

CABINET

11 JULY 2023

THE PROPOSED CHANGES TO THE EDUCATION TRAVEL ASSISTANCE POLICY FROM SEPTEMBER 2023 – OUTCOME FOLLOWING CONSULTATION

Portfolio Holder: Councillor Adam Price, Portfolio Holder for Children’s Services (Lead Member)

Councillor Tracy Coombs, Portfolio Holder for Education and Schools

Report From: Dr Lee-Anne Farach, Director of People – Children and Adults Services

Author: Paul Clarke, Strategic Head of Education, Planning and Access

Summary

This report outlines the outcomes of the consultation period on the Council’s proposals to make changes to the Education Travel Assistance Policy with effect from 1st September 2023 and requests the Cabinet determine the individual proposals.

1. Budget and Policy Framework

- 1.1. All local authorities have a statutory duty to have in place arrangements for the provision of education travel assistance for children and young people (mainstream and SEND) who meet the published eligibility criteria.
- 1.2. The Education Travel Assistance Policy is developed within a national legal framework that sets out what local authorities must do to facilitate travel to school and sets out eligibility criteria for granting that support. The proposed actions set out in the report maintain the council’s position of working within the national legal framework. Approval of the Education Travel Assistance Policy is a matter for Cabinet. The recommendations within this report, if agreed, would increase expenditure on this service above the budget approved by Council. However, the report also sets out how these changes may result in reductions in expenditure overall. Any residual impact would be addressed as necessary in the 2024/25 budget build process.

2. Background

- 2.1. The Education Travel Assistance Policy sets out what the council must do to facilitate travel to school and sets out the eligibility criteria for granting that support.
- 2.2. The changes proposed will provide a fairer and more progressive Education Transport Assistance Policy, which promotes the independence and more sustainable methods of travel. The wording of the policy has also been reviewed for clarity and is attached as appendix 1 highlighting the changes the proposals would result in if approved.

3. Options

- 3.1. The Cabinet can decide whether or not to implement each of the following proposals (A-F). The following provides an overview of the proposals consulted on:

3.1.1. **Proposal A: Develop and deliver an in-house Travel Training Service in line with current policy**

Travel Training presents an opportunity to support young people in gaining skills that promote and develop independence, which can reach beyond their school travel and prepare them for adulthood. A developed sense of independence can also have a positive impact on other areas where the child/young person needs to develop confidence, including engagement in leisure activities.

In preparation for adulthood, the skills gained in navigating school/public transport independently include time management, social skills, managing transactions, coping with busy/public places and personal safety. Similarly, independence and confidence within this area of their lives could support them in accessing further education, employment, and training opportunities.

Empowering young people to travel independently will also deliver budget savings against the cost of providing SEND Transport, some in the longer term.

The current Education Travel Assistance Policy includes an allowance to offer Travel Training at point 6.5, and therefore no amendment to the policy is currently required in this regard. However, the Council does not offer a Travel Training Service which Medway young people can be referred to. However, travel training is provided to some young people through the Medway Parents and Carers Forum (MPCF).

3.1.2. **Proposal B: Include the option to provide a suitably trained and vetted independent travel companion to accompany a child on their journey to and from school, where it is evidenced that a parent/carer is unable to do so due to disability.**

The general expectation is that a child will be accompanied on their journey to and from school as necessary. It is the parent/carer's responsibility to ensure appropriate accompaniment, if required.

Medway Council wishes to ensure equality of opportunity for children whose parents/carers have a disability which prevents them from accompanying their child along a walking route and will consider relevant up to date medical information, when assessing an application, as long as it is provided at the time of application and is from a GP, Consultant or other medical practitioner.

The provision of an independent travel companion will mean that the Council can ensure that eligible pupils are accompanied to school where due to a disability, parents/carers are unable to do so. This will encourage sustainable travel to school such as walking and public transport use, which provides both independence and environmental benefits.

3.1.3. Proposal C: Increase fuel allowance from one return journey from home to school per school day (when an eligible pupil is in the vehicle), to two return journeys for both mainstream and SEND pupils.

Fuel allowances rates of 0.40 per mile for SEN Transport and 0.12 per mile for Mainstream Transport have remained static since at least 2018 and 2008 respectively, and families have had to manage increasing motoring costs. The increased journey allowance may therefore help existing arrangements to remain in place, given the current cost of living.

3.1.4. Proposal D: Increase the fuel allowance rate.

Fuel allowances rates of 0.40 per mile for SEN Transport and 0.12 per mile for Mainstream Transport have remained static since at least 2018 and 2008 respectively, and families have had to manage increasing motoring costs. Consideration should be given to the amount paid per mile being increased. Medway's rates are currently lower than neighbouring local authorities.

3.1.5. Proposal E: Specify that SEN Transport will only be provided at the start and the end of the normal school day. Part-time or individual timetables cannot be supported where it would mean an additional run would be required.

Authorities only have a statutory duty to make home to school travel arrangements at the start of the day, and school to home travel arrangements at the end of the day for eligible pupils.

Families have historically been supported with part-time and transition timetables, meaning that additional runs have been commissioned to transport students outside of the standard school day, who usually travel on shared transport, even though this is not statutory or in policy.

Recent driver and vehicle shortages have meant that there have not always been resources available to provide this additional non-statutory service. Clarity on this is therefore required to make clear when an eligible young person will be provided with transport.

3.1.6. Proposal F: Reframe available Post 16 Travel Assistance arrangements to prioritise options which promote independent travel and public transport use and ensure more needs-targeted provision of hired transport.

The existing policy will be amended as below to prioritise forms of assistance and promote independent travel and public transport use:

To support young people in gaining important life skills, and promote independent, sustainable travel, young people accessing post-16 education will be offered a travel pass. Where appropriate, they may also be offered travel training and/or support from an independent travel companion for a defined period of time.

Fuel allowance is also available to assist families who drive young people to and from school or college.

Subsidised post-16 transport is a discretionary provision, and therefore alternative post-16 transport options will only be considered in exceptional circumstances. For example, where a young person cannot be driven to school or college, and their special educational needs or disability mean that it is not reasonably practicable for them to access their provision by public transport. Supporting evidence from a GP, Consultant or other medical practitioner which illustrates an exceptional need is required to support the application.

4. Results of the Consultation

4.1. As part of the statutory consultation process, there is an expectation that local authorities will conduct a consultation where the views of all interested parties can be expressed, and all views taken into consideration prior to formal publication of proposals.

4.2. The period of consultation ran for six weeks from 17th April to 28th May 2023. The process included:

- publication of the consultation document on Medway Council's website.
- consultation document was sent by email to all Medway schools, and all out of area schools currently served by SEN Transport for dissemination to their governors and families.
- consultation document was sent by email to all families in receipt of SEN travel assistance who had provided an email address.
- consultation document was sent by email to all Medway councillors, neighbouring local authorities, and all framework transport providers and the Medway Parent Carer Forum.
- two consultation meetings were held with parents, facilitated by the Medway Parent Carer Forum.
- consultation document was disseminated by Medway Parent Carer Forum to its members, and also published on their social media page.

- 4.3. The meetings with the MPCF were held via zoom during the evening of 9 May 2023, and during the day of 16 May 2023. Interested stakeholders were invited to come and talk about the proposals, ask any questions and raise concerns.
- 4.4. The sessions were well attended, and questions and concerns answered, and the proposals discussed. It was recommended that each person submit a response outlining their views on the proposals.
- 4.5. The comments made at the meetings were varied, and the consultation responses received covered the issues raised at the meetings. This indicates that interested parties submitted responses.
- 4.6. The public consultation document (attached as Appendix 3) asked for a ticked response to the proposed changes to indicate whether they agreed or disagreed with each proposal, as shown in 5.2.
- 4.7. 13 responses were received to this consultation, in the form of reply slips and emails. The responses are provided below:

	I Agree	I Disagree
Proposal A	7	6
Proposal B	8	5
Proposal C	12	1
Proposal D	12	1
Proposal E	2	11
Proposal F	3	10

- 4.8. The response form also provided space for further comment. The comments have been summarised against a series of categories matching the comments and concerns of the respondents in the tables below. Some respondents offered more than one comment, and some reasons were included in more than one response, which has resulted in there being a higher number of reasons shown, in the tables below, than actual response sheets received. Repeated comments are addressed once for brevity.

4.9. **Proposal A: Develop and deliver an in-house Travel Training Service in line with current policy**

- 4.9.1. Comments from respondents who agreed with Proposal A:

Comment	Number of respondents
Knowledge/experience of Travel Trainers	2
Content/length/format of Travel Training Programme	4
Families and stakeholders must be part of the process	2

Travel Training will not be appropriate for all	2
Cost needs to be considered; could be offered as a traded service to offset these	1

4.9.2. Comments from respondents who disagreed with Proposal A:

Comment	Number of respondents
Content/length of Travel Training course	1
Travel Training/independent travel will not be appropriate for all	2
Disadvantage to families who rely on SEN Transport	2
SEN Transport makes the transition from home to school easier	1

4.9.3. Content/length of Travel Training course

Advice has been sought from both local authorities who commission, and those who self-deliver independent travel training on best practice for designing and delivering this service. Medway Parent Carer Forum would also like to have input on the design of the service.

Travel training is individualised to help young people develop the skills and confidence they need to travel independently. A young person will only be referred to the service if it is believed they can be successful, and only 'signed off' as independent once they have consistently met the requirements. It is acknowledged that some will require more time and support.

Travel training is available to buy as a traded-service, and there are accredited courses available to ensure that travel trainers/companions are suitably trained.

4.9.4. Travel Training/independent travel will not be appropriate for all.

Travel training can only be provided with parental consent and will only be offered to those who it is believed can be successful. It is individualised and families will be an integral part of the process; their input is invaluable from identifying areas of strength and required development, supporting the young person and celebrating their success. The benefit of mastering this important life skill will have a long-lasting positive impact on the young person and their family.

4.9.5. Disadvantage to families who rely on SEN Transport/ SEN Transport makes the transition from home to school easier

Families and schools have understandably come to rely on the provision of shared transport, and the move to independent travel will be a significant change which young people will need to be supported through. There will always be a need for some element of shared transport as not all young people will be able to travel independently, even with training. However, the important life skill offered to those who can, will be invaluable.

4.10. **Proposal B: Include the option to provide a suitably trained and vetted independent travel companion to accompany a child on their journey to and from school, where it is evidenced that a parent/carer is unable to do so due to disability**

4.10.1. Comments from respondents who agreed with Proposal B:

Comment	Number of respondents
Knowledge/experience of companions	1
Families and stakeholders must be part of the process	1
Cost needs to be considered	1
Which parental disabilities would qualify	1
Families and stakeholders must be part of the process	1
Evidence of need from other professionals eg: school/college, social care should be considered	1

4.10.2. Comments from respondents who disagreed with Proposal B:

Comment	Number of respondents
Disadvantage to families who rely on SEN Transport	2
SEN Transport makes the transition from home to school easier	1
Working families chose between supporting their child or working to support their family	1

4.11. **Proposal C: Increase fuel allowance from one return journey from home to school per school day (when an eligible pupil is in the vehicle), to two return journeys for both mainstream and SEND pupils**

4.11.1. Comments from respondents who agreed with Proposal C:

Comment	Number of respondents
Increased traffic around schools	3
Seems fair	2
Cost needs to be considered	1
How will the increase be implemented from September 2023?	1
Include an allowance for wear and tear/damage	1

4.11.2. Comments from respondents who disagreed with Proposal C:

Comment	Number of respondents
Not sustainable for all families to drive young people to school	1

4.11.3. Working families choose between supporting their child or working to support their family/Not sustainable for all families to drive young people to school/Encouraging driving does not promote independence.

Fuel allowance has always been available for families who can drive their young people to school and college and is only provided with parental agreement. We do not wish to restrict the options available to these families to support where a young person is not yet an independent traveller but does not require shared transport.

Fuel allowance is the only form of assistance available in years 12-14 without a parental contribution, offering families flexibility in the current economic climate.

The level of funding could increase subject to approval to support with the increasing cost of motoring. Public transport options will remain available for those who cannot, and shared transport can be offered, where the journey or young person's needs mean it is not reasonable for them to travel independently.

We do not seek to increase the number of vehicles on and around school sites, but fuel allowance is a value for money form of assistance which allows families to make their own flexible arrangements.

4.12. **Proposal D: Increase the fuel allowance rate**

4.12.1. Comments from respondents who agreed with Proposal D:

Comment	Number of respondents
Seems fair	2
Increased traffic around schools	2
Costs need to be considered	2
How will the increase be implemented from September 2023?	1
Include an allowance for wear and tear/damage	1

4.12.2. Comments from respondents who disagreed with Proposal D:

Comment	Number of respondents
Not sustainable for all families to drive young people to school	1

4.13. **Proposal E: Specify that SEN Transport will only be provided at the start and the end of the normal school day. Part-time or individual timetables cannot be supported where it would mean an additional run would be required**

4.13.1. Comments from respondents who agreed with Proposal E:

Comment	Number of respondents
None expressed	0

4.13.2. Comments from respondents who disagreed with Proposal E:

Comment	Number of respondents
Disadvantage to pupils on part-time timetables and their families	6
Transport should be provided from both addresses for pupils from separated families*	2

*not currently being consulted on

4.13.3. Disadvantage to pupils on part-time timetables

Local authorities only have a statutory duty to provide transport at the start and end of the school day, and our closest neighbouring authority, KCC, do not offer any transport outside of the normal school day. Specifying this in policy would avoid the £98,889 current spend on these additional non-statutory journeys. Our responsibility in this regard is likely to be clarified in new statutory guidance which is due to be published shortly.

Part-time and transition timetables are usually implemented in response to pupils' needs or behaviour, and there is likely to be challenge from parents and schools. This change could lead to an increase in behavioural incidents on transport and requests for solo transport because of its flexible nature. These would however be managed within our existing procedures.

4.14. **Proposal F: Reframe available Post 16 Travel Assistance arrangements to prioritise options which promote independent travel and public transport use, and ensure more needs-targeted provision of hired transport.**

4.14.1. Comments from respondents who agreed with Proposal F:

Comment	Number of respondents
Costs/savings need to be considered	1
Provision would be more needs targeted	1

4.14.2. Comments from respondents who disagreed with Proposal F:

Comment	Number of respondents
Encouraging driving does not promote independence	1
Evidence of need from other professionals eg: school/college, social care should be considered	3
Travel Training/independent travel will not be appropriate for all	3

Disadvantage to families who rely on SEN Transport	3
SEN Transport makes the transition from home to school easier	1
Post 16 is a stressful time for young people, and support is required	1
Concessionary passes do not allow travel before 9am	1
Content/length/format of Travel Training Programme	1
Not sustainable for all families to drive young people to school	1

4.14.3. Evidence of need from other professionals e.g., schools/college, etc should be accepted

It is acknowledged that not all young people will be able to use public transport even after travel training. The need for shared transport can be considered holistically, and may include information from school/college, social care etc, however, where proof of a complex or exceptional need is required, families will be asked to provide up-to-date medical evidence.

4.14.4. Post-16 is a stressful time for young people, and support is required

Travel training should start as early as possible as part of preparation for adulthood, potentially with classroom-based activity from year 7 to prepare young people for the transition. There is no expectation that Post 16 students will switch to independent travel without the training and support relevant to their needs. Training is individualised and families will be an integral part of the process; their input is invaluable from identifying areas of strength and required development, supporting the young person and celebrating their success.

4.14.5. Concessionary passes do not work before 9am.

School services issue scholar passes, which allow for travel before 9am. Whilst the responses against this proposal outweigh the approvals, officers consider that it does provide a benefit to pupils in appropriate and controlled circumstances and therefore are recommending the proposal for approval.

5. Summary Advice and Analysis

- 5.1. The proposals will have associated impacts. Developing an in-house training service (**Proposal A**) is a large project, which will require both financial investment and officer time. Medway Parent Carer Forum are keen to co-produce on this, which will ensure that the young person's voice is considered and foster engagement from families.
- 5.2. Travel trainers could provide the companion service (**Proposal B**), as they would need the same skillset and vetting. This will ensure flexibility and consistency in service, and the best use of the set-up costs and resources.

- 5.3. Whilst Proposal E is not recommended in its current form, officers will re-visit this to explore any compromise opportunities and re-consult at the appropriate time.
- 5.4. Further analysis with cost and savings can be found in the Financial Implications section of this report.
- 5.5. The Education Travel Assistance Policy will continue to be reviewed annually to ensure its appropriateness and its alignment with statutory guidance.

6. Diversity Impact Assessment

- 6.1. A Diversity Impact Assessment (DIA) screening form is attached as Appendix 2. The DIA looks at how the proposed changes could impact upon various groups. The report shows that there could potentially be some impact upon certain groups; however, it shows that any impacts are expected to be positive ones. The screening form indicates that a full DIA is not necessary.

7. Risk Management

Risk	Description	Action to avoid or mitigate risk	Risk Rating
Parents of pupils	Potential changes to young person's eligibility and/or travel assistance	Robust communication with families and stakeholders. Provide support in accessing alternatives.	C2
Additional cost to the Home to School and SEND Transport Budget	<p>The initial set up of Independent Travel Training, will require at least £73,084 in staff costs. This will be offset by the savings in hired transport, as outlined above, and facilitate the cost savings of £38,494 incurred previously due to lack of suitable accompaniment, addressed by Proposal B.</p> <p>Proposal C will increase the amount paid to parents who currently utilise the fuel allowance by £244,059, or £274,566 if the rate is also increased, causing extra pressure on the budget. These amounts are for a full academic year.</p>	<p>Any additional initial costs incurred in establishing these elements may not realise a saving in the 2023/24 financial year and would be addressed as part of the budget build for 2024/25.</p> <p>Increases in the expenditure are likely to be short term during the transition period with longer term savings expected as the new processes and systems are embedded.</p>	C2

	<p>Proposal D will increase the overall cost of fuel allowance by 12.5%</p> <p>Proposal E and F will deliver savings as outlined previously.</p>		
--	--	--	--

8. Climate Change implications

- 8.1. [The Council declared a climate change emergency in April 2019](#) (Minute No. 1038D refers) and has set a target for Medway to become carbon neutral by 2050.
- 8.2. The proposals will aim to reduce carbon outputs by encouraging use of public transport and healthier ways of travelling to school.

9. Financial implications

- 9.1. There is a potential financial impact caused by approving the proposals, as outlined in sections 5 and 8 and at points throughout the report.
- 9.2. Funding for Home to School Transport is through the council's General Fund and any additional costs or savings will need to be considered as part of the budget build for 2024/25.
- 9.3. Initial costs are expected during the establishment of these measures, and it is expected that savings in 2023-24 will be minimal. As the new systems and processes embed over the coming months, it is expected that savings will be realised for the longer term, initially in 2024-25 and addressed as part of the budget build for that year.
- 9.4. In reference to **Proposal A**, Travel assistance would need to be continued whilst a young person is travel-trained, and therefore there will be initial set-up costs, and running costs will be incurred alongside the usual cost of travel assistance for a period. This would run on an invest to save model and a young person could move from shared transport at an average unit cost of £5,072 to a bus pass costing £700 per year. This would deliver significant cost savings over time, whilst providing the young person with a skill for life.
- 9.5. Both proposals to increase fuel allowance were popular at consultation. Draft statutory guidance is currently being consulted on which could make funding four journeys for fuel allowance (**Proposal C**) a requirement, doubling the cost of this form of assistance. It would remain one of the most cost-effective options, at an average unit cost of £1896.
- 9.6. The cost impact of funding two return journeys at current mileage rates is set out in the table below. This would represent a pressure on the approved budget in a full academic year totalling £244,059. For the 2023/24 financial year, it would represent a pressure of approximately £142,000.

	Annual Cost 1 return journey	Annual Cost 2 return journeys	Cost Implication
Mainstream Fuel Allowance – 48 pupils	£9,344.82	£18,689.64	increased cost of £9,344.82
SEND Fuel Allowance - 177 pupils	£234,713.70	£469,427.40	Increased cost of£234,713.70

9.7. Increasing the fuel allowance rate (**Proposal D**) to 45p per mile (12.5%) for SEND pupils would bring it in line with neighbouring local authorities (Kent, Bexley, and Thurrock). The cost implication would need to be considered if both proposals were agreed, as the number of journeys funded would be doubled, at the new rate.

9.8. The cost of funding two return journeys at the higher mileage rate would increase the pressure referred to at 9.6 to a total of £274,566 for a full academic year. For the 2023/24 financial year, this would represent a pressure of approximately £160,000.

	Annual Cost 1 return journey	Annual Cost 2 return journeys	Cost Implication
Mainstream Fuel Allowance – 48 pupils	£ 10,512.92	£ 21,025.84	increased cost of £ 10,512.92
SEND Fuel Allowance - 177 pupils	£ 264,052.91	£ 528,105.82	Increased cost of£264,052.91

9.9. Increasing the mainstream rate by 12.5% would ensure consistency and bring the mainstream rate to 13.5p per mile.

9.10. The risk of not increasing the return journeys and the mileage rate could result in parents not wishing to continue to transport children and make a request to take up a shared transport option. This will lead to potential cost implication as follows;

	Current cost	Potential additional cost
Current SEND fuel allowance (177 pupils)	£167,796	
25% reduction in uptake		£349,252
50 % reduction in uptake		£530,708
75% reduction in uptake		£716,288

9.11. However, if the increase in journeys and mileage rate encourages more parents to take up the fuel allowance significant savings will be realised. The

average saving for a pupil currently on shared transport would be £2,500, for a pupil on dual transport an average saving of £7,400 and for those on solo transport an average saving of £28,600. If 25% of the families in each element were to take up the fuel allowance the savings would exceed £1m.

- 9.12. Therefore, increasing the journeys and the mileage rate may encourage more parents to consider the fuel allowance option, by not increasing them is likely to reduce the numbers of parents willing to continue or take up the fuel allowance, leading to higher costs in home to school transport.
- 9.13. Cost savings on solo runs, with an average unit cost of £41,651 per year, would be achieved by providing transport only at the start and the end of the day (**Proposal E**). Savings on shared transport, with an average unit cost of £5,072 per year, could be achieved by providing public transport options (**Proposal F**) such as a bus pass which costs £700 per year. This is also a sustainable option which promotes independence.
- 9.14. Any savings from the changes to the transport policy from the proposals set out in this report, will be realised over a period of time. It is not reasonable to expect the impact of the changes to be felt immediately as it will take time to embed the changes and encourage parents to take up the various options; it is likely that no noticeable savings will be seen in the current financial year, with future savings growing and this should be considered as a part of future budget builds.
- 9.15. Approving the recommendations in section 11 will create a budget pressure £274,565 per annum, £160,000 for the 2023/24 financial year, excluding any savings that may arise as highlighted in paragraphs 9.11 to 9.14.

10. Legal Implications

- 10.1. Under Section 7 of the Education Act 1996, it is the responsibility of the parent of every child of compulsory school age, to cause their child to receive efficient full-time education either by regular attendance at school or otherwise. The duties and powers of local authorities to provide education travel assistance are covered in other sections of the Act and its amendments. The provision of travel assistance incorporates consideration for children from low-income families.
- 10.2. Sections 508B and 508C of the Education Act 1996 (as amended) sets out the local authority's duties and powers respectively, to make such suitable travel arrangements as the local authority considers necessary, to facilitate a child's attendance at school. This applies to home to school travel arrangements and vice versa. They do not relate to travel between educational institutions during the school day.

11. Recommendations

- 11.1. The Cabinet is asked to note the responses to the consultation and agree the following, with implementation from 1 September 2023.
 - 11.1.1. Proposal A – to instruct officers to develop and deliver an in-house Travel Training Service in line with current policy.

- 11.1.2. Proposal B – to include the option to provide a suitably trained and vetted independent travel companion to accompany a child on their journey to and from school, where it is evidenced that a parent/carer is unable to do so due to disability.
 - 11.1.3. Proposal C - noting that this could become a statutory requirement, agree to increase the fuel allowance from one return journey from home to school per school day (when an eligible pupil is in the vehicle), to two return journeys for both mainstream and SEND pupils.
 - 11.1.4. Proposal D - to increase the fuel allowance rate to 45p per mile (SEND) and 13.5p per mile (mainstream). (noting that agreeing C and D will mean the number of journeys funded doubles, as well as the rate being increased).
 - 11.1.5. Proposal E – that this is not progressed in its current form.
 - 11.1.6. Proposal F – to instruct officers to reframe available Post 16 Travel Assistance arrangements to prioritise options which promote independent travel and public transport use and ensure more needs-targeted provision of hired transport.
- 11.2. In agreeing the above, Cabinet is asked to approve the revised Education Travel Assistance Policy, as set out at Appendix 1.

12. Suggested Reasons for Decisions

- 12.1. Approval to proceed will provide a fairer and more progressive Education Transport Assistance Policy, which promotes the independence and more sustainable methods of travel.
- 12.2. In relation to Proposal F, although concerns were raised at consultation, coupled with travel training, it promotes independence and sustainable travel, only where appropriate, for Medway's young people.

Lead Officer Contact

Paul Clarke
Strategic Head of Education; Planning and Access
Paul.clarke@medway.gov.uk
Phone 01634 331031

Appendices

Appendix 1 – Revised Education Travel Assistance Policy with recommended rewording for the proposed changes.

Appendix 2 – Diversity Impact Assessment

Appendix 3 – Consultation document

Background Papers

None