

EQUALITY ANALYSIS

You must complete this in conjunction with reading Equality Analysis Guidance

Post 16 Transport Policy – changes to the current operating model

Date: March 2016

Version Number: 3

Equality Analysis completed by:

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Responsible Officer or Group:

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Is the Activity:

New/Proposed () Changing/Being Reviewed (x) Other ()

1. Purpose and scope

Purpose

In this section outline briefly:

- what the policy, decision or activity is and what the intended outcomes/benefits are (linked to the Corporate Outcomes Framework)
- over what period of time the outcomes will be achieved
- why it needs to be implemented or revised
- what populations are affected by the proposal
- who is expected to benefit and how, i.e. young people, older people, carers, BME groups, ward areas/communities, etc
- whether there are any overlaps with regional, sub-regional, national priorities.

The decision is to introduce a contributory charge to post 16 SEN home to school/ college transport costs. The decision will result in a change to current home to school policy and will result in a change to the Post 16 Travel Statement published annually, currently Sunderland Council normally meets 100% of transport of costs and this would no longer be the case. Post 16 contributory charging will work towards cost efficiency targets within home to school transport. In addition the proposal would provide greater equity between SEN and non SEN students (The current system can be viewed as inequitable as post 16 SEN students do not pay towards the cost of their transport, non SEN are expected to pay all transport costs).

The Council currently procures taxis for 245 students that are 16 years old and above, 140 of which are 16 to 19 and 105 of which are older than 19; this is at a cost of £591,797 (£309,761 for 16-19 year olds and £282,036 for 19-25 year olds) It is proposed that the funding contribution sought from Sunderland families should be the equivalent of an all zone travel pass for travel within the city with the remainder of costs being met from the Council's home to school transport budget. The cost to families is expected to be in the region of £651 if an annual pass is taken up with the option of a pro rata reduction in the pass if taken up for the 39 weeks of term time only. The average cost of transporting a student by taxi transport is £2,415 within a range of £1,544 to £11,692 for those travelling the furthest afield within the region. Therefore whilst this proposal involves a contribution from families, the greater part of the cost of home to school transport will continue to be met by the Council. It is proposed to introduce the contributory from September 2016. A public consultation exercise took place between 2nd February and 2nd March 2016. This consisted of an online consultation survey and a series of public community engagement events. The results of the consultation have informed the Equality Analysis.

Intelligence and Analysis

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Please describe:

- What sources of information have been used to inform this assessment/analysis (this should include but is not limited to consultations, resident/service user feedback and statistical data and intelligence)
- **What the information is telling you** – this should be broken down by each of the protected characteristics or other identified groups which could be disadvantaged. Each of the aims of the equality act should be considered in relation to each of the protected characteristics.

Research and analysis has taken place into what other Councils both locally and regionally are doing in relation to Post 16 home to school/ college transportation. The reduction in home to school transport budgets generally has resulted in a number of Council's both regional and nationally reviewing their post- 16 transport arrangements. A number of areas have already introduced parental contribution schemes and a number of others are currently reviewing their offer. There were 73 respondents to an online consultation, 28 of whom advised they would be personally affected by this decision. Beneath is a breakdown of the characteristics of the 73 respondents.

Gender

	% Total	% Answer	Count
Number of Responses	93.15%	-	68
Female	58.90%	63.24%	43
Male	32.88%	35.29%	24
Transgender	0.00%	0.00%	0
Prefer not to say	1.37%	1.47%	1
[No Response]	6.85%	-	5
Total	100.00%	100.00%	73

Age			
	% Total	% Answer	Count
Number of Responses	91.78%	-	67
17 or under	1.37%	1.49%	1
18-24	1.37%	1.49%	1
25-44	24.66%	26.87%	18
45-59	35.62%	38.81%	26
Over 60 years	26.03%	28.36%	19
Prefer not to say	2.74%	2.99%	2
[No Response]	8.22%	-	6
Total	100.00%	100.00%	73

Sexual orientation

	% Total	% Answer	Count
Number of Responses	87.67%	-	64
Heterosexual	79.45%	90.63%	58
Gay	0.00%	0.00%	0
Bisexual	0.00%	0.00%	0
Lesbian	0.00%	0.00%	0
Prefer not to say	8.22%	9.38%	6
[No Response]	12.33%	-	9
Total	100.00%	100.00%	73

Ethnicity	% Total	% Answer	Count
Number of Responses	91.78%	-	67
Any other White background	2.74%	2.99%	2
English / Welsh / Scottish / Northern Irish / British	89.04%	97.01%	65
[No Response]	8.22%	-	6

Religious belief			
	% Total	% Answer	Count
Number of Responses	90.41%	-	66
No religion	19.18%	21.21%	14
Christian (including Church of England, Catholic, Protestant and all other Christian denominations)	71.23%	78.79%	52
Buddhist	0.00%	0.00%	0
Hindu	0.00%	0.00%	0
Jewish	0.00%	0.00%	0
Muslim	0.00%	0.00%	0
Sikh	0.00%	0.00%	0
Any other religion	0.00%	0.00%	0
[No Response]	9.59%	-	7
Total	100.00%	100.00%	73

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Gaps in intelligence and information

Having analysed the information available to you:

- are there any gaps in intelligence or areas where understanding needs to be improved? Please describe what these are and what actions you intend to take to obtain/improve the information. These actions should be covered in the action plan.
- are there any groups who should be expected to benefit who do not? Please describe why not and whether you will amend the decision to change this outcome. This should also be covered in the action plan.

Additional Impacts

The policy or action may also have an impact on other groups or individuals which are not covered by statutory requirements. Please outline any additional individuals or groups which have not already been covered. This could include socio-economic groups, voluntary and community sector, carers or specific communities which face additional challenges (such as former coal mining areas or areas of high deprivation)

No additional impacts

2. Analysis of impact on people

In this section you must **review the intelligence described above and summarise the intended and potential impact of the policy, decision or activity** on the people of Sunderland. This includes specific consideration of the impact on individuals, groups with protected characteristics and communities of interest within the city. Please briefly outline any positive, neutral or negative impacts on the specific groups below. Please note that any negative impacts should have a corresponding action in the action plan in the page below.

In this assessment it is important to remember the **Council is required to give due regard to:**

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.

Each of these aims must be summarised in turn in relation to the groups outlined below.

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In this assessment it is important to remember the **Council is required to give due regard to:**

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Characteristic	List of Impacts		
	Positive	Neutral	Negative
Age		n/a	
Disability	Supported transport for SEND post 16 will continue as appropriate to ensure that learners are not put at a disadvantage to accessing education and training. The proposed		

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	contribution is based on the cost of an all zone Nexus travel pass with an exemption included for those who meet specified low income criteria.		
Gender/Sex	n/a	No impact – any decision will affect both boys and girls	n/a
Marriage & Civil Partnership	n/a	n/a	n/a
Pregnancy and maternity	n/a	n/a	n/a
Race/Ethnicity	n/a	n/a	n/a
Religion/belief	n/a	n/a	n/a
Sexual Orientation	n/a	n/a	n/a
Trans-gender/ gender identity	n/a	n/a	n/a

3. Response to Analysis, Action Plan and Monitoring

In this section please outline what actions you propose to take to minimise the negative, and maximise the positive, impacts that have been identified through the analysis. By considering and implementing these actions the policy or action can be refined to make sure that the greatest benefits are achieved for the people of Sunderland. The performance monitoring process should also be set out to explain how ongoing progress is going to be followed to make sure that the aims are met.

From the analysis four broad approaches can be taken, (No major change; continue with the policy/action despite negative implications; adjust the policy/decision/action; or stop the policy/action). Please indicate, using the list below, which is proposed.

- No Major Change (X)
- Continue Despite Negative Implications ()
- Adjust the Policy/Decision/Project/Activity ()
- Stop ()

Action Plan

ACTION	WHO	WHEN	MONITORING ARRANGEMENTS
Update Cabinet on results of Consultation Proposal	B Scanlon / A Goldsmith	April 2016	Monthly Transport Task and Finish Group
Update transport policy	J Mordy and P Tomlin	April 2016	As above
Implementation of change	J Mordy and P Tomlin	September 2016	As above
Monitor any new impacts that may arise	B Scanlon/ J Mordy/ P Tomlin	Monthly	As above

PLEASE ENSURE THE COMPLETED EQUALITY IMPACT ANALYSIS TEMPLATE IS PUBLISHED ON <http://citypoint/equalityanalysis/default.aspx>, WITH THE RELEVANT ACCOMPANYING

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DOCUMENTATION APPENDED, i.e. POLICY/STRATEGY. THE EQUILAITY ANLAYSIS MUST BE PRESENTED AT ANY DECISION POINT.

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