hilldene shopping centre as a result of the regeneration works underway.

4.6 **Resources** are reporting a £0.7m overspend at Period 3

	<b>Original Budget (M)</b>	<b>Growth Applied (M)</b>	<b>Revised Budget (M)</b>	<b>Forecast (M)</b>	<b>Variance (M)</b>
Public Health	-1.1	0.0	-1.1	-1.1	0.0
Communications	1.0	0.0	1.0	1.0	0.0
Customer Service	3.8	0.0	3.8	3.7	-0.1
Finance	5.1	0.0	5.1	5.2	0.1
Partnership Impact and Delivery	1.8	0.0	1.8	2.3	0.5
Human Resources	2.2	0.0	2.2	2.2	0.0
Non Shared budgets	0.2	0.0	0.2	0.4	0.2
<b>Total</b>	<b>13.0</b>	<b>0.0</b>	<b>13.0</b>	<b>13.3</b>	<b>0.7</b>

4.6.1 The main are of overspend is Partnership impact and delivery due to a slippage on the planned £0.25m integration saving and further pressures due to agency cover and other additional staffing costs £0.2m

## 5. CORPORATE BUDGETS AND CONTINGENCY

5.1 The Council had a number of Corporate items which will be reported on during the year. These items are shown in the table below.

	<b>Revised Budget (M)</b>	<b>Forecast (M)</b>	<b>Variance (M)</b>
Levies	18.9	18.9	0.0
Contingency	1.0	1.0	0.0
2024/25 Pay award	3.0	4.0	1.0
Treasury management	11.9	10.9	-1.0
Grants and other Corporate budgets	-15.9	-15.9	0.0
<b>Total</b>	<b>18.9</b>	<b>18.9</b>	<b>0.0</b>



- 5.2 The Council maintains a £1m contingency which at this stage of the financial year is assumed to be required. If there is no draw on this over the forthcoming months then this will be released to support the overall financial position. The Council also currently has a planned £5m contribution to general reserves within its budget in order to help build up general balances towards a target level of £20m.
- 5.3 The Council budgeted for an assumed 3% pay award in its most likely scenario planning when the budget was set. The pay award is nationally negotiated and the latest national pay offer will cost an estimated £1m more than the budget originally set aside. This is shown as a corporate variance. The final pay agreement is yet to be made and so there is a risk that the final position will be a larger variance.

#### **5.4 Treasury Management:**

- 5.4.1 The Council maintains Treasury budgets to finance the interest and repayment costs of the Capital programme. The Treasury budget also includes a budget for interest receivable from the Councils short term deposits. The budgets are prudent and assume borrowing based on the Capital programme running to the profile set out in the February Capital strategy report.
- 5.4.2 The Council is currently forecasting a £1m underspend on treasury management at quarter 1 primarily through a reduction to the minimum revenue provision (MRP) the Council needs to set aside to repay borrowing compared to the anticipated figure when the budget was set. Delays to the capital programme whilst detrimental to the Council's overall plans will result in a further underspend on the treasury budget and this will be closely monitored as the year progresses.
- 5.4.3 The Council at present is still able to invest short term deposits at an overnight rate in excess of 5%. Were this to continue through the year this will also result in an underspend but at this stage there is uncertainty over whether interest rates will come down. This will be monitored closely and updated through the year.

## **6 Update on Delivery of Savings**

- 6.1 The 2024/25 budget included £15.349m of savings proposals to be delivered. The Council also prudently included a £3.1m provision against those savings but is fully committed to full delivery which would enable this budget to be released. The savings are presented in the table below:

<b>PROGRESS ON 24/25 SAVINGS</b>	<b>Green (M)</b>	<b>Amber (M)</b>	<b>Red (M)</b>	<b>TOTAL (M)</b>
PEOPLE	1.650	2.698	1.553	<b>5.901</b>
PLACE	2.085	0.427	0.450	<b>2.963</b>
RESOURCES	0.969	0.150	0.130	<b>1.249</b>
CORPORATE	5.236	0.000	0.000	<b>5.236</b>
<b>TOTAL SAVINGS</b>	<b>9.941</b>	<b>3.275</b>	<b>2.133</b>	<b>15.349</b>

6.2 The majority of savings are on track to be delivered with £9.9m rated at this stage as green. In addition to this a number of the savings currently amber are also expected to be on track and are classified amber purely as they are reliant on actions through the remainder of the year. There are currently £2.1m of savings which are not on track which are listed below together with reasons for why they are not on track.

<b>Red Saving</b>	<b>Amount</b>	<b>Commentary</b>
Review of social care provider services (Adults)	0.500	This was linked to building/buying residential care settings and commissioning a provider to deliver services - this is no longer achievable and a replacement saving is being sought
Acquisition of land and buildings from Notting Hill JV	0.131	Unlikely to be delivered this year - principle is Notting Hill sells assets to council
Review of transition cases (Adults)	0.500	Saving assumed cost reductions in Living Well ASC clients, There is a plan in development but the saving won't be delivered in 2024/25 - replacement saving options are being modelled
Full review of Early Help Provision	0.422	The proposals will be reviewed following the Ofsted judgement but will not be delivered in 2024/25
Review of funding to the HVS and CAB	0.130	Saving will no longer proceed in 2024/25
Parking Services – options for delivery	0.150	Options being considered but saving will not be delivered in 2024/25

<b>Red Saving</b>	<b>Amount</b>	<b>Commentary</b>
Highways Procurement	0.125	Delayed procurement has impacted in year delivery. Full impact should be realised in 2025/26
commercial waste service	0.025	Saving will no longer proceed in 2024/25
Alternate Weekly Collections & Containerisation	0.150	Consultation on options being considered but not change to service in 2024/25
<b>TOTAL</b>	<b>2.133</b>	

## 7 EARMARKED AND GENERAL RESERVES

- 7.1 The Council's levels of Earmarked and General Reserves are monitored closely and will be reported on through the financial year. The Council currently has £10.2m of General balances and has budgeted to increase this value to £15.2m in 2024/25. The Council is committed to building general reserves up to £20m in the medium term to safeguard against future risks and uncertainties
- 7.2 The Council held £35.1m of General Fund Earmarked reserves at 31<sup>st</sup> March 2024. These reserves are split into three main areas being Risk, Contractual and Service projects as displayed in the table below.

<b>RESERVES</b>	<b>23/24 Opening Balance £m</b>	<b>Drawdown during 23/24 (£m)</b>	<b>23/24 Outturn Balance £m</b>
General Balances	8.2	2.0	10.2
Risk Mitigation Reserves	16.7	(3.2)	13.5
Contractual Reserves	12.4	(1.9)	10.5
Internally Earmarked Projects	10.5	0.6	11.1
<b>TOTAL</b>	<b>47.8</b>	<b>(2.5)</b>	<b>45.3</b>

- 7.3 These reserves are kept under constant review and the Council fully recognises the need to maintain Risk and contractual reserves to offset future risk. In provisionally agreeing the exceptional financial support for 2023/24 and 2024/25 the Government fully

recognised and agreed with the need to maintain reserves and balances at a level to safeguard the Council in the future.

## **8. FINANCING THE COUNCILS REVENUE OUTTURN POSITION**

- 8.1 The revenue outturn position set out in this report is a potential overspend of £32.3m. The Council will continue to apply strict spending controls and review services for efficiencies with the aim of improving this position by year end. The budget set in March included provisional agreement from the Government to apply a capitalisation direction of up to £32.5m to mitigate the overspend.
- 8.2 At the end of the financial year the Council will review the adequacy of its reserves and balances and will apply any surplus reserves to improve the outturn position. Given the reported overspend it is likely that the Council will need to utilise the capitalisation direction to mitigate the outturn overspend. The Council will review the financing of the capitalisation direction at this time with decisions being based on the level of capital receipts available and the potential impact on the Capital Financing requirement. (CFR).

## **9. THE CAPITAL PROGRAMME 1<sup>st</sup> QUARTER POSITION**

- 9.1 The 1<sup>st</sup> quarter position on the Capital Programme is set out in Appendix 1 of this report. The 2024/25 Capital budget is £421.2m which is comprised of the Original budget of £342m agreed in the February Council report and £79m of slippage brought forward from 2023/24.
- 9.2 Since the budget was set last February all schemes have been reviewed and some of the spend on the programme has been re-profiled to later years. These schemes will still be delivered but the revised profiling is a more accurate reflection of the expected spending pattern. As a result, the Council is now expecting to spend £238.9m on Capital this year.
- 9.3 The Capital programme is expected to deliver significant benefits this year including:
- £28m on improvements to our schools
  - £19m on improvement and investment in our roads, parks and waste vehicles
  - £170m investment in Housing and Property across the general fund regeneration programme and the HRA to invest in both new Housing developments and our existing stock

## **10 IMPLICATIONS AND RISKS**

### *Financial Implications and Risks*

This report sets out the financial position of the Council and the implications of that are set out in the body of the report. Detailed financial monitoring of the Councils budget

enhances transparency of the Councils current financial position which will assist future budget planning

#### *Legal Implications and Risks*

Under S151 of the Local Government Act 1972 a local authority has to make proper arrangements for the administration of its financial affairs.

Under S 28 of the Local Government Act 2003 a local authority has to review its budget calculations from time to time during the financial year and take appropriate action if there is any deterioration in its budget.

The Council is under a duty to "make arrangements to secure continuous improvement in the way in which its functions are exercised, having regard to a combination of economy, efficiency and effectiveness." s 3 Local Government Act 1999. As part of that process it must consult tax payers, those who use or are likely to use services and others who may have an interest in an area where the Council carries out its functions.

#### *Human Resource Implications and Risks*

There are no immediate Human Resource implications or risks arising from the report at this stage and any specific workforce impact is difficult to assess at the present time. However, any current or future savings proposals or changes to the funding regime that impact on staff numbers or job roles, will be managed in accordance with both statutory requirements and the Council's Organisational Change policy and associated procedures.

Equalities and Social Inclusion Implications and Risks - There are no immediate Equalities and Social Inclusion implications arising from the report

## APPENDIX 1 – CAPITAL MONITORING UPDATE Quarter 1

### 1. CAPITAL MONITORING

- 1.1. The Capital programme for 2024/25 through to 2027/28 was agreed at Council in February 2024. Since then slippage from 2023/24 has been added as per the capital outturn report and there have been some additions to the programme resulting in a summary programme as set out in the table below.

Summary of Existing Capital Programme	Previous Year's Budget £m	2024- 25 Budget £m	2025-26 Budget £m	2026-27 + Budget £m	Total Budget £m
Ageing Well	4.727	7.099	0.000	0.000	11.826
Living Well	34.962	1.428	0.375	3.078	39.843
Starting Well	2.223	31.381	17.000	19.000	69.605
<b>People</b>	<b>41.912</b>	<b>39.908</b>	<b>17.375</b>	<b>22.078</b>	<b>121.274</b>
Environment	25.680	20.977	7.854	14.000	68.511
Housing & Property (GF)	44.442	133.597	147.007	129.882	454.928
Housing & Property (HRA)	358.767	214.050	161.102	554.962	1288.881
Planning & Public Protection	0.201	1.499	0.000	0.000	1.700
<b>Place</b>	<b>429.090</b>	<b>370.122</b>	<b>315.963</b>	<b>698.844</b>	<b>1814.020</b>
Customer Services	7.077	0.343	0.000	0.000	7.419
Finance	0.104	2.587	0.000	0.000	2.691
Partnership Impact and Delivery	6.761	7.926	10.421	0.000	25.109
Resources - Public Health	0.012	0.325	0.000	0.000	0.337
<b>Resources</b>	<b>13.954</b>	<b>11.181</b>	<b>10.421</b>	<b>0.000</b>	<b>35.556</b>
<b>Grand Total</b>	<b>484.956</b>	<b>421.212</b>	<b>343.759</b>	<b>720.923</b>	<b>1970.850</b>

GF / HRA Split	Previous Years Budget £m	2024- 25 Budget £m	2025-26 Budget £m	2026-27 + Budget £m	Total Budget £m
General Fund	126.189	207.162	182.657	165.960	681.969
Housing Revenue Account	358.767	214.050	161.102	554.962	1288.881
<b>Grand Total</b>	<b>484.956</b>	<b>421.212</b>	<b>343.759</b>	<b>720.923</b>	<b>1970.850</b>

- 1.2. Financing - The Council finances its capital expenditure through a combination of resources both internal and externally generated. Each funding stream is considered in terms of risk and affordability in the short and long term. The current and future climates have a significant influence on capital funding decisions. As a result, the planned disposals and borrowing costs are kept under regular review to ensure timing maximises any potential receipts or reduces borrowing costs.

- 1.3. Excluding previous years spend of £484.956 (shown for information in the table above), the total capital programme for 2024/25 and beyond is £1,485.893m split between the GF (£555.780m) and HRA (£930.114m). Funding for the planned capital expenditure for both the GF and HRA is set out in the 2 tables below.

<b>General Fund Financing</b>	<b>2024/25 Financing Budget</b>	<b>2025/26 Financing Budget</b>	<b>2026/27+ Financing Budget</b>	<b>Total Financing Budget</b>
	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>
Capital Receipts	43.084	45.327	82.691	<b>171.102</b>
Revenue & Reserves	2.106	0.000	0.000	<b>2.106</b>
Grants & Other Contributions	49.074	17.130	31.185	<b>97.388</b>
Borrowing	112.897	120.201	52.085	<b>285.183</b>
<b>Total GF Financing</b>	<b>207.162</b>	<b>182.657</b>	<b>165.960</b>	<b>555.780</b>

<b>HRA Financing</b>	<b>2024/25 Financing Budget</b>	<b>2025/26 Financing Budget</b>	<b>2026/27+ Financing Budget</b>	<b>Total Financing Budget</b>
	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>
Capital Receipts	51.115	54.961	152.218	<b>258.294</b>
Revenue & Reserves	11.457	10.460	32.651	<b>54.567</b>
Grants & Other Contributions	3.403	0.000	0.000	<b>3.403</b>
Borrowing	148.075	95.681	370.093	<b>613.849</b>
<b>Total HRA Financing</b>	<b>214.050</b>	<b>161.102</b>	<b>554.962</b>	<b>930.114</b>

## 2. Capital Achievements as at 30<sup>th</sup> June 2024

- 2.1. Capital expenditure as at the 30<sup>th</sup> June is £111.088m to date. Notable achievements so far for 2024/25 are as follows.

- £1.2m on the 12 Estates project to improve housing across borough.
- £4.2m spent on enhancing and increasing our existing housing stock.
- £1.1m on improving the quality of our roads and infrastructure.
- £987k on the regeneration of Bridge Close
- £640k on enhancing our schools and educational facilities
- £555k in addition to last year's spend of £8.1m on the purchase of refuse vehicles.
- £511k on enabling residents to continue to live at home rather than care homes or hospital via the disabled facilities grant
- An additional £0.722m on two buildings to provide semi-independent living for young people leaving care and adults with learning disabilities

### 3. 2024/25 Capital Programme

3.1. The report below sets out the Period 3 position for the Council's capital programme for the 2024/25 financial year.

	Budget 2024/25 £m	2024/25 Forecast Period 3 £m	2024/25 Variance £m
Starting Well	31.381	30.148	(1.234)
Living Well	1.428	1.328	(0.100)
Ageing Well	7.099	7.099	0.000
<b>People</b>	<b>39.908</b>	<b>38.575</b>	<b>(1.334)</b>
Housing & Property (GF)	133.597	32.597	(100.999)
Housing & Property (HRA)	214.050	138.094	(75.956)
Planning & Public Protection	1.499	1.111	(0.388)
Environment	20.977	19.453	(1.525)
<b>Place</b>	<b>370.122</b>	<b>191.255</b>	<b>(178.868)</b>
Partnership Impact and Delivery	7.926	8.275	0.348
Customer Services	0.343	0.329	(0.014)
Finance	2.587	0.184	(2.404)
Public Health	0.325	0.325	0.000
<b>Resources</b>	<b>11.181</b>	<b>9.112</b>	<b>(2.069)</b>
<b>Total</b>	<b>421.212</b>	<b>238.941</b>	<b>(182.270)</b>

	Budget 2024/25 £m	2024/25 Forecast Period 3 £m	2024/25 Variance £m
General Fund	207.162	100.847	(106.314)
Housing Revenue Account	214.050	138.094	(75.956)
<b>Total</b>	<b>421.212</b>	<b>238.941</b>	<b>(182.270)</b>

3.2. The forecast expenditure for 2024/25 is £240.175m with actual expenditure at the end of Period 3 of £11.088m. Whilst most project budgets are on track to be spent over the full MTFS period there are a number of projects where expenditure has slipped back into future years, the explanations for the main programmes that contribute towards the slippage provided below:



### 3.3. PEOPLE

#### 3.3.1. Starting Well

Programme Area /Service/ Directorate	Budget 2024/25 £m	2024/25 Forecast Period 3 £m	2024/25 Variance £m
Children's Social Care Programme	2.885	1.652	(1.234)
Education - Other	0.011	0.011	0.000
Schools	28.485	28.485	0.000
<b>Education</b>	<b>31.381</b>	<b>30.148</b>	<b>(1.234)</b>
<b>Starting Well</b>	<b>31.381</b>	<b>30.148</b>	<b>(1.234)</b>

#### Starting Well – Slippage of £1.234m

Slippage within starting well predominantly relates to delays in building works commencing in a new build for children with special educational needs to provide residential and respite.

#### 3.3.2 Living Well

Programme Area /Service/ Directorate	Budget 2024/25 £m	2024/25 Forecast Period 3 £m	2024/25 Variance £m
Leisure Other	0.155	0.055	(0.100)
Leisure SLM	1.273	1.273	0.000
<b>Housing Demand (GF)</b>	<b>1.428</b>	<b>1.328</b>	<b>(0.100)</b>
<b>Living Well</b>	<b>1.428</b>	<b>1.328</b>	<b>(0.100)</b>

There is no significant slippage forecast at this stage for living well

#### 3.3.3 Ageing Well

Programme Area /Service/ Directorate	Budget 2024/25 £m	2024/25 Forecast Period 3 £m	2024/25 Variance £m
Adults Social Care - DFG	4.871	4.871	0.000
Adults Social Care - Other	2.228	2.228	0.000
<b>Adults Social Care</b>	<b>7.099</b>	<b>7.099</b>	<b>0.000</b>
<b>Ageing Well</b>	<b>7.099</b>	<b>7.099</b>	<b>0.000</b>

There is no significant slippage forecast at this stage for ageing well

### 3.4. PLACE

#### 3.4.1. Housing and Property – General Fund

Programme Area /Service/ Directorate	Budget 2024/25 £m	2024/25 Forecast Period 3 £m	2024/25 Variance £m
Mercury Land Holdings	63.448	2.772	(60.676)
Rainham & Beam Park	25.478	15.073	(10.405)
Regeneration - Other	24.297	2.056	(22.241)
Regeneration - TFL	1.583	0.050	(1.533)
<b>Regeneration &amp; Place Shaping</b>	<b>114.807</b>	<b>19.951</b>	<b>(94.856)</b>
Asset Management - Other	2.934	0.000	(2.934)
Corporate Buildings	5.624	4.092	(1.532)
Health & Safety	0.065	0.065	0.000
Pre Sale Expenses	0.376	0.376	0.000
Schools Building Maintenance	3.024	3.024	0.000
Schools Expansions	2.996	2.996	0.000
Vehicle Replacement	3.656	1.978	(1.678)
<b>Housing, Property and Assets</b>	<b>18.675</b>	<b>12.531</b>	<b>(6.144)</b>
Inclusive Growth Programme	0.115	0.115	0.000
<b>Inclusive Growth</b>	<b>0.115</b>	<b>0.115</b>	<b>0.000</b>
<b>Housing &amp; Property (GF)</b>	<b>133.597</b>	<b>32.597</b>	<b>(100.999)</b>

#### **MLH – Slippage of £60.676m**

Forecasts for MLH have been re-profiled as a result of a number of business plans yet to be agreed relating to various sites. An additional £1.6m of slippage has occurred as a result of a delay to the start of construction at Quarles/Roe Wood development

#### **Rainham & Beam Park – Slippage of £10.405m**

The slippage relates to re-profile of any potential CPO's that would be required as a result of the project. There are currently no known CPO's that need progressing

#### **Regeneration Other – Slippage of £22.241m**

Forecasts have been updated as no current opportunities have been identified that would be purchased from the provision for future regen opportunities budget. In addition there is slippage of £1m relating to the liveable neighbourhoods ring road scheme and £1m relating to the building of a medical centre at Farnham & Hilldene.

#### **Regeneration TFL – Slippage of £1.533m**

The slippage is as a result of delays to the Beam Parkway major scheme and is based on the latest information from the project manager.

#### **Asset Management Other – Slippage of £2.934m**

Awaiting a position over the definitive position over the availability of the Hornchurch Police station site have led to slippage within this programme.

### Corporate Buildings – Slippage of £1.532m

Slippage is as a result of delays in procurement, planning and the tender process for the project corporate buildings initiative (656k) and corporate landlord building pressure (805k). Approval is being sought for works at the town hall to replace 2 lifts, upgrade the kitchen area, accessibility improvements and a new roof, insulation and plant all totalling circa £2.5m

### Vehicle Replacement – Slippage of £1.678m

The slippage relates to the procurement of vehicles for passenger transport services (PTS). The project has experienced delays due to the procurement being put on hold while the home to school policy was established following public scrutiny.

### 3.4.2. Housing & Property (HRA)

Programme Area /Service/ Directorate	Budget 2024/25 £m	2024/25 Forecast Period 3 £m	2024/25 Variance £m
Bridge Close Acquisitions	58.752	31.083	(27.669)
Bridge Close Regeneration	0.020	0.646	0.626
HRA Regeneration	102.973	34.895	(68.078)
<b>Regeneration &amp; Place Shaping</b>	<b>161.745</b>	<b>66.624</b>	<b>(95.121)</b>
HRA	46.207	41.040	(5.166)
HRA Stock Adjustments	2.695	27.027	24.332
Housing HRA	3.403	3.403	0.000
<b>Housing, Property and Assets</b>	<b>52.305</b>	<b>71.470</b>	<b>19.165</b>
<b>Housing &amp; Property (HRA)</b>	<b>214.050</b>	<b>138.094</b>	<b>(75.956)</b>

### Bridge Close Acquisitions – Slippage of £27.669m

Negotiations are progressing on a number of acquisitions and forecasts will be updated monthly to assess timescales against cash flow assumptions. The 2024/25 forecast is based on completion of a number of acquisitions plus professional fees paid via the LLP. Acquisitions are of significant value, and forecasts are prepared against current acquisition schedule, which may be subject to change. Any remaining 2023-24 budget will carry forward for future acquisitions.

### HRA Regeneration – Slippage of £68.078m

The main elements of the slippage are discussed below –

- £30.926m of slippage relates to 12 Sites Phase 1 Forward Funding. The forward funding budget has been re-forecast at Period 3 to reflect the latest updates.
- £37.836m of slippage relates acquisitions within the HRA regeneration programme. The forecast is based on the remaining properties to be bought back at Oldchurch gardens, Chippenham, Farnham and Maygreen. The majority of these purchases are now expected to complete in 2025/26.

### HRA – Slippage of £5.166m

The main elements of the slippage are discussed below -

- £2.075m of the slippage relates to the DLUCH Refugee housing programme which is awaiting a decision from external funder on use of excess grant as use of grant is limited to 40% of cost.
- £0.465m of the slippage relates to delays in the lift programme for decent homes works.
- £1.435m of the slippage relates to external works at highfields towers where spend is unlikely to be in the current financial year.

### HRA Stock Adjustments – accelerated spend of £24.332m

The underspend in HRA regeneration acquisitions is being redirected to the HRA acquisition fund for affordable housing

#### 3.4.3. Planning & Public Protection

Programme Area /Service/ Directorate	Budget 2024/25 £m	2024/25 Forecast Period 3 £m	2024/25 Variance £m
Enforcement	1.472	1.084	(0.388)
Planning TFL	0.027	0.027	0.000
<b>Planning &amp; Public Protection</b>	<b>1.499</b>	<b>1.111</b>	<b>(0.388)</b>
<b>Planning &amp; Public Protection</b>	<b>1.499</b>	<b>1.111</b>	<b>(0.388)</b>

There is no significant slippage forecast at this stage within Planning & Public Protection.

#### 3.4.4. Environment

Programme Area /Service/ Directorate	Budget 2024/25 £m	2024/25 Forecast Period 3 £m	2024/25 Variance £m
Environment - TFL	2.703	2.577	(0.126)
Highways & Street Lighting	9.446	9.440	(0.006)
Public Realm - Parks	2.000	1.999	(0.001)
Public Realm - Waste	6.660	5.322	(1.338)
Environment - Parking	0.167	0.115	(0.053)
<b>Environment</b>	<b>20.977</b>	<b>19.453</b>	<b>(1.525)</b>
<b>Environment</b>	<b>20.977</b>	<b>19.453</b>	<b>(1.525)</b>

### Public Realm Waste – Slippage of £1.338m

The slippage relates to the purchase of the waste contract vehicles where actual costs came in lower than anticipated. The remaining budget will be slipped and used to help fund the purchase of food waste vehicles.

### 3.5. RESOURCES

#### 3.5.1. Partnership Impact and Delivery

Programme Area /Service/ Directorate	Budget 2024/25 £m	2024/25 Forecast Period 3 £m	2024/25 Variance £m
ICT Cloud Migration	2.280	2.280	0.000
ICT Modern Device Management	2.356	2.356	0.000
Transformation	3.291	3.639	0.348
<b>IT, Digital &amp; Transformation</b>	<b>7.926</b>	<b>8.275</b>	<b>0.348</b>
<b>Resources - Partnership Impact and Delivery</b>	<b>7.926</b>	<b>8.275</b>	<b>0.348</b>

There is no significant slippage forecast in Partnership Impact and Delivery

#### 3.5.2 Customer Services

Programme Area /Service/ Directorate	Budget 2024/25 £m	2024/25 Forecast Period 3 £m	2024/25 Variance £m
Libraries	0.151	0.151	0.000
<b>Customer Services</b>	<b>0.151</b>	<b>0.151</b>	<b>0.000</b>
Cemeteries and Crematorium	0.191	0.178	(0.014)
<b>Bereavement &amp; Registration Services</b>	<b>0.191</b>	<b>0.178</b>	<b>(0.014)</b>
<b>Resources - Customer Services</b>	<b>0.343</b>	<b>0.329</b>	<b>(0.014)</b>

There is no significant slippage forecast within Customer Services

#### 3.5.3 Finance

Programme Area /Service/ Directorate	Budget 2024/25 £m	2024/25 Forecast Period 3 £m	2024/25 Variance £m
Exchequer & Transactional Programme	0.135	0.135	0.000
Finance People & Place Programme	0.049	0.049	0.000
Contingency	2.404	0.000	(2.404)
<b>Corporate Finance</b>	<b>2.587</b>	<b>0.184</b>	<b>(2.404)</b>
<b>Resources - Finance</b>	<b>2.587</b>	<b>0.184</b>	<b>(2.404)</b>

#### Contingency – Slippage of £2.404m

The contingency budget is delegated to the S151 officer for approval to either new or existing capital schemes. As such the forecast for contingency is zero as their will be no spend allocated directly to the project.

### 3.5.4 Public Health

<b>Programme Area /Service/ Directorate</b>	<b>Budget 2024/25 £m</b>	<b>2024/25 Forecast Period 3 £m</b>	<b>2024/25 Variance £m</b>
Insight, Policy & Strategy	0.325	0.325	0.000
<b>Insight, Policy &amp; Strategy</b>	<b>0.325</b>	<b>0.325</b>	<b>0.000</b>
<b>Resources - Public Health</b>	<b>0.325</b>	<b>0.325</b>	<b>0.000</b>

There is no significant capital slippage forecast at this stage in Public Health