

People and Families Scrutiny Committee

14:00	Thursday, 05 December 2013	Committee Room 1, County Hall, Chelmsford, Essex
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Quorum: 4

Membership

Councillor G Butland
Councillor A Bayley
Councillor D Blackwell
Councillor R Boyce
Councillor J Chandler
Councillor R Gadsby
Councillor T Higgins
Councillor P Honeywood
Councillor R Howard
Councillor N Hume
Councillor M McEwen
Councillor M McGeorge
Councillor C Seagers
Councillor A Wood

Chairman

Non-elected Members

Richard Carson
Mark Christmas
Rev Richard Jordan
Marian Uzzell

For information about the meeting please ask for:

Matthew Waldie , Committee Officer

Telephone: 01245 430565

Email: matthew.waldie@essex.gov.uk



Essex County Council

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Part 1

(During consideration of these items the meeting is likely to be open to the press and public)

		Pages
1	Apologies and Substitution Notices The Committee Officer to report receipt (if any)	
2	Declarations of Interest To note any declarations of interest to be made by Members	
3	Minutes of previous meetings	
3a	12 September 2013 To approve the minutes of the meeting held on 12 September.	5 - 12
3b	14 November 2013 To approve the minutes of the additional meeting held on 14 November 2013. (Copy to follow.)	
4	Home to School Transport Consultation To receive and review report PAF/13/13, which sets out several options being proposed in the wake of the recent Home to School Transport consultation. Ray Gooding, Cabinet Member for Education and Lifelong Learning, will be in attendance.	13 - 42
5	Youth Service Redesign To receive and review report PAF/14/13, which provides some early responses to the recent consultation on the Youth Service, and provides an update on the emerging operational model. Ray Gooding, Cabinet Member for Education and Lifelong Learning, will be in attendance.	43 - 48
6	Special Educational Needs and Disability To receive and review the proposed Strategy for Children and Young People with Special Educational Needs and Disability, 2014-19 (PAF/15/13, attached). Karen Jones, SEN Project Manager, Schools, Children & Families, will be in attendance.	49 - 70

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| 7 | Essex Sensory Service Review
To receive the latest Essex Sensory Service Review (PAF/16/13, attached). Peter Tempest, Executive Director for Adult Operations, and Maria Warren, Senior Strategic Commissioning Officer, Adults Health & Community Wellbeing, will be in attendance. | 71 - 74 |
| 8 | Scrutiny Recommendations Tracker and Work Programme 2013-14
To note the updated Tracker and Programme (PAF/17/13). | 75 - 80 |
| 9 | Urgent Business
To consider any matter which in the opinion of the Chairman should be considered in public by reason of special circumstances (to be specified) as a matter of urgency. | |
| 10 | Date of Next Meeting
To note that the next meeting will be held on Thursday 16 January 2014. | |

Exempt Items

(During consideration of these items the meeting is not likely to be open to the press and public)

To consider whether the press and public should be excluded from the meeting during consideration of an agenda item on the grounds that it involves the likely disclosure of exempt information as specified in Part I of Schedule 12A of the Local Government Act 1972 or it being confidential for the purposes of Section 100A(2) of that Act.

In each case, Members are asked to decide whether, in all the circumstances, the public interest in maintaining the exemption (and discussing the matter in private) outweighs the public interest in disclosing the information.

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| 11 | Urgent Exempt Business
To consider in private any other matter which in the opinion of the Chairman should be considered by reason of special circumstances (to be specified) as a matter of urgency. |
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**MINUTES OF A MEETING OF THE PEOPLE AND FAMILIES SCRUTINY
COMMITTEE HELD AT COUNTY HALL, CHELMSFORD, ON THURSDAY 12
SEPTEMBER 2013**

County Councillors:

* G Butland (Chairman)	* P Honeywood
* A Bayley	* R Howard
* D Blackwell	N Hume
* R Boyce	* M McEwen
* J Chandler	* M McGeorge
* J Deakin	* C Seagers
* R Gadsby	A Wood
T Higgins	

Non-Elected Voting Members :

Mr R Carson	* Rev R Jordan
Mr M Christmas	Ms M Uzzell

*present

The following Members were also present:

Councillor K Bobbin	
Councillor R Gooding	(Item 4 only)
Councillor R Madden	(Item 4 only)
Councillor A Naylor	(Item 4 only)
Councillor J Young	(Item 4 only)

The following officers were present in support throughout the meeting:

Robert Fox	Governance Officer
Matthew Waldie	Committee Officer

The meeting opened at 10.00 am.

1. Apologies and Substitutions

The Committee Officer reported the receipt of the following apologies:

Apologies	Substitutes
Cllr T Higgins	Cllr J Deakin
Cllr N Hume	
Cllr A Wood	
Mr R Carson	--
Mr M Christmas	--

2. Declarations of Interest

There were none.

3. Minutes

The minutes of the People and Families Scrutiny Committee meeting of 4 July 2013 were approved and signed by the Chairman.

4. Consultation on the closure of The Deanes School, Benfleet

Members noted paper PAF/07/13, which included the final Report of the Deanes School Task & Finish Group. The Chairman reminded the meeting that the matter under consideration was the ratification (or otherwise) of the final report of the Task & Finish Group. The intention was not to consider the decision taken by the Cabinet Member, or to present any new evidence or arguments concerning the proposals, but it was to look at the report itself.

Several individuals were identified as wishing to address the meeting. Mrs Allport-Hodge, on behalf of the Save The Deanes Group, thanked the Task & Finish Group for its work on the report. It had been carried out in an open and honest manner. She had a few comments/questions on the Report itself:

- What responses had been received from the King John and Appleton Schools? The Chairman responded that the Group had not seen a response, and he could not confirm whether any response had been received as part of the consultation exercise
- Councillor Sheldon's comments (on page 20 of the Report) demonstrate that even he, as a governor of the King John School, does not understand on why this line has been taken. The Report itself picks up on this
- The figures concerning predicted intake used by the County Council are subject to a narrow interpretation, a view shared by the Save The Deanes Group's qualified statistician, Mr Jeremy Wright. The Save The Deanes Group have also sought external opinion on this, from a Professor Reeves. The Chairman pointed out that, although these latter figures may emerge during the formal consultation to follow, they had no bearing here, as the request materialised after the publication of the Report
- The Community role of the School, as referred to in the final bullet on page 4 of the Report. Mrs Allport-Hodge suggested that this was an important factor, which was totally ignored by the Cabinet Member. The Chairman reminded the meeting that the focus was on the Report itself
- The fourth bullet on page 11 of the Report refers to the T&F Group's concern that no paper evidence has been forthcoming showing the process undertaken to arrive at the original decision was made. The Chairman confirmed that he had expressed a desire to see an audit trail, but had received none. He was not able to say whether one had existed and had subsequently been lost, only that none had been produced.

Joe Cook, speaking as a long-term member of the local community, with family attending The Deanes, praised The Deanes for its success in forging a relationship with the Glenwood School.

He had concerns over the way in which the County Council was proceeding with these proposals, which he felt should be built on trust. He thanked the Task & Finish Group for the way in which it had carried out its scrutiny; he believed that it had restored a measure of faith in the governance system.

In response to Mr Cook's query on how matters would proceed now, the Chairman confirmed he would make that clear later in the meeting.

Jeremy Wright, on behalf of the Save The Deanes Group, pointed out that the Cabinet Member had drawn attention to the importance of the "facts and figures". However, Mr Wright suggested that the figures they used had not been reliable. He drew attention to 3 points:

1. Looking back at the forecasting figures in the past, the figures for children at The Deanes between the years 2008 and 2013 were out by 24% – a substantial error. The Castle Point forecast over the 2012-2013 period showed a 5.9% error over one year; and then the new forecast that came out two months later was out by 17%.
2. When forecasting the rebuild situation, all the schools have maximum numbers of children who can attend the school as set figures, because they are deemed to be full, but the figures for The Deanes School are just balancing figures; and no consideration has been given to any outside influences such as housing in the neighbouring areas. When the newbuild figures are added on, they cannot add them on to schools that are already full. In response to a question from the Chairman, Mr Wright confirmed that he is in agreement with the Report's concern about the figures.
3. The year to year forecasting changes seem to change constantly, so they cannot be relied upon.

Elaine Wright also expressed her support for the Report, particularly with regard to the unreliability of the figures.

Councillor Ray Gooding, Cabinet Member for Education and Lifelong Learning, then addressed the meeting.

Referring to the Report itself, he was a little disappointed about some of the information it provided. As he had stated initially, he wanted to receive information, and he felt that the Report fell short in this respect. Figures and details had been received from Officers, the Save The Deanes Group and Mr Wright, but the Report had not fully addressed these.

He also had concerns about the way the Report was issued. He had received a copy of the Report on the Friday before the decision was published on Monday, 2 September and had been informed that it would not be published before the decision was made. However, he subsequently discovered that it had sent to a number of people before the Monday. He also felt that it was unfair on the School to give it a "false hope" in the Report before that weekend.

The Chairman then addressed the meeting, as Chairman of the Task & Finish Group.

He set out a few points about the consultation:

- The timetable, viz the 2 September deadline, was not of the Group's choosing

- No local Members were chosen to sit on the Group, but they were specifically invited to give evidence
- The Group had to rely on its own resources – it was not able to take external advice on the figures, for example
- He believed there was a lack of scientific input from the districts, and Castle Point BC in particular, which did not help the situation
- The Group met five times, taking evidence from almost 50 people
- The Group's role was not to be cheerleader for any particular party but to give an objective view of the evidence presented to it, and the conclusion of this process is that the Group was not convinced that the Cabinet Member's decision was the appropriate one. The Group was not saying that it should or should not be closed, but that the case was not proven
- It does come down to numbers and the major difference between the two views is that the Executive does not believe that the school would manage to attract 600 pupils. On the evidence it had received, the Group believed that, with a newbuild, it could – as it was not a failing school. Basildon Academy and Clacton had subsequently failed despite newbuilds but had been failing schools already; whereas Belfairs (which had not been a failing school) was now thriving, after its newbuild
- The Group also see the area as having a growing population – and this is the case across South Essex, rather than just in the Castle Point district.

With regard to Councillor Gooding's point about the timing and distribution of the Report, Councillor Butland pointed out that the Cabinet Member had received a draft copy on 19 August, to which he had given an interim response on 23 August, and a fuller reply on 29 August. On Friday 30 August, Councillor Butland took the view that 1, it was not for the Executive to decide when the Group should publish its findings and 2, it would be courteous to let certain parties see the Report, to allow them to consider it over the weekend, on the understanding that it would not be made public until the Decision was made so. These were: members of the People and Families Scrutiny Committee, Councillor Jill Reeves, as the local Member, the local Member of Parliament, and the School Headteacher.

The Chairman defended the Group's approach to issuing the Report, which was not published until after the Cabinet Member's decision was published and refuted the suggestion that the Cabinet Member had received the Report at the same time as these other parties.

He added that the Group had received no support from the Executive on how the Press Release was to be publicised. The Chairman had expressed a wish to see the press release before it was issued, as he was concerned about how the process would be managed, particularly if the Report and the decision took two different views. However, when the Press Release was issued on the Monday, Councillor Butland had neither seen it, nor had been aware of it being issued. This raised concerns about the scrutiny process, which he was raising with the Scrutiny Committee.

He concluded by stating that he defended the Cabinet Member's right to make such decisions (and emphasised that the Task & Finish Group is not a decision-making body), but he was disappointed in the way in which it had been done.

He invited comments from Members of the Committee, who raised a number of issues/concerns:

- The independence – both perceived and actual – of this Committee and any of its Task & Finish Groups was a crucial element of the scrutiny process
- The apparent uncertainty of the numbers under consideration presents the process with significant problems, as the County Council's case hangs on such figures. This uncertainty illustrates the difficulties for the district councils concerned
- There is also concern over the methodology used by the Executive. Councillor Butland noted that this echoed the Task & Finish Group's concern over the figures: it was not convinced by the certainty displayed by the Executive
- There is a shortage of schools on a national level, and Castle Point will have to build a lot of new housing over the next few years. This has put local Members in a difficult position, as they are being pressured by local people to avoid extra development, but Central Government is requiring district councils to commit to substantial building programmes
- Ideally, the Committee would like to have considered the Report before its publication. The Chairman acknowledged this, adding that it would have been presented to a meeting of the Committee before it was submitted to the Cabinet Member, but the tight timetable had not allowed this
- It is not for a Committee to revisit the conclusions of its Task & Finish Group; and the Group can only come to any conclusion on the basis of evidence it has received
- This whole process has demonstrated the need for a greater common understanding between the Executive and Scrutiny. Councillor Butland agreed, pointing out that the Chairman of the Scrutiny Committee would be talking to the Leader about this very matter.

Dr Coulson assured the meeting that all information held by the Executive was shared with the Task & Finish Group. In response, Councillor Butland acknowledged this, and confirmed his belief that nothing had been withheld from the Task & Finish Group in the course of its investigations.

There being no further comments forthcoming on the Report, a motion was proposed and seconded to accept the Report. This was carried unanimously by the Committee.

The Chairman confirmed that now the Committee had ratified the Report, the work of the Group was essentially done. The formal consultation period would now run over the next 6 weeks, at the end of which the Cabinet Member would make his decision. The Chairman outlined the process, as previously requested, as stated, as with all directions this would be subject to call in.

5. Young Essex Assembly

The Committee noted paper PAF/08/13, which provided an overview of the work of the Young Essex Assembly ("YEA") and set out a number of options for future working between the YEA and the Scrutiny Committee. The Chairman welcomed Clare Ratcliffe, YEA Co-ordinator, and invited her to address the meeting.

Mrs Ratcliffe reminded the meeting briefly of the aims and activities of the YEA:

- YEA membership reflects the County Council – 75 democratically elected members aged between 11 and 19, elected every 2 years
- Conducting a snapshot survey is an important part of the process – this has consistently demonstrated bullying as the overriding issue of concern to young people in Essex
- The main aim is to make a positive difference to the lives of the young people of Essex
- Following a recent restructuring, the work is divided up between five groups: Cabinet Group, Communications Group, Research Group, Sitings Committee and UK Youth Parliament. The Cabinet Group is the one with the most direct contact with ECC members and officers, but it has yet to meet a scrutiny committee.

Mrs Ratcliffe had produced a summary of the activities of the YEA and would circulate this to Members after the meeting.

Earlier in 2013, the then Chairman of the Children and Young People Policy & Scrutiny Committee, Cllr Tracey Chapman, asked for proposals on how the Committee could work with the YEA. The YEA have produced 3 options:

Option A: Committee meetings to be held in school holidays where possible and YEA cabinet subgroup invited to join these meetings as full members.

Pros: close involvement of YEA members; YEA members can provide informed scrutiny

Cons: timetabling may limit YEA member attendance

Option B: Regular meetings between YEA Cabinet subgroup and Chairman/other Scrutiny Committee members outside of school hours.

Pros: regular contact between YEA members and Committee members

Cons: lack of contact between YEA members and officers; and lack of YEA influence on the Committee agenda.

Option C: Information on upcoming agenda items provided to YEA Cabinet members, who then respond either in writing or via YEA co-ordinator. Feedback on the meeting to be provided in writing or by someone present at the meeting.

Pros: YEA input into meetings

Cons: lack of actual YEA representation at meetings; and YEA members would not build up relationships with Committee members.

The Chairman invited comments from Members.

Although a concern was expressed by one Member about the cost of the YEA project, particularly in these times of severe financial restraints, the Committee as a whole gave its full support to the work of the YEA and Members wished to encourage the involvement of young people in the democratic process, and, as a part of that, scrutiny.

Several Members suggested encouraging the YEA members to get involved with their local Youth Strategy Groups.

It was noted that, at each election, the issue of Bullying was listed as top concern. It was suggested that, to avoid duplication of work done, that other topics should also be considered by the YEA.

The Chairman suggested that he, along with a number of Committee Members, would like to attend a YEA Cabinet meeting, in order to establish just what the YEA members would like the Committee to do. Councillors Blackwell, Deakin and McGeorge also expressed the desire to be involved in this.

It was agreed that Mrs Ratcliffe would report back to the YEA Cabinet members, to ensure they were happy for this group to attend one of their meetings and to adopt this approach.

6. People and Families Scrutiny Training Day

It was noted that a planning day is being arranged for all Members of the Committee. However, as the originally scheduled date, Thursday 10 October, was not suitable for a number of Members, alternative dates would be circulated after the meeting.

7. Date of next meeting

The Committee noted the date of the next meeting:
14 November 2013, Committee Room 1, at 10.00 am.

The meeting closed at 12.06 pm.

Chairman

		AGENDA ITEM 4
<u>Home to School Transport Consultation</u>		PAF/13/13
Committee:	People and Families Scrutiny Committee	
Date:	5 December 2013	
<u>Outstanding Items</u>		
Enquiries to:	Name Emma Toublic Designation Head of Transport and Awards Directorate People Commissioning Telephone Number 01245 431625 (DD 21625) Email address emma.toublic@essex.gov.uk	

Home to School Transport

Overview

Our current expenditure on home to school transport is circa £25 million. To support the delivery of our home to school transport policies, over £10 million of this money is spent in facilitating access to schools for those with a statement of SEN. Maintaining expenditure at this level in the current financial climate is difficult and we therefore have to look at where efficiencies can be made. We must look at the possibility of reducing support in the areas we exercise our discretion. This is particularly pertinent in order to mitigate pressures in this area caused by increasing demand, the general cost of transporting children to and from school, and budgetary constraints.

Our current forecast spend on home to school transport for the 2013/14 financial year is £25.5 million. The 13/14 budget for this service is £24.1 million. This equates to a £1.4 million overspend currently forecast in this area. The 12/13 end of year position was a £3.8 million overspend against a budget of £23.2 million. Our transport policy should be simple, fair and transparent.

A number of options were proposed to PLT in July for consideration which in turn would be used as a base for the public consultation. These were:

- Removal of provision of transport to catchment area schools and use nearest school only
- Removal of transport on routes now considered available to be walked, accompanied as necessary
- Removal of provision for low income families attending Selective (Grammar) schools
- Reduce offer for transport provided in what we consider exceptional circumstance
- Complete removal of assistance for Post 16 students
- Charge low income families for post 16 transport assistance
- Withdrawal of taxis for post 16 student – use of existing routes only
- Introduce deadline for application

Details in regards to options background, feedback, risks and benefits is set out in this report.

Consultation

The consultation document is provided in Appendix 1.

The Home to School Transport consultation opened on 16th September and lasted for 6 weeks closing on 25th October, as published. Prior to it starting there was an extensive set of communications to MPs, county councillors, district councils and schools. Our communications began over a month before the start date as we wanted to ensure this was engaging the key stakeholders early on in the process.

Our communication plan was carried out in full. Schools were kept informed throughout the process – this included an email during August (GCSE/A Level results time) informing them a consultation would be starting in September. We then contacted them again during week of 9th September, a week before the consultation started, to inform them of the details of the consultation, including areas affected. We then emailed directly to them on the day the consultation opened and in weeks 1, 3, 5 and 6 via Education Essex encouraging them to respond and to communicate with parents via web mail, newsletters etc. Some schools put a direct link to the consultation on their web pages. We also set up a specific email address to filter consultation responses and on all of our email auto responses for Education Transport and Awards a link to the consultation appeared.

Two press releases were issued on the consultation and information was displayed on the ECC website. The consultation attracted significant local media coverage with Councillor Gooding being interviewed on BBC Essex and many newspapers covered the consultation in depth. It has been noted that several enquiries have been received from Tendring and Brentwood newspapers and articles have appeared within those throughout the consultation.

We have also worked together with officers undertaking the local bus consultation and have had joint meetings with those affected including bus companies and have sent information out directly to Parish Councils. Posters were also on display in Essex libraries.

As well as the 1500 people who viewed and/or responded through the online consultation portal, we have also received over 70 emails directly to the consultation inbox many of which are from residents, headteachers and Parish Councils from across the County. People were asked to provide some information about themselves, including their postcode. The postcodes provided cover the majority of the County, including some out of County postcodes in our bordering authorities, see appendix 2 for a map showing locations of those that provided this information.

Appendix 3 provides a high level summary of the responses received.

Highlights from the consultation

On each of the proposals above the public were asked to state whether they agreed or disagreed with the proposals. Of the responses received the proposals with the highest proportion of people disagreeing with them were the withdrawal of the use of catchment areas and the withdrawal of support to those low income families who are offered support to attend grammar schools in the County (both had 15% in agreement and 72% disagreeing – the rest stated these proposals would not affect them).

The information shown below is a breakdown of each proposal and provides an overview of its risks and benefits and the response received from the consultation.

Option: Removal of the use of catchment area schools to determine entitlement - use nearest school

Proposal

Number of students potentially affected - 3870

Estimated savings through withdrawal - £500,000

The use of catchment areas in determining entitlement to transport assistance is discretionary element of our current policy. It does not address recent changes in legislation which allow schools, who set their own admission criteria, to define their own catchment areas and thus leaves the council with a risk financially if these areas were to widen at a time when Essex County Council (ECC) faces an unprecedented financial challenge. It could also be argued the council's current use of catchment areas as a determining element of the assessment of entitlement to transport support is unfair and inconsistent across the county. Some families benefit from transport to up to 4 schools from their home address, others may only receive the option of transport to 1 school. This change will help us ensure our policy is fair, consistent and equitable across the county.

We would like to remove the reference to catchment areas in our home to school transport policies and to provide transport only to the nearest school to the child's home address, measured using the shortest available walking route, where the statutory distance criteria are met.

Furthermore we propose to remove the use of Joint Catchment Areas – instead only supporting children to attend the nearest school to their home address where a joint admission catchment is present or an historical arrangement has been in place over a

number of years. Areas affected by the this proposal include the Five Parishes of Brentwood (Doddington, Blackmore, Hook End, Stondon Massey and Kelevdon Hatch) and Ongar where all families in this district receive transport to a number of schools. Provision of transport to more than one school from these areas was agreed following the closure of Ongar Secondary School in the 1980's and has never been reviewed. We are currently spending in excess of £1 million (12% of secondary school transport spend) on transporting 1135 students (9% of entitled secondary age students) to schools in this area (£4.75 per pupil per day). This would be significantly reduced if we only provided transport to the nearest school. Other schools with a joint catchment area include Thurstable/Plume, Thurstable/Thomas Lord Audley, Honywood/Stamway, King John/Appleton and Swayne Park/Fitzwilliam.

If agreed this policy would affect new starters at primary and secondary schools from September 2015. Any students already qualifying for transport at 1st September 2015 would continue to receive it until their current school phase ended or they left that school.

Benefits

The benefits of implementing this change would include

- Parents will be able to determine at the point of school admission whether they would be entitled to transport.
- ECC will be able to bulk assess full year groups of children and express entitlement at the time of school place offer. This will improve service for the customer and decrease administration resource required to process applications.
- This will also create financial efficiencies. At March 2012 we were transporting 3870 students to a school which was their catchment for school admission but was not their nearest school. The schools children are receiving transport assistance to range from being the 2nd nearest to their home address, to the 26th nearest in one case. The cost of providing transport to these pupils is £2.9 million. We would not save this whole amount but we would expect to see efficiencies between £500K and £1 million on both contract prices and administration efficiencies

Risks

The risks of implementing this change would include:

- Effect on applications for admissions in certain areas of the County i.e. schools with joint catchment areas, schools with special arrangements owing to school closures such as Five Parishes and Ongar
- Risk of increased traffic flow and congestion around schools affected where parents choose to transport their own children to schools
- There would potentially be an increase in spend in this area during the phasing in of this policy due to the potential of transporting children to more than one school in an area i.e. the catchment school for those with an existing entitlement and the nearest school for those qualifying post September 2015

To mitigate the implication of this decision, should it be taken following consultation, we would work closely with bus operators to try and ensure that commercial networks are available to those that wish to utilise transport to school at the full cost to their family and to establish networks of transport in each area of the County to strengthen public transport availability.

Response from Consultation

Of the responses received in this area, 15% agreed with the proposal and 72% disagreed. There were 183 comments made on this proposal through the consultation portal (appendix 2) and a further 14 letters direct from schools opposing the proposals. The main themes were as follows:

- the impact on school admissions – including the availability of space at the nearest school as oppose to the catchment, particularly with the forecast increase in cohort size over the coming years
- withdrawal of parental choice
- increase car use, congestion and environmental impact
- cost increase – requirement to pay for your own school transport at a time when cost of living is increasing
- the affect on families with one child entitled to assistance now with another who would start post September 2015 and not receive an entitlement
- Impact on Low Income Families
- Lack of alternatives available (i.e. public transport routes as oppose to dedicated school transport)
- Impact on rural communities – broader spread of schools
- Could academies assist in transport costs if they chose to change their catchments to stop this policy change?

Option: Unavailable Walking Routes

Proposal

Number of students potentially affected - 172

Maximum savings through withdrawal - £156,000

A number of routes in Essex are currently considered as unavailable to be walked. This means, if the child does not reside the required distance for their age group from home to school by the shortest walking route but the route is not available to be walked, accompanied as necessary, transport must be provided. A number of re-inspections of those routes where a large number of children are transported has taken place and as a result we identified 3 routes in the County that should potentially be considered available to be walked and as a result children would no longer qualify for free home to school transport. It was therefore proposed to remove transport from those affected commencing September 2014 in a phased approach. The schools affected by these proposals are as follows - Bromfords School, Grange Primary School, Helena Romanes School, Dunmow St Mary's Primary School and Forest Hall School (formerly Mountfitchet School). As part of work, our Member Routes Appeal panel was convened and reviewed these routes during the consultation period at the key times of day.

Benefits

- Potential increase in public transport network in the areas affected due to operators selling seats commercially to parents and opening up their routes to the wider public
- Increase numbers of children walking and cycling to school thus benefitting their health and wellbeing overall

Risks

- Risk of increased traffic flow and congestion around schools affected where parents choose to transport their own children to school

Response from Consultation

Of the responses received in this area, 22% agreed with the proposal and 29% disagreed with 49% stating they 'don't know'. There were 102 comments made on this proposal through the consultation portal (appendix 2). The main themes were as follows:

- Impact of phased reduction if families have one sibling entitled to transport and one not
- Cost of travel
- Potential for bullying and safety consideration of children walking to and from school
- Routine checking of the routes is required to ensure they remain safe
- Many representations specific to issues in Barnston Village
- Traffic (speed, volume etc)

Extension

Following the financial outturn forecast position for period 6 it was necessary to look at further areas of work in this area to reduce our spend further. Officers have made the decision to reinspect all of our current unavailable routes to ensure no changes to the routes have occurred since decisions were taken. This work has now commenced. This further programme of work is outside of the remit of this consultation but will be completed over a period of 12 months from October 2013.

Option: Selective on Benefit

Proposal

Number of students potentially affected - 97

Estimated savings through withdrawal - £109,000

We currently provide transport to students attending grammar schools in and around Essex where the family are in receipt of qualifying benefits and the distance criteria are met. No other authority offers this provision. Examples of the journeys currently funded include Chigwell to Chelmsford, Dunmow to Colchester, Burnham on Crouch to Chelmsford, Southminster to Southend. It is therefore proposed to withdraw the provision of transport to low income families attending Selective Schools from September 2015 on a phased basis

Benefits

- Brings our policy in line with our statistical neighbours – we are the only authority currently providing entitlement to transport assistance to this group of students.
- There are currently 97 students qualifying for assistance under this policy, costing £109,000 per annum in transport costs. If withdrawn this would be phased out and the total saving achieved over 5 financial years from 2015/16.

Risks

- Potentially limiting opportunity for pupils from low income families obtaining a place in a selective school from attending and achieving their education potential

Response

Of the responses received in this area, 15% agreed with the proposal and 72% disagreed. There were 145 comments made on this proposal through the consultation portal (appendix 2) plus representation from MP's and schools relating to the impact this would have on low income families. The main themes were as follows:

- Reduction in opportunity for students from low income families to achieve their potential
- Decrease in social mobility
- Potential for a two tier education system where low income families are forced to attend local school
- Added burden on finances of low income families
- Lack of opportunity and support for low income families
- Not inclusive
- Selective schools are for gifted children, regardless of financial situation
- Penalising bright children from low income families
- Finance should not influence who can and cannot attend a selective school

Option: Transport provided under exceptional circumstances

Proposal

Number of students potentially affected – up to 500

Estimated savings through withdrawal - £100,000

We currently provide transport in a number of circumstances to a broad range of families using our discretion to award in exceptional circumstances. In all cases there is no statutory entitlement for transport. Transport provided will be usually be in the form of a taxi. We are therefore proposing to add a means tested assessment as part of this process. Where families earn in excess of the allowances currently made for the provision of child benefit, transport support would not be provided even in exceptional circumstances. Families whose cases for transport to be provided are agreed, earning below the threshold for the provision of child benefit would receive a contribution towards the cost of transport on a sliding scale based on their income.

£16,190 and below –	fuel reimbursement at 45p per mile or equivalent transport on existing contract vehicle/public transport ticket
£16,190 – £30,000 -	fuel reimbursement at 45p per mile or a payment of £250 per term towards the cost of transport
£30,000 – £42,475 -	fuel reimbursement at 45p per mile or a payment of £150 per term towards the cost of transport
£42,475 and above –	£0 contribution

Benefits

- Clear criteria based on finances of the family where an exception applies, allowing self assessment and preventing applications being made where no transport would be provided
- Continues to support low income families when circumstances happen which are outside of their control
- Provides support in a more flexible way for families

Risks

- Adding a means tested element to this policy means we would only support low income families
- The introduction of a sliding scale of entitlement based on income would mean some residents sit slightly above thresholds for support

Response

Of the responses received in this area, 35% agreed with the proposal and 53% disagreed. There were 117 comments made on this proposal through the consultation portal (appendix 2). The main themes were as follows:

- Because you earn more doesn't mean you have more disposable income
- Sound proposal based on total income
- Administration involved – would this process cost more than just providing transport?
- Child benefit qualification system is unfair
- Income is frozen or decreasing in most circumstances – how will families afford this?
- Number of dependents should be accounted for
- Should change the proposal to support low income families only

Option: Deadline for Applications under discretionary policies

Proposal

Number of students potentially affected - 396

Savings through withdrawal - £150,000

We currently operate an application window for applications made under our discretionary transport policies covering the whole academic year. We therefore propose the implementation of an application window that is open from 1st March until

30th September for new starters which then reopens on 1st January to close again on 31st January in each academic year.

For students already started in their respective schools the application windows would be as follows: 1st July – 30th September to commence transport in each new academic year and then 1st January – 31st January. We would no longer accept applications for discretionary elements of the policy during the summer term. Applications made outside of these windows would be held and considered during the relevant timeframe. This will enable the council to make administrative savings.

Benefits

- Improving ability to forecast application numbers throughout financial year and therefore have better control over our cost base
- Management of workload and reduction in administration time across the teams involved in delivering transport services
- Reduction in costs over the year in the provision of transport under our discretionary policies

For illustration, in the 2012/13 academic year, for Post 16 Transport alone, 396 applications were received between 30th December and 1st January and 31st January and 31st March.

Risks

- Communication strategy will need to be clear so people do not miss deadlines where support is required
- Those that miss the set deadline for application will not receive transport until the next window opens, regardless of their entitlement
- Families where needs/situation changes may be disadvantaged if their application cannot be considered outside of the application timeframe
- Increase in complaints received by County Council

Responses

Of the responses received in this area, 24% agreed with the proposal and 45% disagreed. There were 57 comments made on this proposal through the consultation portal (appendix 2). The main themes were as follows:

- Lack of flexibility
- Seems reasonable
- Process needs to be VERY clear to all involved
- Discriminates against pupils moving throughout the year
- Issue for families where there circumstances change instantly, without expectation – waiting to be able to apply would affect these families

Option: Post 16 Transport

Proposal

Number of students potentially affected if withdrawn completely - 2800

Estimated savings through complete withdrawal - £3,000,000

Number of students potentially affected if policies amended but not withdrawn – 2000
Estimated savings through amending policy - £1,500,000

The duty placed on local authorities around the provision of transport to post 16 students requires a transport policy statement to be prepared and published in each year, by 31st May, disclosing the provision being made by the LA for this group. The LA has a discretion which it can use to offer financial assistance towards a person's reasonable travel expenses.

It is important to note that since 2011 colleges and schools have access to a large bursary (replacement for EMA following removal in 2010) of up to £1200 that can be allocated to vulnerable students to support their learning.

We have investigated the approach of other authorities. Many authorities are now choosing to remove or significantly reduce their offer for post 16 learners, many authorities now choose to charge low income families for their transport assistance.

The options listed below seek to continue to make some provision for this group to support access to education.

We are proposing that from September 2014 we only consider any application for home to school transport assistance for a person of sixth form age on its merits, but assistance would be provided where the following circumstances apply.

i. Low income families

Provide transport assistance to qualifying low income families only but with a 50% contribution towards the full cost of transport on existing public/contract transport routes in the County – recommended contribution 50% of current average cost per student (£4.79 per day) £450 per annum

ii. Statemented SEN students

The student has a statement of SEN and is attending the school named within their statements as the nearest appropriate school for their post 16 education – public transport will be promoted for this group and travel training referrals will be made for all students with the expectation they will be assessed for suitability for training by the end of the first term of post 16 education. A charge for transport will be made on a sliding scale based on the income of the family at the time of application.

iii. Students with SEN who are no longer statemented

Those students who had a statement of SEN in year 11 who will be attending a school or college to continue their education and require additional support to do so. Support will be provided in the form of a grant which will be on a sliding scale based on income. All applications will be considered based on the evidence provided to support the claim at the time of application

iv. Other Students

Other students will be able to purchase transport from the Local Authority but this will be at full cost recovery and only on existing contract or public transport routes, in place at the time of application, where capacity allows. This will not include the operation of bespoke transport or individual taxis.

Families would be able to take advantage of the bulk purchasing power of the County Council and pay a reduced rate for transport on existing services.

What are our neighbours offering?

<i>Authority</i>	<i>Low Income?</i>	<i>SEN</i>	<i>Others</i>
<i>Hertfordshire</i>	<i>No</i>	<i>Yes</i>	<i>Discount card negotiated with public transport companies</i>
<i>Suffolk</i>	<i>£170 per term</i>	<i>£170 per term</i>	<i>£170 per term</i>
<i>Thurrock</i>	<i>Yes</i>	<i>Yes</i>	<i>Full cost recovery on existing services. Students in rural areas considered individually based on circumstances and access to network</i>
<i>Southend</i>	<i>£490 per year</i>	<i>£490 per year</i>	<i>No – but Octopus Card and other discounted schemes available</i>

Benefits

- Clear policy for the provision of transport for learners
- Ability for all to take advantage of lower public transport costs through County Council bulk purchasing power, not just those who currently qualify for assistance.
- Encourage consideration of suitability of course for the learner
- Reduction in cost for Local Authority in delivering the service

Risks

- Impact on future skills in County if access to education is limited
- Impact on ability of post 16 students to access further education
- Do colleges have the financial resource within their budgets to provide transport assistance to students
- There is evidence that participation decreases in year 13. Any cuts in travel assistance may exasperate this particularly when taking into consideration *Raising the Participation Age* (RPA). If subsidised travel wasn't available there could be a tendency for students to select unsuitable courses on the premise of affordable travel which would in all probability lead to higher dropout rates.
- Participation rates in Essex are currently second lowest in the East of England.
- We need to consider the impact made to the local labour needs of particular districts, without assisted travel the lack of trained recruits could cause some companies to relocate out of Essex.
- Potential for an increase in those considered NEET in this age group

- The suggestion would be to charge up to 50% of the overall charge/full cost recovery – this may place a barrier in accessing education to students from low income families
- Door to door service no longer provided – may discourage attendance
- Ability of local bus services to support access to education
- Ability of families to support access to education (drop off/pick up at base or station etc)
- Potential increase in administration costs owing to an increase in number of families, who currently would not qualify for assistance, wishing to purchase tickets from us
- Increase in congestion around public transport hubs at peak times

Responses

Of the responses received in this area, 19% agreed with the proposal and 71% disagreed. There were 137 comments made on this proposal through the consultation portal (appendix 2). It was noted there was no formal responses received from Colleges on this issue despite engaging with the Federation of Essex Colleges (FEDEC) prior to the commencing of the consultation. The main themes were as follows:

- Potential for increased congestion at peak times of day
- Discriminates against those in rural areas
- Consideration of RPA and requirement for learner to remain in education, employment or training
- Should be assisting children to remain in learning, not restricting them
- Lack of public transport available
- Removal of choice for learners

Many of the comments received were around the implications of the Raising of Participation whereby students have to remain in education until they are 17 currently and from 2015 until they are 18. The government have been clear that they do not intend to extend the statutory duties around the provision of transport for pre 16 learners to those in post 16 Education. The provision of post 16 transport remains at the discretion of the individual local authority. Many have chosen to remove assistance in full to make the maximum financial saving. Our proposals do not withdraw support completely but limit it to those who have been identified as most in need of support in accessing post 16 learning.

Finance Comments

This report provides the Scrutiny Committee with background around the different types of statutory and discretionary Home to School Transport services that the Council currently provides.

In the overview section on page 1, the report highlights the growing pressures on this budget as a result of increasing demand and the difficulties encountered in mitigating general transportation cost pressures.

At a time where the Council is exploring all opportunities to effectively respond to the significant budget reductions it faces, the Home to School Transport Service has identified and consulted on a series of potential changes to the discretionary service provision it currently offers

The feedback from this consultation, including comments from this scrutiny committee, will feed into into a subsequent Cabinet paper that will make recommendations on the future provision of this Service. A full financial appraisal of the potential savings from these recommendations will be built into the Cabinet report.

If Cabinet decide not to take forward some or any of the options proposed, then the service may need to look to alternate ways of addressing the financial pressures that it will continue to face.

Purpose of Consultation

Essex County Council (ECC) faces an unprecedented financial challenge. Reduced funding from central government, together with the impact of inflation and increasing demands for services, means the council needs to save around £215m by 2016-17. This is on top of the £365m already saved over the previous three years. Achieving this will require us to take tough decisions on what ECC does, how we do it and what must stop doing.

Home to School Transport is a highly contentious area of County Council business. Our current expenditure in this area tops £25 million. There is a requirement to make efficiency savings in this area over the coming 3 financial years both to assist Essex in meeting the demands of a diminishing budget and to mitigate further pressures in this area caused by increasing demand and a general increase in the cost of transporting children to and from school.

As you will be aware, the local authority has a number of statutory duties under which it must provide free home to school transport to qualifying students who meet the relevant criteria contained within the 1944 Education Act and extended in the 2006 Education and Inspections Act. We have made the decision in the past to extend the support of home to school transport to a wider group under what we term as our 'discretionary policies'; that is where we choose to provide more than we are required by statute. However, as a result of significant financial challenges similar to those facing many local authorities we have had to undertake a full review of the discretionary elements of our policy.

This consultation on the future provision of home to school transport will start on 16th September and will run until the last school day before half term, Friday 25th October.

Following the completion of the consultation a report will be written and submitted to Cabinet in December making recommendations on the future provision of home to school transport. No decision has been taken on the way forward at this time – the consultation is being carried out to inform that decision and future policy.

Any changes that are agreed will be implemented from September 2014 or September 2015 and will not affect students receiving transport at their current school. Any changes made will be phased in over a number of years, only affecting students who commence at primary, secondary, sixth forms or colleges from September 2014 onwards where they knew about these changes prior to the timetable for selecting the school to which they will move. This means for example that for pupils moving to Year 7, any changes could not take place until September 2015.

We understand that any proposal to make changes to home to school transport will cause concern for many stakeholders across the county but public consultation is the first stage in the process and we urge you to take part in the consultation.

Our transport policy should be simple, fair and transparent. The changes proposed are a significant change to the support provided going forward. They do propose a reduction in the amount of support currently offered in this area.

The options listed below are to amend the current home to school transport policies to meet current demands and the challenges of a changing school market, i.e. the increase in the number of academies and free schools and the freedom schools now have to set their own hours, terms times and catchments, alongside an unprecedented financial challenge for all local authorities across the country.

Our proposals

1. Catchment Areas/Joint Catchments

The current transport policy in place does not address changes in legislation which allow schools who set their own admission criteria to define their own catchment areas and thus leaves the council with a certain amount of risk financially if academies were to widen their catchment areas at a time when Essex County Council (ECC) faces an unprecedented financial challenge. It could also be argued the council's current use of catchment areas for community schools as a determining element of the assessment of entitlement to transport support is unfair and inconsistent across the county. Some families benefit from transport to up to 4 schools from their home address, others may only receive the option of transport to 1 school. This proposal is to ensure our policy is fair, consistent and equitable across the county.

We are therefore proposing to remove the reference to catchment areas in our home to school transport policies and to provide transport only to the nearest school to the child's home address, measured using the shortest available walking route, where the statutory distance criteria are met. This would enable parents to determine their entitlement to transport at the point they apply for a school place.

Furthermore we propose to remove the use of Joint Catchment Areas – instead only supporting children to attend the nearest school to their home address where a joint admission catchment is present or an historical arrangement has been in place over a number of years.

Areas affect by this proposal include the Five Parishes of Brentwood (Doddinghurst, Blackmore, Hook End, Stondon Massey and Kelevdon Hatch) and Ongar where all families in this district receive transport to a number of schools. This was agreed following the closure of Ongar Secondary School in the 1980's and has never been reviewed. Other schools with a joint catchment area include Thurstable/Plume, Thurstable/Thomas Lord Audley, Honeywood/Stamway, King John/Appleton and Swayne Park/Fitzwilliam.

To mitigate the implication of this decision, should it be taken following consultation, we would work closely with bus operators to try and ensure that

commercial networks are available to those that wish to utilise transport to school at the full cost to their family.

2. Available Walking Routes

A number of routes in Essex are currently considered as unavailable to be walked and, despite falling under the distance criteria children have historically been provided with home to school transport in these areas. A number of re-inspections of those routes have taken place and as a result we have found 3 routes in the County that are now considered available to be walked and as a result children are no longer entitled to receive free home to school transport. It is therefore proposed to remove transport from those affected commencing September 2014 in a phased approach. The schools affected by these proposals are as follows - Bromfords School, Grange Primary School, Helena Romanes School, Dunmow St Mary's Primary School and Forest Hall School.

3. Selective on Benefit

We currently provide transport to students attending grammar schools in and around Essex where the family are in receipt of qualifying benefits and the distance criteria are met. No other authority offers this provision. Examples of the journeys currently funded include Chigwell to Chelmsford, Dunmow to Colchester, Burnham on Crouch to Chelmsford, Southminster to Southend. It is therefore proposed to withdraw the provision of transport to low income families attending Selective Schools from September 2015 on a phased basis

4. Transport provided under exceptional circumstances

We currently provide transport in a number of circumstances to a broad range of families using our discretion to award in exceptional circumstances. In all cases there is no statutory entitlement for transport. Transport provided will be usually be in the form of a taxi. We are therefore proposing to add a means tested assessment as part of this process. Where families earn in excess of the allowances currently made for the provision of child benefit, transport support would not be provided even in exceptional circumstances. Families whose cases for transport to be provided are agreed, earning below the threshold for the provision of child benefit would receive a contribution towards the cost of transport on a sliding scale based on their income.

£16,190 and below –	fuel reimbursement at 45p per mile or equivalent transport on existing contract vehicle/public transport ticket
£16,190 – £30,000 -	fuel reimbursement at 45p per mile or a payment of £250 per term towards the cost of transport
£30,000 – £42,475 -	fuel reimbursement at 45p per mile or a payment of £150 per term towards the cost of transport

£42,475 and above – £0 contribution

5. Deadline for Applications under discretionary policies

We currently operate an application window for applications made under our discretionary transport policies covering the whole academic year. We therefore propose the implementation of an application window that is open from 1st March until 30th September for new starters which then reopens on 1st January to close again on 31st January in each academic year.

For students already started in their respective schools the application windows would be as follows: 1st July – 30th September to commence transport in each new academic year and then 1st January – 31st January. We would no longer accept applications for discretionary elements of the policy during the summer term. Applications made outside of these windows would be held and considered during the relevant timeframe. This will enable the council to make administrative savings.

6. Post 16 Transport

The duty placed on local authorities around the provision of transport to post 16 students requires a transport policy statement to be prepared and published in each year, by 31st May, disclosing the provision being made by the LA for this group. The LA has a discretion which it can use to offer financial assistance towards a person's reasonable travel expenses.

It is important to note that since 2011 colleges and schools have access to a large bursary (replacement for EMA following removal in 2010) of up to £1200 per student per year for the support of students from low income families.

We have investigated the approach of other authorities. Many authorities are now choosing to remove or significantly reduce their offer for post 16 learners, many authorities now choose to charge low income families for their transport assistance.

The options listed below seek to continue to make some provision for this group to support access to education for students of this age group, whilst also considering the significant financial pressure the county council is under to make efficiencies to ease pressure in this budget area. The options listed seek to continue to provide:

- Access to Post 16 Education for all young people in Essex
- Promotion and support of choice amongst our Post 16 learners

We are proposing that from September 2014 we only consider any application for home to school transport assistance for a person of sixth form age on its merits, but assistance would be provided where the following circumstances apply.

i. Low income families

Provide transport assistance to qualifying low income families only but with a 50% contribution towards the full cost of transport on existing public/contract transport routes in the County

ii. Statemented SEN students

The student has a statement of SEN and is attending the school named within their statements as the nearest appropriate school for their post 16 education – public transport will be promoted for this group and travel training referrals will be made for all students with the expectation they will be assessed for suitability for training by the end of the first term of post 16 education. A charge for transport will be made on a sliding scale based on the income of the family at the time of application.

iii. Students with SEN who are no longer statemented

Those students who had a statement of SEN in year 11 who will be attending a school or college to continue their education and require additional support to do so. Support will be provided in the form of a grant which will be on a sliding scale based on income. All applications will be considered based on the evidence provided to support the claim at the time of application

iv. Other Students

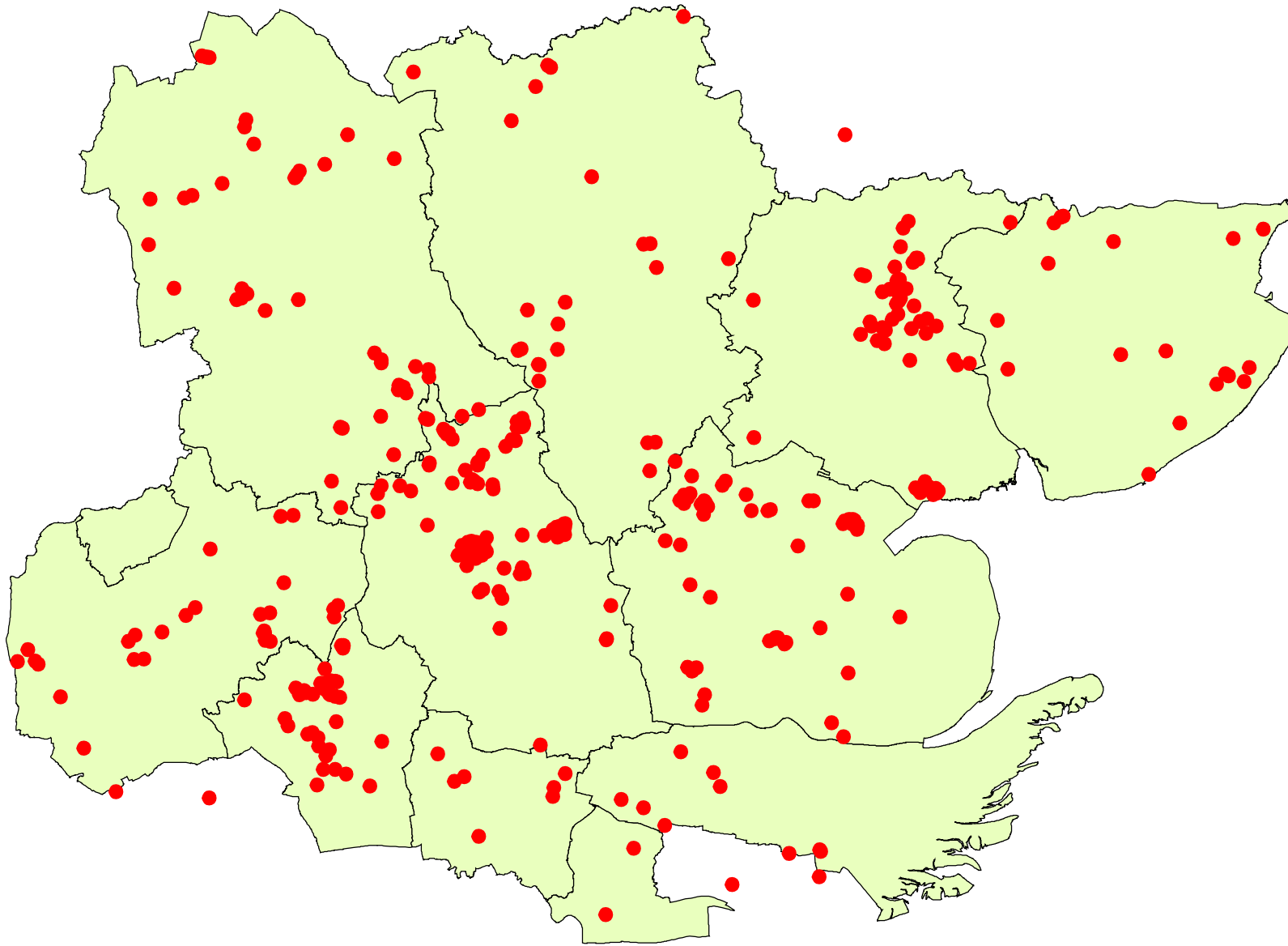
Other students will be able to purchase transport from the Local Authority but this will be at full cost recovery and only on existing contract or public transport routes, in place at the time of application, where capacity allowed. This will not include the operation of bespoke transport or individual taxis. Families would be able to take advantage of the bulk purchasing power of the County Council and pay a reduced rate for transport on existing services.

v. Transport arrangements

It is proposed that we would only provide transport on existing public or contract services. Families would be expected to facilitate their child's attendance at the nearest existing pick up point for the existing service to their home address, regardless of the distance.

We will not be responding to individual comments or queries but all submissions will be used to inform the final report to cabinet in December. You can submit comments by completing the questionnaire or by emailing school.transportconsultation@essex.gov.uk

Home to School Transport Consultation Responses



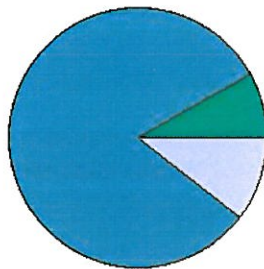


Home to School Transport Survey

Survey Title: Home to School Transport Consultation

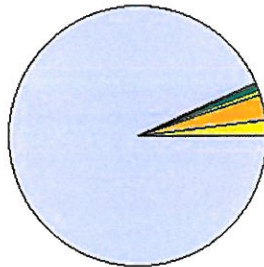
Responses By Question Analysis:

1. Do you drive and/or have access to a car?



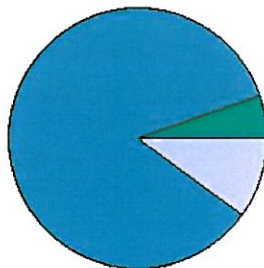
	Response Total	Response Percent
<input type="checkbox"/> I drive but do not have a car on a regular basis	53	10%
<input checked="" type="checkbox"/> I drive and have a car I can use	411	81%
<input checked="" type="checkbox"/> I don't drive	41	8%
Total Respondents (skipped this question)	505	973

2. Please tell us your ethnic background



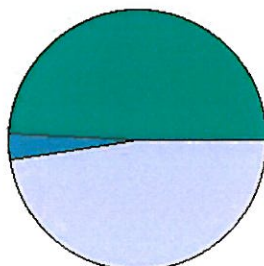
	Response Total	Response Percent
<input type="checkbox"/> White British	473	93%
<input checked="" type="checkbox"/> Black or Black British	2	0%
<input checked="" type="checkbox"/> Asian or Asian British	3	1%
<input checked="" type="checkbox"/> Mixed	3	1%
<input type="checkbox"/> Chinese	0	0%
<input checked="" type="checkbox"/> Prefer not to say	16	3%
<input checked="" type="checkbox"/> Other, please specify	10	2%
Total Respondents (skipped this question)	507	971

3. Do you have any long-standing illness, disability or infirmity? (Long-standing means anything that has troubled you over a period of time, or that is likely to affect you over a period of time)



	Response Total	Response Percent
<input type="checkbox"/> Yes	51	10%
<input checked="" type="checkbox"/> No	431	85%
<input checked="" type="checkbox"/> Prefer not to say	27	5%
Total Respondents (skipped this question)	509	969

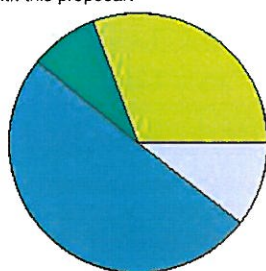
4. Does your child currently receive free or subsidised home to school transport from ECC?



	Response Total	Response Percent
<input type="checkbox"/> Free	238	48%
<input checked="" type="checkbox"/> Subsidised	16	3%
<input checked="" type="checkbox"/> None	246	49%
Total Respondents (skipped this question)	500	978

5. Before completing this questionnaire please ensure you have read through the consultation document giving you more information about the proposals below (Link to consultation document)CatchmentWe are consulting on the

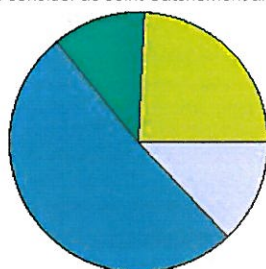
withdrawal of the use of catchment areas in determining entitlement to transport and instead supporting those meeting the distance criteria for their age group to the nearest school only. Should this be agreed the withdrawal would be on a phased basis affecting new starters at primary and secondary schools from September 2015. Do you agree with this proposal?



☐ Yes
☒ No
☐ This does not affect me
☐ Comments

Response Total	Response Percent
63	15%
300	72%
51	12%
183	44%
Total Respondents	414
(skipped this question)	1064

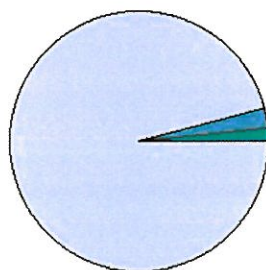
6. This proposal particularly affects students who currently reside in 'joint catchment' admission areas and therefore benefit in receiving transport assistance to one of two or more schools. This proposal means that those families will only receive free transport assistance to their nearest school, making the policy fair across the County. For a list of what we consider as Joint Catchment areas please refer to our FAQ's. Do you agree with this proposal?



☐ Yes
☒ No
☐ This does not affect me
☐ Comments

Response Total	Response Percent
69	17%
272	67%
62	15%
129	32%
Total Respondents	403
(skipped this question)	1075

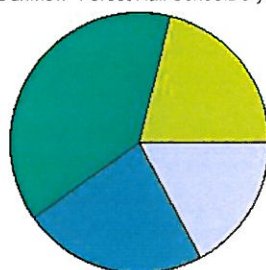
7. What would be an acceptable charge per year in your opinion?



☐ £500 - £700
☐ £700 - £900
☐ £900 - £1000
☐ £1000+

Response Total	Response Percent
116	96%
3	2%
2	2%
0	0%
Total Respondents	121
(skipped this question)	1357

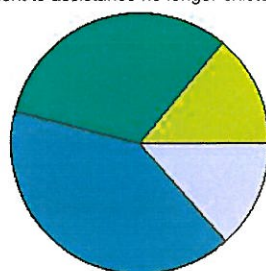
8. Available Walking Routes We are proposing the withdrawal of transport to those children who would have previously qualified for transport owing to the unavailable nature of the route they would be expected to use to get to and from school. These routes, following re-inspection, are now deemed to be available to be walked, accompanied as necessary, and as such, an entitlement to transport ceases to exist. Should this be agreed the withdrawal would be on a phased basis affecting new starters at primary and secondary schools from September 2014. The schools affected are as follows: Helena Romanes, Bromfords/Grange Primary School, Great Dunmow Primary School/St Marys, Dunmow, Forest Hall School. Do you agree with this proposal?



☐ Yes
☒ No
☐ Don't know
☐ Comments

Response Total	Response Percent
83	22%
111	29%
186	49%
102	27%
Total Respondents	380
(skipped this question)	1098

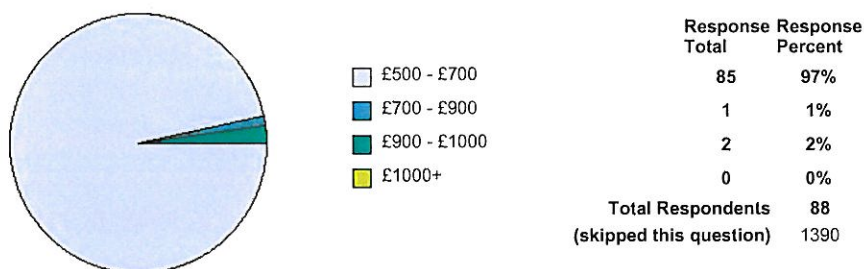
9. It is proposed that if this option is taken forward following consultation that we would work with commercial operators in the County to try and ensure continuity of service for those children affected by making seats available to purchase on a daily/termly/annual basis. Would you be willing to pay to travel using existing services where an entitlement to assistance no longer existed?



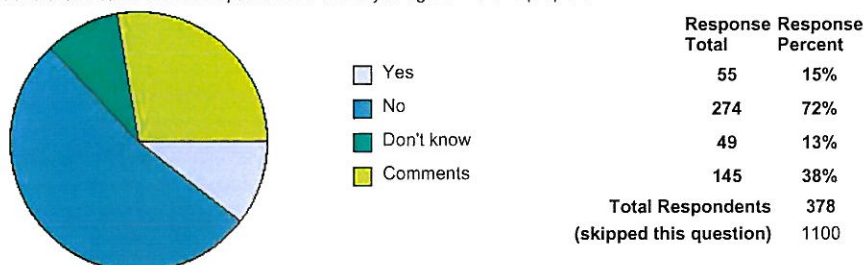
☐ Yes
☒ No
☐ Don't know
☐ Comments

Response Total	Response Percent
54	16%
162	47%
128	37%
56	16%
Total Respondents	344
(skipped this question)	1134

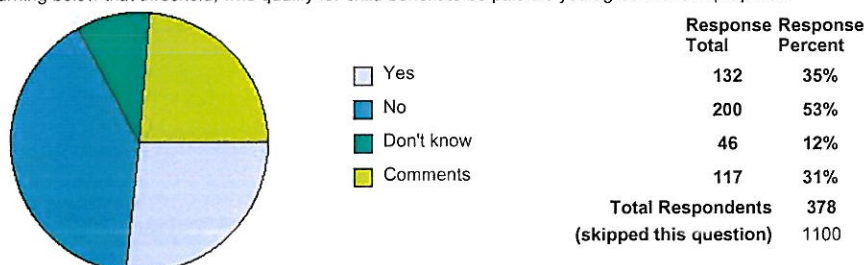
10. What would be an acceptable charge per year in your opinion?



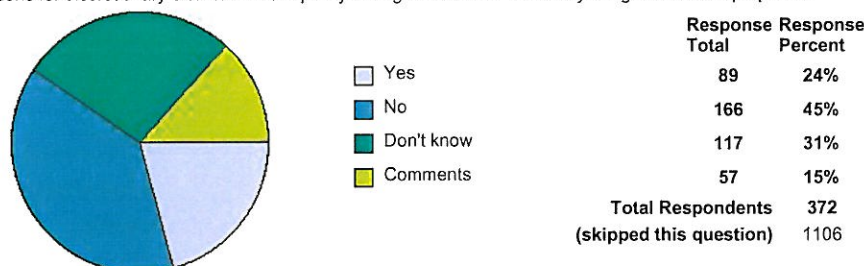
11. Selective on BenefitWe are consulting on the withdrawal of transport support to qualifying low income families attending selective (grammar) schools. Should this be agreed it will be implemented on a phased basis affecting new starters at selective schools from September 2015. Do you agree with this proposal?



12. Exceptional CircumstancesIt is proposed to take account of household income in order to assess exceptionality. The proposal is to consider income level as part of the assessment to determine entitlement to assistance. Should this be agreed we would not provide support to children whose families do not qualify for child benefit to be paid as a result of their household income and a contribution would be paid, based on a sliding scale to those earning below that threshold, who qualify for child benefit to be paid. Do you agree with this proposal?

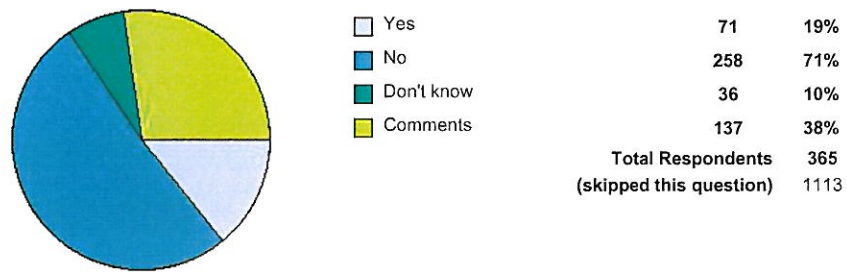


13. Deadline for Applications under discretionary policiesWe propose the implementation of an application window that is open from 1st March until 30th September for new entrants to schools in and September each year which then reopens on 1st - 31st January and 1st - 31st March in each academic year. For students already started in their respective schools the application windows would be as follows: 1st July - 30th September to commence transport in new academic year will reopen on 1st January - 31st January and 1st - 31st March. We would no longer accept applications for discretionary elements of the policy during the summer term. Do you agree with this proposal?



14. Post 16 TransportWe are proposing that from September 2014 we discontinue provision of transport assistance for all but those in the following groups: Low income families Provide transport assistance to qualifying low income families only but ask for a 50% contribution towards the full cost of transport on existing public/contract transport routes in the County. Statemented SEN students Provide transport assistance to students has a statement of SEN and is attending the school named within their statements as the nearest appropriate school for their post 16 education - public transport will be promoted for this group and travel referrals will be made for all students with the expectation they will be assessed for suitability for training at the end of the first term of post 16 education. A charge for transport will be made on a sliding scale based on the income of the family at the time of application. Students with SEN who are no longer statemented Provide transport assistance to those students who had a statement of SEN in year 11 who will be attending a school or college to continue their education and require additional support to do so. Support will be provided in the form of a grant which will be on a sliding scale based on income. All applications will be considered on the evidence provided to support the claim at the time of application. Other students Other students will be able to purchase transport from the Local Authority but this will be at full cost recovery and only on existing contract or public transport routes, in place at the time of application, where capacity allowed. This will not include the operation of bespoke transport or individual taxis. Families would be able to take advantage of the bulk purchasing power of the County Council and pay a reduced rate for transport on existing services. Transport arrangements It is proposed that we would only provide transport on existing public or contract services. Families would be expected to facilitate their child's attendance at the nearest existing pick up point for the existing service to their home address, regardless of the distance. Do you agree with this proposal?

Response Total	Response Percent
89	24%
166	45%
117	31%
57	15%
Total Respondents	372
(skipped this question)	1106



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Home to School Transport Consultation

Respondents: 1478 displayed, 1478 total

Status: Open

Launched Date: 09/09/2013

Closed Date: 26/10/2013

1. Please tell us your age at your last birthday?

	Response Average
	44.85
Total Respondents	490
(skipped this question)	988

2. Do you drive and/or have access to a car?

	Response Total	Response Percent	Points	Avg
I drive but do not have a car on a regular basis	53	10%	n/a	n/a
I drive and have a car I can use	411	81%	n/a	n/a
I don't drive	41	8%	n/a	n/a
Total Respondents	505	100%		
(skipped this question)	973			

3. Please tell us your ethnic background

	Response Total	Response Percent	Points	Avg
White British	473	93%	n/a	n/a
Black or Black British	2	0%	n/a	n/a
Asian or Asian British	3	1%	n/a	n/a
Mixed	3	1%	n/a	n/a
Chinese	0	0%	n/a	n/a
Prefer not to say	16	3%	n/a	n/a
Other, please specify view	10	2%	n/a	n/a
Total Respondents	507	100%		
(skipped this question)	971			

4. Do you have any long-standing illness, disability or infirmity? (Long-standing means anything that has troubled you over a period of time, or that is likely to affect you over a period of time)

	Response Total	Response Percent	Points	Avg
Yes	51	10%	n/a	n/a
No	431	85%	n/a	n/a
Prefer not to say	27	5%	n/a	n/a
Total Respondents	509	100%		
(skipped this question)	969			

5. If you would like to be kept informed on progress and be involved in the next stages of consultation, please tell us your email address

Total Respondents	296
(skipped this question)	1182

6. Some information about you and your current travel patternsWhere do you live? Please tell us your postcodeWhy do we want this information? Your postcode will allow us to map where the respondents come from and to check if all communities are represented





Total Respondents	501
(skipped this question)	977

7. Does your child currently receive free or subsidised home to school transport from ECC?

		Response Total	Response Percent	Points	Avg
Free	<div></div>	238	48%	n/a	n/a
Subsidised	<div></div>	16	3%	n/a	n/a
None	<div></div>	246	49%	n/a	n/a
Total Respondents		500	100%		
		(skipped this question)		978	
8. Before completing this questionnaire please ensure you have read through the consultation document giving you more information about the proposals below (Link to consultation document) CatchmentWe are consulting on the withdrawal of the use of catchment areas in determining entitlement to transport and instead supporting those meeting the distance criteria for their age group to the nearest school only. Should this be agreed the withdrawal would be on a phased basis affecting new starters at primary and secondary schools from September 2015.Do you agree with this proposal?					
		Response Total	Response Percent	Points	Avg
Yes	<div></div>	63	15%	n/a	n/a
No	<div></div>	300	72%	n/a	n/a
This does not affect me	<div></div>	51	12%	n/a	n/a
Comments	<div>view</div> <div></div>	183	44%	n/a	n/a
Total Respondents		414	100%		
		(skipped this question)		1064	
9. This proposal particularly affects students who currently reside in 'joint catchment' admission areas and therefore benefit in receiving transport assistance to one of two or more schools. This proposal means that those families will only receive free transport assistance to their nearest school, making the policy fair across the County. For a list of what we consider as Joint Catchement areas please refer to our FAQ'sDo you agree with this proposal?					
		Response Total	Response Percent	Points	Avg
Yes	<div></div>	69	17%	n/a	n/a
No	<div></div>	272	67%	n/a	n/a
This does not affect me	<div></div>	62	15%	n/a	n/a
Comments	<div>view</div> <div></div>	129	32%	n/a	n/a
Total Respondents		403	100%		
		(skipped this question)		1075	
10. It is proposed that if this option is taken forward following consultation that we would work with commercial operators in the County to try and ensure continuity of service for those affected by making seats available to purchase on a daily/termly/annual basis.Would you be willing to pay to travel using existing services where an entitlement to assistance no longer existed?					
		Response Total	Response Percent	Points	Avg
Yes	<div></div>	72	18%	n/a	n/a
No	<div></div>	236	59%	n/a	n/a
This does not affect me	<div></div>	89	22%	n/a	n/a
Comments	<div>view</div> <div></div>	129	32%	n/a	n/a
Total Respondents		397	100%		
		(skipped this question)		1081	
11. What would be an acceptable charge per year in your opinion?					
		Response Total	Response Percent	Points	Avg
£500 - £700	<div></div>	116	96%	n/a	n/a
£700 - £900	<div></div>	3	2%	n/a	n/a
£900 - £1000	<div></div>	2	2%	n/a	n/a
£1000+	<div></div>	0	0%	n/a	n/a
Total Respondents		121	100%		
		(skipped this question)		1357	
12. Available Walking RoutesWe are proposing the withdrawal of transport to those children who would have previously qualified for transport owing to the unavailable nature of the route they would be expected to use to get to and from school. These routes, following re-inspection, are now deemed to be available to be walked, accompanied as necessary, and as such, an entitlement to transport ceases to exist. Should this be agreed the withdrawal would be on a phased basis affecting new starters at primary and secondary schools from September 2014.The schools affected are as follows:• Helena Romanes• Bromfords/Grange Primary School• Great Dunmow Primary School/St Marys, Dunmow• Forest Hall SchoolDo you agree with this proposal?					
		Response Total	Response Percent	Points	Avg
Yes	<div></div>	83	22%	n/a	n/a
No	<div></div>	111	29%	n/a	n/a
Don't know	<div></div>	186	49%	n/a	n/a

Comments	view		102	27%	n/a	n/a
Total Respondents			380	100%		
(skipped this question)			1098			
13. It is proposed that this option is taken forward following consultation that we would work with commercial operators in the County to try and ensure continuity of service for those children affected by making seats available to purchase on a daily/termly/annual basis.Would you be willing to pay to travel using existing services where an entitlement to assistance no longer existed?						
			Response Total	Response Percent	Points	Avg
Yes			54	16%	n/a	n/a
No			162	47%	n/a	n/a
Don't know			128	37%	n/a	n/a
Comments	view		56	16%	n/a	n/a
Total Respondents			344	100%		
(skipped this question)			1134			
14. What would be an acceptable charge per year in your opinion?						
			Response Total	Response Percent	Points	Avg
£500 - £700			85	97%	n/a	n/a
£700 - £900			1	1%	n/a	n/a
£900 - £1000			2	2%	n/a	n/a
£1000+			0	0%	n/a	n/a
Total Respondents			88	100%		
(skipped this question)			1390			
15. Selective on BenefitWe are consulting on the withdrawal of transport support to qualifying low income families attending selective (grammar) schools. Should this be agreed it will be implemented on a phased basis affecting new starters at selective schools from September 2015.Do you agree with this proposal?						
			Response Total	Response Percent	Points	Avg
Yes			55	15%	n/a	n/a
No			274	72%	n/a	n/a
Don't know			49	13%	n/a	n/a
Comments	view		145	38%	n/a	n/a
Total Respondents			378	100%		
(skipped this question)			1100			
16. Exceptional CircumstancesIt is proposed to take account of household income in order to assess exceptionality. The proposal is to consider income level as part of the assessment to determine entitlement to assistance. Should this be agreed we would not provide support to children whose families do not qualify for child benefit to be paid as a result of their household income and a contribution would be paid, based on a sliding scale to those earning below that threshold, who qualify for child benefit to be paid.Do you agree with this proposal?						
			Response Total	Response Percent	Points	Avg
Yes			132	35%	n/a	n/a
No			200	53%	n/a	n/a
Don't know			46	12%	n/a	n/a
Comments	view		117	31%	n/a	n/a
Total Respondents			378	100%		
(skipped this question)			1100			
17. Deadline for Applications under discretionary policiesWe propose the implementation of an application window that is open from 1st March until 30th September for new entrants to schools in and September each year which then reopens on 1st - 31st January and 1st - 31st March in each academic year.For students already started in their respective schools the application windows would be as follows: 1st July - 30th September to commence transport in new academic year will reopen on 1st January - 31st January and 1st - 31st March. We would no longer accept applications for discretionary elements of the policy during the summer term.Do you agree with this proposal?						
			Response Total	Response Percent	Points	Avg
Yes			89	24%	n/a	n/a
No			166	45%	n/a	n/a
Don't know			117	31%	n/a	n/a
Comments	view		57	15%	n/a	n/a
Total Respondents			372	100%		
(skipped this question)			1106			

18. Post 16 Transport We are proposing that from September 2014 we discontinue provision of transport assistance for all but those in the following groups: Low income families Provide transport assistance to qualifying low income families only but ask for a 50% contribution towards the full cost of transport on existing public/contract transport routes in the County. Stated SEN students Provide transport assistance to students has a statement of SEN and is attending the school named within their statements as the nearest appropriate school for their post 16 education - public transport will be promoted for this group and travel referrals will be made for all students with the expectation they will be assessed for suitability for training at the end of the first term of post 16 education. A charge for transport will be made on a sliding scale based on the income of the family at the time of application. Students with SEN who are no longer stated Provide transport assistance to those students who had a statement of SEN in year 11 who will be attending a school or college to continue their education and require additional support to do so. Support will be provided in the form of a grant which will be on a sliding scale based on income. All applications will be considered on the evidence provided to support the claim at the time of application. Other students Other students will be able to purchase transport from the Local Authority but this will be at full cost recovery and only on existing contract or public transport routes, in place at the time of application, where capacity allowed. This will not include the operation of bespoke transport or individual taxis. Families would be able to take advantage of the bulk purchasing power of the County Council and pay a reduced rate for transport on existing services. Transport arrangements It is proposed that we would only provide transport on existing public or contract services. Families would be expected to facilitate their child's attendance at the nearest existing pick up point for the existing service to their home address, regardless of the distance. Do you agree with this proposal?

		Response Total	Response Percent	Points	Avg
Yes		71	19%	n/a	n/a
No		258	71%	n/a	n/a
Don't know		36	10%	n/a	n/a
Comments	view 	137	38%	n/a	n/a
Total Respondents		365	100%		
(skipped this question)			1113		

		AGENDA ITEM 5
<u>Youth Service Redesign</u>		PAF/14/13
Committee:	People and Families Scrutiny Committee	
Date:	5 th December 2013	
<u>Outstanding Items</u>		
Enquiries to:	David Claydon Project Manager Strategy, Transformation & Commissioning Support 0333 013 6027 david.claydon@essex.gov.uk	

Purpose of the Paper:

1. To provide the People and Families Scrutiny Committee with an early summary of responses to the recent consultation on the future of the Youth Service.
2. To provide the People and Families Scrutiny Committee with an update on the emerging operating model for the Youth Service.
3. To seek feedback from the People and Families Scrutiny Committee that will help develop proposals to Cabinet on the new operating model.

1. The recent consultation on the future of the Youth Service

- 1.1 The recent consultation on the future of the Youth Service included the possibility of an annual saving of £3m. This target equates to 60% of the Youth Service operating budget for 2013/14.
- 1.2 Young people, the wider public, our partners in youth work and other organisations have had the opportunity to contribute their views on the future of the Youth Service via a consultation exercise between 10th October and 20th November 2013. Although the final participant numbers are still to be determined, it is estimated that 5,117 people took part in the structured consultation. This number is broken down as shown in the table below.

	Young people	Adults	Total
Paper	2,437	597	3,034
Online	718	1,365	2,083
Total	3,155	1,962	5,117

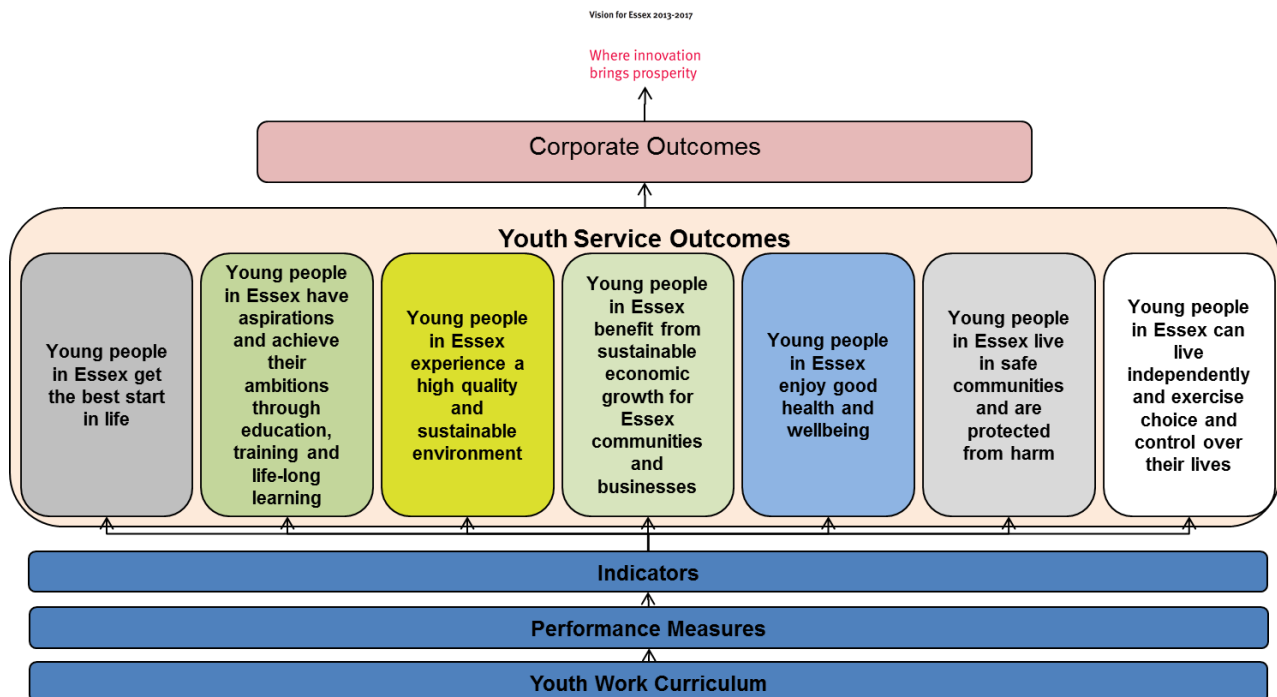
- 1.3 In addition to the structured public consultation, people were invited to write directly to the Cabinet Member to express their views. All of these views will be captured and will contribute to the development of the operating model. People used a variety of methods to communicate, such as:
- Petitions from 429 young people in Tendring, 43 young people in Witham and 37 young people in Yeldham.
 - Feedback via voice booths across the county from 43 young people and three adults.
 - Letters, emails and texts from nine young people.
 - An inscribed bed sheet.
 - Poems from two young people.
 - Letters and emails from 16 adults.
 - Reports on the discussions held by three Youth Strategy Groups plus a submission from the YEA.
- 1.4 Cllr. Gooding, Cabinet Member for Education and Lifelong Learning has taken an active role in seeking the views of our stakeholders. This has included meeting young people in Basildon, Harlow, Chelmsford, Uttlesford and Colchester. These meetings have often been chaired by young people and have been informative and sometimes emotional. He has also met with the Chairs for the Youth Strategy Groups throughout the county. This provided valuable feedback and confirmation of the requirement to continue using these groups to channel funds to localities. Local and voluntary groups have also provided input into the consultation.
- 1.5 Youth Workers have worked with young people throughout the county, delivering face to face sessions to maximise the opportunity for young people to contribute their views.
- 1.6 A number of workshops have been held with Youth Service staff, contributing nearly 400 opportunities to manage the service more efficiently, reduce costs and maximise potential new funding routes. These will all be considered in the development of the new operating model.

2. The emerging operating model

- 2.1 The new operating model will be based on the following principles:
- We will deliver to an outcomes based delivery model, commission services wherever possible, via our partners, organisation and via community capacity building.
 - We will engage with the young people on their own terms in locations suitable to them.
 - We will provide support to the most vulnerable young people across Essex by prioritising safeguarding.

- We will provide support based on the requirements of the community, to those with the greatest need.

- 2.2 The Youth Service operating model will contribute to the ECC Vision. The detail of the outcomes to inform the council's commissioning strategy are currently being developed and connections between the service and the ECC Vision are shown in the diagram shown below



- 2.3 Paragraphs 2.4 to 2.9 describe the various elements within the emerging operating model:
- 2.4 **The Youth Strategy Groups (YSG)** determine their local priorities with help from a centralised team of youth specialists. It is proposed that YSGs continue to have this role and determine how the outcomes can be met within their locality
- 2.5 **Commissioners** will determine provision based on both the outcomes to be met and the local priorities identified by the YSG.
- 2.6 **Core Delivery:** If the outcome and the localised priorities can be met through the provision offered within core delivery this will be the case. This will be funded by ECC.
- 2.7 **Partners:** If ECC cannot provide the provision in house, the commissioner will look to commission services from partners, funded using YSG's budget.
- 2.8 **External Provision** (Inc. Community): If the outcome / localised priorities can be met by Community Groups, the youth specialists will work to support them in delivery of the provision. If not, external providers will be commissioned. Both options would be funded using YSG budget.
- 2.9 **Enhanced Core Delivery:** If the outcome / localised priorities could be met using an enhanced version of Core Delivery this will be provided in-house, funded using YSG's budget.

3. Current thoughts

3.1 The Cabinet Member

- is reviewing the extent of the savings proposed and the extent to which these may be reduced if savings elsewhere in the council can be found and is looking to ensure local provision matches local need, whilst needing to do so with less resources.
- is looking to secure agreement for capital funding for the council's youth centres to enable wider use by local youth organisations.
- is looking to secure agreement for capital funding for voluntary groups to enhance community delivery of services to young people throughout the county.
- is very concerned about any loss of support for either young carers or the most vulnerable young people through the work of targeted youth advisers
- has asked officers to explore proposals to facilitate the continuation of specialist programmes, such as (but not exclusively) the Duke of Edinburgh award scheme, alternative education, Princes Trust programmes and the Essex Dance Theatre, albeit perhaps on a different financial basis.

4. Next steps

- 4.1 The operating model will continue to be developed, incorporating feedback received.
- 4.2 A Final Business Case will be submitted to Outcomes Board on 15th January 2014 and to take a decision on the new operating model at Cabinet on 21st January 2014.
- 4.3 We would welcome the view of the People and Family Scrutiny Committee members. Your views will help finalise the new operating model.

		AGENDA ITEM 7
		PAF/15/13
Committee:	People and Families Scrutiny Committee	
Date:	5 December 2013	
<u>Special Educational Needs and Disability</u>		
Enquiries to:	Karen Jones SEN Project Manager Schools, Children & Families 01245 436953 karen.jones2@essex.gov.uk	

Purpose of the Paper:

To receive and review the proposed document, Strategy for Children and Young People with Special Educational Needs and Disability, 2014-19.

Strategy for Children and Young People with Special Educational Needs and Disability

2014-19



Draft 0.19
31/10/13



Essex County Council

Foreword

TBC

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SEND Strategy – Summary

VISION	To ensure that all Children and Young People with SEND have a full range of support and opportunities available to them and are provided with opportunities to maximise their life chances, goals and aspirations.			
PRIORITIES	Ensure every child with SEND can go to a good or outstanding school or education setting	Commission/deliver a range of high quality provision for all children and young people with SEND	Ensure a smooth progression to adulthood for all young people with SEND	Improve the Assessment and identification of SEND across agencies
DELIVERED BY	<ul style="list-style-type: none"> Schools and settings provide early, accurate and timely assessment for children with SEND, through well trained staff, where appropriate before children reach school – keeping to a minimum, delays between referral and action. Provide a more rapid and decisive response to school failure and underperformance Recruit, develop and retain teams of expert and experienced governors and leaders to support schools to improve Empower parents, families, young people and carers to understand and positively engage in the Essex education system Develop a clear strategy and action plan that will reduce the inequalities in outcomes for children and young people on the School Action Plus register at Key Stage 2 and 4 Continue to work closely with the specialist SEND sector (special schools and enhanced units) to strengthen their leading role in developing school to school SEND improvement mechanisms Support schools to develop the way in which they contribute and enhance the Essex <i>Local Offer</i> through developing an effective range of in-class and additional interventions and strategies which support Support schools to achieve excellent partnerships with a wide range of schools, services and agencies to in order to drive up the quality of the local offer for children and young people with SEND. Focus on improving the way in which schools use the resources available to them; maximising the positive impact of SEND funding and Pupil Premium Grant on pupil achievement. 	<ul style="list-style-type: none"> Develop and publish a 'Local Offer' articulating the totality of provision and services. Work collaboratively with health, early years providers and other partners to provide or jointly commission a continuum of provision for SEND Increase the amount of specialist provision available and consider the potential delivery options Develop a method of geographical forecasting to ensure sufficient special school places are available to meet current and predicted future needs in County Ensure quality and accountable commissioned services through good contract management and regular review and evaluation to facilitate evidenced based interventions Commission a range of specialist provision for those aged 0-25 years with acute or high-level low-incidence needs Establish additional enhanced provision and outreach support for pupils of mainstream ability with low incidence high level needs e.g. those with ASD Autistic Spectrum Disorders Commission early intervention and early support services that are targeted on priority areas of need Access to universal support services in order to intervene early 	<ul style="list-style-type: none"> Ensure appropriate assessment and plans are in place and these address the young person's needs, ambitions and circumstances Engage and involve a range of partners, young people and their families in the coproduction of information sources and appropriate plans. A range of direct support is available to prepare for independent living and community cohesion. Professionals understand their role in transitions and communicate with others promoting and maintaining an open, balanced and consistent approach Promote independence, rights, choice and inclusion for all young people through a person centred approach. Provide opportunities for young people to access work experiences, placements, apprenticeships or job coaching Seek continuous improvement of services through regular consultation and feedback. 	<ul style="list-style-type: none"> Provide all parents, families and carers and service providers in Essex with information, advice and guidance to support assessment, referral and early intervention. Pilot and roll out an approach for a single plan covering complex or severe educational, health and social care needs for children and young people. Ensure that assessment processes and services are user friendly, easily accessible (online where appropriate), well communicated and that they meet legislative requirements Ensure the regular review of statutory assessment processes especially when circumstances or legislation change. Review and develop decision making processes in relation to statutory assessment and resource allocation based on clear and consistent criteria, efficient referral mechanisms and pathways

1 Introduction

Essex's Lifelong Learning Strategy 2013-18 was developed in order to meet two key objectives. Firstly to develop an approach to learning from cradle to grave encompassing all people across the County; and secondly to support and develop world class provision and outcomes in Essex.

This document describes Essex County Councils five year strategy for young people (aged 0-25) with Special Educational Needs and Disability (SEND), the need for which was identified as a key driver within the Lifelong Learning Strategy's implementation plan.

Essex is already proud of the services provided to these young people and yet despite significant investment, is aware that more can be done to improve outcomes and to ensure provision keep pace with changing needs (e.g. increasing autistic spectrum disorder needs) and legislative requirements.

This strategy and its accompanying implementation plan will help us to address a number of cross cutting themes including: -

- Increasing confidence in the system
- Identifying, intervening and supporting as early as possible
- Providing funding and resources
- Working in partnership and jointly commissioning
- Improving school experiences
- Securing positive outcomes (across education, health and social care)
- Embracing legislative change
- Supporting mainstream environments
- Ensuring specialist provision matches requirements
- Focusing on the most vulnerable



2 Our Vision for SEND

2.1 Our vision

To ensure that all Children and Young People with SEND have a full range of support and opportunities available to them and are provided with opportunities to maximise their life chances, goals and aspirations.

2.2 Our priorities

The following four priorities will help us to achieve this vision for all Children and Young People with SEND:



Priority 1 - Ensure every child with SEND can go to a good or outstanding school or education setting



Priority 2 - Commission/deliver a range of high quality provision for all children and young people with SEND



Priority 3 - Ensure a smooth progression to adulthood for all young people with SEND



Priority 4 - Improve the assessment and identification of SEND across agencies



2.3 Our Principles

The delivery of this vision and priorities will be underpinned by the following principles:

- **Easily accessible and available information is shared effectively between organisations.**
- **Services are delivered through partnership working and joint commissioning where appropriate.**
- **A strong and coordinated approach to early intervention and support exists.**
- **Most SEND needs are met in mainstream settings - with special school support.**
- **Parents, families and carers are viewed as experts regarding their child's needs and are involved with young people themselves in decision making.**
- **Inclusion and participation in family, school and community life.**
- **Equality of access to a range of services with increased choice and control.**
- **Quality provision is based on robust evidence.**
- **New, existing and evolving statutory responsibilities are and continue to be met.**

3 Context

3.1 Who are children and young people with SEND

A child or young person may have special educational needs or a disability or both. Definitions are provided below:

3.1.1 Special Educational Needs

A child or young person has SEN if they have a learning difficulty or disability which calls for special educational provision to be made for them. A child of compulsory school age or a young person has a learning difficulty or disability if they:

(a) have a significantly greater difficulty in learning than the majority of others of the same age; or

(b) have a disability which prevents or hinders them from making use of educational facilities of a kind generally provided for others of the same age in mainstream schools or mainstream post-16 institutions.

(c) a child under compulsory school age has special educational needs if they fall within the definition at (a) or (b) above or would so do if special educational provision was not made for them. Clause 20 Children and Families Bill

3.1.2 Disability

A child is disabled if he/she is blind, deaf or dumb or suffers from a mental disorder of any kind or is substantially and permanently handicapped by illness, injury or congenital deformity or such other disability as may be prescribed.

Children Act (1989) - Section 17 (11)

A person has a disability for the purposes of this Act if they have a physical or mental impairment which has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities.

Equality Act (2010) - Section 6

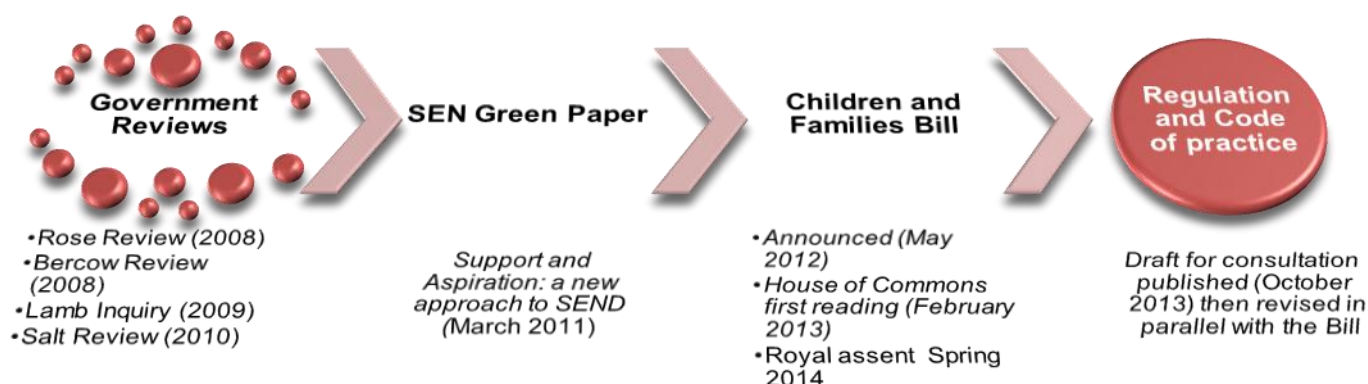
3.2 The Strategic Context

The development of this strategy has been informed by both the local and national policy agenda, together with the legal requirements and responsibilities for SEND provision.

3.2.1 National Context

This strategy has been produced in consideration of the significant government reforms to education, health and social care when working with and for children and young people with SEND (0-25) and their families and/or carers.

These reforms stem from the following high level summary of activity:



Essex and all other Local Authorities will have until September 2014 to implement the reforms from the Children and Families Bill. A summary of the main requirements can be found below:

- To involve parents, families and carers, young people and children in shaping the provision of services for those with SEND, and to develop closer co-operation with partners, including schools, academies and colleges as well as other local authorities and the VCS.
- To produce, in accordance with the bullet above, a 'local offer' which details the services to support children and young people with SEND and their families in a clear and transparent way so they can understand what is available.
- To undertake joint assessment, planning and commissioning of services for these children between education, health and social care to ensure more streamlined and integrated support through a streamlined assessment process and single plan (EHC Plan) covering a child and young person from birth to age 25.

- To introduce a duty for joint commissioning to ensure joint responsibility for providing services.
- To provide an entitlement for parents, families and carers and young people to have a personal budget to extend their choice and control over the services they receive.
- To ensure positive transitions at all key stages within a 0-25 age range, especially in preparing for adulthood. Providing greater powers for the Local Authority to continue services post 18 and introducing new protections for young people aged 16-25.
- School Action and School Action Plus will be abolished and replaced with a single school category, posing the question of what the school offer should look like to achieve better outcomes.
- To extend then SEND legal obligations of maintained schools to Further Education Colleges and academies (including free schools).

From 1 April 2013 General Practitioner (GP) led Clinical Commissioning Groups (CCGs) took over statutory responsibility for commissioning health services for children and adults. At this time Local Authorities became responsible for public health and were also required to establish Health and Wellbeing Boards to both provide leadership and also to ensure that health and social care services can become more integrated.

From 1st September 2014 a statutory duty will exist for both Local Authorities and CCGs to jointly commission services for children with SEND. The recently published Department of Health mandate for the NHS Commissioning Board includes a specific objective to ensure children with SEND have access to services identified in their agreed plan and that parents, families and carers have the option of a personal budget based on a single assessment across health, social care and education.

3.2.2 Essex Context

'Vision for Essex 2013 -17' sets out ECC Cabinet's overarching vision and priorities for the next four years and will inform the development of a revised corporate strategy, This SEND Strategy's vision and priorities are clearly in keeping with the corporate priorities identified, these overarching ECC priorities are as follows: -

Increase educational achievement and enhance skills

Develop and maintain the infrastructure that enables our residents to travel and our businesses to grow

Support employment and entrepreneurship across our economy

Improve public health and wellbeing across Essex

Safeguard vulnerable people of all ages

Keep our communities safe and build community resilience

Respect Essex's environment

In addition this SEND Strategy forms a key pillar of the Lifelong Learning Strategy which, alongside the Economic Growth Strategy, the Essex Crime and Disorder Reduction Strategy, and the Joint Health and Wellbeing Strategy forms a suite of strategies that demonstrate Essex County Council's commitment to delivering upon its corporate vision and priorities with key stakeholders and residents.

There are some 35,455 children and young people identified by schools as having SEND in Essex, representing 17.0% of the schools population. Despite being below the national average of 18.7% it outlines the importance of having a clear strategy for what is a significant vulnerable group within the county, of these:

- Essex has a greater proportion of pupils with Moderate Learning Difficulties (MLDs) as their primary need than identified nationally. In primary schools, 33.0% (20.3%), in secondary schools 33.5% (21.6%) and in special schools 29.7% (17.8%).
- Numbers of pupils with Autism Spectrum Disorder (ASD) in Essex primary schools have risen by 44% since 2008 but remain comparable with England in terms of this being identified as their primary need (7.9% compared to 7.8% across England). For secondary schools the rise is 78%, yet this is still below the England rate. For Special schools Essex has seen a fall in numbers despite a 46% increase nationally.
- Numbers of those with Behaviour, Emotional & Social Difficulties (BESD) have increased consistently across all year groups/key stages in Essex since 2008.
- Essex has seen a 48.8% increase in Severe Learning Difficulties (SLD) pupils in special schools since 2008 compared to 13.5% nationally. SLD pupils account for 33.6% of all pupils in Essex special schools, greater than the national average of 24.7%.

- In spite of rising Speech, Language and Communication Needs (SLCN) pupil numbers in both primary and secondary schools since 2008, Essex remains below the national rate for SLCN pupils¹.

There are currently 17 special schools in Essex, 3 of these are special academies. Special school provision in Essex is organised as follows;

- 9 New Model Special Schools provide for pupils with the most severe needs.
- 7 Community Learning in Partnership (CLiP) Schools provide for pupils with complex needs.
- There is one primary and one secondary behavioural, emotional and social difficulties school (BESD) in Essex providing both day and residential provision.

In January 2013 there were 2122 pupils at Essex special Schools and 2164 places commissioned. Further places have since been commissioned to reflect growth in demand for places meaning there were 2200 commissioned places at the beginning of the autumn term 2013.

There are 304 pupils placed in out of authority schools with another 100 on alternative education provision contracts. In addition there are 651 pupils attending Essex Pupil Referral Units of whom 101 have a statement of special educational need.

While this strategy will ultimately lead to the introduction of new Education, Health and Social Care plans the current situation is that schools initially intervene through School Action and School Action Plus. Where children do not make enough progress despite this intervention, and usually because they have complex/severe needs, then a statutory assessment is requested and undertaken which may result in a special educational needs statement.

Within Essex schools there are currently 6,905 pupils with a Statement of Special Educational Needs – 3.3% of the school population. This is higher than the national average of 2.8%. In 2012 there were 1,020 new statements issued which was the highest number issued by any Local Authority nationally. Furthermore the percentage of these pupils placed in mainstream schools has noticeably reduced from 80.3% to 65.3% in the last two years.

In contrast Essex has the lowest rate of School action pupils in secondary schools among statistical neighbours, 7.7% compared with a national average of 11.2%. Although this rate is falling in line with national comparators it does

¹ Any data used within the report which compares Essex figures to those of Statistical Neighbours or England are taken from the DfE website. Each year a Statistical First Release (SFR) is published that uses data collected from the January Schools Census and SEN2 Statutory Return. These are always titled 'Special education needs in England'. Any data that drills down into only Essex pupils is taken from January Schools Census files held by Essex County Council.

point to the fact that more could be done to intervene before a statement is required. School Action Plus rates broadly in line with national averages.

From an attainment perspective School Action pupils in Essex performed below the national average in all key stages. There were only a few exceptions to this – KS1 Maths and KS4 5+ A*-C including English & Maths. School Action Plus pupils performed considerably below the national averages in all key stages and in the case of KS1 Writing, some 13% below. However pupils with a statement in Essex tend to perform slightly better than their national counterparts².

In terms of post 16 transitions (for 2012 leavers) the percentage of Essex students in all SEND categories remaining in full time education is 75.1% which is below the all Essex average of 87%. However by contrast the percentage in work based training is actually 5.2% compared to 1.9%. Finally there are 6.4% of NEETs active in the Labour market from all SEND categories compared with 2.8% across all Essex leavers.

3.2.3 Financial Context

In the current economic climate public services are under financial pressure as almost never before. The recession and the Government's strategy to manage the debt have serious implications for public sector funding. In Essex, we are required to reduce budgets for many essential services over the next four years.

These financial constraints require us to reduce bureaucracy and increase effectiveness to ensure that provision targets children and young people to best effect.

From 1st April 2013 the Government changed the way in which all schools, including academies are funded for SEN provision. The intention of this funding reform was to:

- achieve maximum delegation of funding to schools;
- simplify the way local authorities and the Education Funding Agency (EFA) fund schools and academies so that it is more consistent and better focused on the needs of pupils;
- create greater consistency between local funding formulae (possibly as a prelude to the introduction of a national funding formula for all schools).

Each year the County Council receives a Dedicated Schools Grant (£958M at 2013-14) from Government which provides the overwhelming majority of funding for all schools.

- This grant comprises three blocks;

² DfE Pupil Characteristic Releases 2012

- The Schools Block (circa £790M)
- The High Needs Block (circa £112M)
- The Early Years Block (circa £56M)

As a result of the Government funding reform, mainstream schools now receive funding for pupils with special and additional educational needs from two sources. The majority of funding is delegated to schools from the Schools Block with 'top up' funding for individual pupils with high level, low incidence SEN provided via the High Needs block.

From April 2013 the County Council delegates to mainstream schools the first £6,000 of support for all pupils with special educational needs from the Schools Block through its normal funding formula. This is in addition to the basic Key Stage funding (estimated to be around £4,000) allocated per pupil.

Mainstream schools are required to fund the first £6,000 of provision identified for each child with a statement of special educational needs that is over and above what a school would reasonably be expected to meet from their Key Stage funding. Any additional cost over £6,000 is provided to the school by the County Council from the High Needs Block. Where the child is not resident in Essex, any top-up funding is provided by the home authority.

All mainstream schools including academies are expected to use their delegated budget to deliver high quality outcomes for all children including those with Special Educational Needs or Disability.

Special schools including special academies are funded at £10,000 per pupil place from the High Needs Block (being the equivalent of the £6,000 per pupil delegated to mainstream schools plus the equivalent Key Stage funding).

Almost £26M of the High Needs Block is used to support a relatively small number of children placed in independent schools and contracted alternative provision.

A small sum of around £600,000 is used from the Early Years block to support SEN.

4 Our priorities and how we developed them

We will deliver the SEND Strategy through 4 key priorities outlined on the following pages. These priorities and their underpinning delivery objectives have been informed by extensive consultation and co-production. This consultation engaged with as many key stakeholders as possible and to obtain their views on the future delivery of SEND, this included:

- An online consultation involving parents, families and carers as well as school and other public service employees, which received around 1,000 responses.
- A discussion workbook used with young people aged 7 years and older with special educational needs and/or disability who live in Essex, 59 children and young people gave their views in seven groups at two primary schools, two secondary schools, a special school and a special needs youth group.
- A number of events with targeted audience groups including Early Years Providers, key NHS staff, Special School Headteachers, Primary headteachers and a Governor advisory group
- Four SEND engagement days were held across the county. Attendees included parents, families and carers, school governors, head teachers, SENCOs, charities, voluntary organisations, elected members, social care and health professionals as well as local authority officers from the county council. These built upon previous consultation findings to further develop the priorities and delivery objectives.

Once a draft strategy had been produced informed by the above consultation activity, engagement with subject matter experts and analysis of best practice across the sector we ran an extensive communications campaign. This campaign circulated a draft of the strategy to groups of stakeholders and invited any final comments.

Priority 1 Ensure every child with SEND can go to a good or outstanding school or education setting

This is important because:

Where schools offer good or outstanding provision; children and young people with SEND can be supported to achieve their ambitions and make good progress. Essex and national data shows us that a significant number of children and young people with SEND do not make good progress; reach their potential and are not well prepared for the next stages of their lives. Essex families would like to work closely with their schools to achieve the best outcomes for children and young people and feel strongly that increased awareness and joint training around SEND issues would make a significant positive difference.

Our delivery objectives:

- Schools and settings to provide early, accurate and timely assessment for children with SEND, through well trained staff, where appropriate before children reach school – keeping to a minimum, delays between referral and action.
- Provide a more rapid and decisive response to school failure and underperformance (**LCS 2013-18**)³.
- Recruit, develop and retain teams of expert and experienced governors and leaders to support schools to improve practice and outcomes for children and young people with SEND (**LCS 2013-18**)³.
- Empower parents, families, young people and carers to understand and positively engage in the Essex education system (**LCS 2013-18**)³.
- Develop a clear strategy and action plan that will reduce the inequalities in outcomes for children and young people on the School Action Plus register at Key Stage 2 and 4.
- Continue to work closely with the specialist SEND sector (special schools and enhanced units) to strengthen their leading role in developing school to school SEND improvement mechanisms.
- Support schools to develop the way in which they contribute and enhance the Essex Local Offer through developing an effective range of in-class and additional interventions and strategies which support.

- Support schools to achieve excellent partnerships with a wide range of schools, services and agencies to in order to drive up the quality of the local offer for children and young people with SEND.
- Focus on improving the way in which schools use the resources available to them; maximising the positive impact of SEND funding and Pupil Premium Grant on pupil achievement.

Our success measure:

- Every school and education setting is rated either good or outstanding.
- Essex SEND achievement and progress measures (all key stages) exceed national averages and close the gap locally.
- A greater number of schools demonstrate rapid and sustained improvement, for children and young people with SEND.
- Improved attendance rates for children and young people with SEND.
- Reduced permanent and fixed term exclusions for pupils with SEND.
- Parents express an improved level of confidence with provision for SEND in mainstream schools.

“Support has changed me, made me more confident” (Student with SEND)

“The support we have had from the Specialist Teacher Team in Colchester has been first class” (Parent of Pupil with SEND)

“Promoting inclusion in mainstream schools is really important and is helped by therapy intervention\multi-disciplinary teams talking to one another” (School Employee)

³ Delivery objective taken from the Lifelong learning Strategy

Priority 2 Commission/deliver a range of high quality provision for all children and young people with SEND

This is important because:

Individuals should be able to access a range of high quality services when required to meet a wide and varied range of needs. Essex Partners will seek to develop SEND Provision in consultation with, and in collaboration with, its customers, recognising the challenges imposed by financial constraints in times of austerity and the need to be opportunistic and flexible in their approach.

Our delivery objectives:

- Develop and publish a 'Local Offer' articulating the totality of provision and services.
- Work collaboratively with health, early years providers and other partners to provide or jointly commission a continuum of provision for SEND.
- Increase the amount of specialist provision available and consider the potential delivery options.
- Develop a method of geographical forecasting to ensure sufficient special school places are available to meet current and predicted future needs in County.
- Ensure quality and accountable commissioned services through good contract management and regular review and evaluation to facilitate evidenced based interventions.
- Commission a range of specialist provision for those aged 0-25 years with acute or high-level low-incidence needs.
- Establish additional enhanced provision and outreach support for pupils of mainstream ability with low incidence high level needs e.g. those with ASD Autistic Spectrum Disorders.
- Commission early intervention and early support services that are targeted on priority areas of need.
- Access to universal support services in order to intervene early.

Our success measures:

- The local offer is published in accordance with legislative guidance and articulates the range of provision available.
- Increase the range and number of specialist provision places available particularly for pupils with ASD.
- Reduction in the number of pupils placed in independent out of county schools.



"People who drop behind should get help quickly so they catch up again with no delay" (Student with SEN)

"Children with Autism are often high functioning with totally different needs and get badly let down by the system" (Parent of pupil with SEND)

"Why does Essex not look at providing more suitable education settings, and increase the number of places available? Let's look at how we can help these children to thrive in suitable settings." (School Employee)

Priority 3 Ensure a smooth progression to adulthood for all young people with SEND

This is important because:

A focus on a smooth transition through life stages and into adulthood can support the achievement the best possible outcomes for each young person and maximise their independence, choice and control as they enter adulthood. Essex County Council and its partners are committed to work together to overcome obstacles and join up services in order to achieve this aim.

Our delivery objectives:

- Ensure appropriate assessment and plans are in place and these address the young person's needs, ambitions and circumstances.
- Engage and involve a range of partners, young people and their families in the coproduction of information sources and appropriate plans.
- A range of direct support is available to prepare for independent living and community cohesion.
- Professionals understand their role in transitions and communicate with others promoting and maintaining an open, balanced and consistent approach.
- Promote independence, rights, choice and inclusion for all young people through a person centred approach.
- Provide opportunities for young people to access work experiences, placements, apprenticeships or job coaching.
- Seek continuous improvement of services through regular consultation and feedback.

Our success measures:

- All young people with SEND have their own personalised plan.
- Feedback from young people demonstrates that they receive excellent services.
- The number of young people with SEND aged 16-25 engaged in education, employment and/or training will increase.



"Sometimes I worry about where I will live" (Student with SEND)

"Transition from college to whatever comes next there is a huge gap here" (Parent of pupil with SEND)

"Make sure that all realistic options are known to the students in way that they understand" (School Employee)

Priority 4 Improve the assessment and identification of SEND across agencies

This is important because:

Effective assessments following early identification is the first step in reducing the need for more costly and potentially less successful provision later on. This is both in terms of statutory assessment and also prior to this assessments by schools and teachers.

Our delivery objectives:

- Provide all parents, families and carers and service providers in Essex with information, advice and guidance to support assessment, referral and early intervention.
- Pilot and roll out an approach for a single plan covering complex or severe educational, health and social care needs for children and young people.
- Ensure that assessment processes and services are user friendly, easily accessible (online where appropriate), well communicated and that they meet legislative requirements.
- Ensure the regular review of statutory assessment processes especially when circumstances or legislation change.
- Review and develop decision making processes in relation to statutory assessment and resource allocation based on clear and consistent criteria, efficient referral mechanisms and pathways.

Our success measures:

- Assessments demonstrate that interventions are being made in a timely, effective and efficient manner which maximise outcomes.
- The number of early years pupils transferring to mainstream provision increases.
- Surveys demonstrate that parents, families and carers feel they have the right information, advice and guidance
- Reduction in the number of complaints regarding the assessment process.



"I struggle and my teaching assistant helps me, so I'm not left behind"
(Student with SEND)

"Make sure statutory assessment is carried out as soon as it becomes clear they are not making progress" (Parent of pupil with SEND)

"Ensure schools have full time SENCO's ; full time SENCO's in schools would be a huge benefit to children who are not progressing" (School Employee)

Glossary of terms

TBC

		AGENDA ITEM 7
		PAF/16/13
Committee:	People and Families Scrutiny Committee	
Date:	5 December 2013	
<u>Essex Sensory Service Review</u>		
Enquiries to:	Maria Warren Senior Strategic Commissioning Officer Adults Health & Community Wellbeing 01245 434487 maria.warren@essex.gov.uk	

The sensory service has been established to provide a joined-up inclusive / integrated service to support adults with a sensory impairment (Vision, Hearing or Dual impairment).

The purpose of support is to enable people to adapt to new life changing events of a sensory loss and to maintain their place in the local community; to empower people to do more for themselves within their local community, while ensuring vulnerable people are safeguarded.

The service must:

MUST	HOW
Prevent or delay people developing social care needs through the use of low level support.	Information advice and guidance Equipment Peer support and community networks Community Agents What about advocacy Signposting
Support people to recover or develop their own skills and knowledge where such needs have emerged to gain confidence / empower them	Rehabilitation Enablement Equipment
Where long term support is required enable people to determine the service that best meet their outcomes. (support planning)	Care assessment (statutory duty S.47 NHS Care Assessment)

The future sensory service delivery model is an integrated pathway which people can access mainstream universal and / or voluntary sector services irrespective of the initial contact point, without a need for formal interventions by Adult Social Care, unless otherwise indicated.

Phase 1 (February 2013 – May 2013)

A number of engagement opportunities took place to consult with citizens with a sensory impairment, their carer's, provider organisations and stakeholders. The focus of these activities was to improve our understanding of the issues arising from the current pathway.

Service User engagement workshops discussed areas of point of diagnosis, registration, skills and sensory awareness of ECC staff and Essex Cares Staff and their experience of accessing Adult Social Care. The outcome of which provided a detailed list of short term quick wins to improve the current 'as is' pathway.

Completed Milestones:

- As-Is Mapping of the current service pathway
- Analysis of practice in-house and nationally
- Analysis of current and future demand profiling
- Engagement with Health to source leads and contact points
- Completion of direct engagement with Essex service users and provider organisations
- Co-ordination of a virtual task and finish group to access the short term quick fixes

Phase 2 (June – December 2013)

Service Requirement

Phase 2 continues to incorporate close working with all stakeholders to develop and co-produce the 'to be' pathway post June 2014. Initial co-production meetings with internal stakeholders to discuss the service requirements took place during August. A first draft will be issued to stakeholders for comment with a final service requirements document ready/signed off by end October 2013.

Consortia Model

During July/August 2013 officers undertook a series of developmental meetings with the voluntary sector, Essex Cares Ltd and the Sensory Team to understand their level of interest in principal to support a joint venture model. This model may include either one lead provider, subcontracting to providers of specialist services or a consortia model of equal partners providing specialist services covering all 4 sensory impairments (this is the preferred option). These meetings were held with all the current grant funded providers for sensory services plus the provider of spot purchased communication guides and the equipment/rehabilitation provider being:

RAD About Me Care (Deafblind UK)

Support for Sight Basis (Pavis)

Pathfinders Essex Blind Charity

Dial Essex Cares Ltd

Initial meetings have proven positive with providers being strongly interested in supporting a joint venture model with an equal partnership approach.

The Programme Director met with the in-house sensory assessment team providing an update on progress and to socialise the joint venture model.

The cabinet member and his deputy have been appraised of the preferred option to work with the voluntary sector and Essex Cares Ltd within a joint venture approach. This was viewed as the most appropriate model, strengthening the voluntary sector in Essex, supporting sustainable communities into the future and ensuring front end early intervention / preventative services.

Next Steps

Once agreed and signed-off by board that this is the preferred model, Commissioners will co-ordinate engagement meetings to facilitate and support providers collectively. It is our intention to support providers through this transitional period allowing them to lead and strengthen their position within the joint venture.

Should the joint venture model cease to be a delivery vehicle option (this will be known by end November 2013) commissioners will need to consider the opportunity of commissioning with a Prime provider (such as Essex Cares Ltd) to deliver the whole sensory service and or for the Prime provider to sub-contract with the specialist voluntary community sector.

During November through to December all parties (which ever model is preferred) will work towards co-producing the new pathway with prevention and early intervention at the fore front of service delivery. Plus ensure that our shared vision, objectives and required outcomes to be achieved are embedded within the new design model.

Timescales:

Work up the service requirements document and have a final copy for sign-off by stakeholders at end October 2013.

November 2013 – Confirmation of preferred delivery vehicle model of a joint venture or Prime provider

November – December 2013, support and facilitate the preferred delivery vehicle model

January – June 2014 shaping/developing and testing the new pathway design.

		AGENDA ITEM 8
		PAF/17/13
Committee:	People and Families Scrutiny Committee	
Date:	5 December 2013	
<u>Scrutiny Work Programme</u>		
Enquiries to:	Robert Fox Governance Officer Corporate Law & Governance 01245 430526 robert.fox@essex.gov.uk	

Purpose of the Paper:

To provide an update on the Tracker and work programme

2013/14 SCRUTINY RECOMMENDATIONS TRACKER AND WORK PROGRAMME

COMMITTEE: PEOPLE & FAMILIES SCRUTINY COMMITTEE								
PRE-MEETING					POST-MEETING		AGREED ACTION & IMPLEMENTATION	
SCRUTINY ITEM & REF.	APPROACH	SCOPING DOCUMENT	LEAD OFFICER	COMMITTEE DATE	OUTCOMES, ACTIONS ARISING & UPDATES	RESPONSIBLE MEMBER/OFFICER	IMPACT/ ACTION REVIEW DATE	IMPLEMENTATION REVIEW DATE AND OUTCOME
Sensory Services Recommendation to the Cabinet Member (COP/25/12)	T & F Group (Chairman: Cllr Mike Garnett)		Tony Sheill/Maria Warren	13-Sep-12	RECOMMENDATION: ECC should commission a new integrated service on the open market via the councils regulated procurement process.	Cllr John Aldridge	Dec-13	UPDATE: A revised recommendation to be submitted for Committee approval, prior to receipt by Cabinet Member. An update will be delivered to the Committee in December 2013 .
Mental Health Annual Reports of the Two Partnership Trusts (COP/35/12)	Full Committee		Caroline Robinson	08-Nov-12	RESOLVED: The Annual Report for 2012/13 should be presented in November 2013 . Scrutiny Board to decide whether the P&F Scrutiny Committee or HOSC will receive the Annual Report in 2013 and beyond.	Caroline Robinson	Nov-13	UPDATE: The Annual Reports from the Mental Health Partnerships are now received by HOSC; and were delivered to the November 2013 meeting of that Committee. NO FURTHER ACTION
Occupational Therapy (COP/02/13)	Full Committee		John Mackinnon	10-Jan-13	RESOLVED: Officers to produce a report for the February 2013 meeting, which provides full details of the problems, including numbers of delays by area, and relevant budget/spending.	John Mackinnon	Oct-13	UPDATE: The Committee will receive a further update in the winter 2013/14 as well as progress on DFG discussions with District/Borough/City Councils

All Age Disability Framework (COP/11/13)	Task and Finish Group		Barbara Herts	14-Mar-13	<p>RECOMMENDATION:</p> <p>The cost benefits of a computer system to be implemented that allows Children's, Adults and Health Services to 'talk to each other' which allow for a universal care record. This should be a financial priority. A small Members focus group be established to follow the project through to implementation</p>		Sep-13	<p>UPDATE: The All Age Disability Strategic Framework will be incorporated into People Commissioning as part of the new approach to commissioning services for disabled children, young people and adults and those with special educational needs. It will act as a set of guiding principles for commissioners across the Council. Health partners are supportive of the approach and will adopt the framework as colleagues work together to develop fully integrated commissioning strategies in areas such as LD and emotional health and wellbeing services for children and young people. The Committee is asked to note the progress and maintain a watching brief. Therefore, the Task and Finish Group is placed in hiatus.</p>
Ageing Well (COP/16/13)	Task and Finish Group			11-Apr-13	<p>RESOLVED: The Scrutiny Board would consider the Report (and the 15 recommendations therein) at its first meeting following the County Council elections in May 2013. A decision in terms of attributing the recommendations across Portfolios and Committees will be</p>	Chairman of the Scrutiny Board/Cabinet Members	Jan-14	<p>UPDATE: The Scrutiny Board referred the recommendations within the report to the relevant Cabinet Members in June 2013. Therefore, the impact review date is December 2013. Cabinet Members have been requested to respond to the November meeting of the Committee prior to the impact review date. The Cabinet Member responses will be received in January 2014.</p>

Children's Partnership Review (CYP 7 Feb 13, minute 4)	Full Committee		Roger Bullen	07-Feb-13	RESOLVED: A chart and explanation of the future structure of children's partnership arrangements was requested alongside regular progress reports	Roger Bullen	Jan-14	UPDATE: The Children's Partnership Board has been re-established with revised Terms of Reference. The Board met for the first time (Chaired by Cllr Madden) in May 2013. A revised Children, Young People and Families Plan has been developed drawing together the national priorities for improving outcomes for Children and Young People in Essex. The Plan is due for endorsement by Cabinet and the HWB in September 2013. The Committee is asked to note progress and maintain a watching brief.
Families with Complex Needs (CYP/01/13)	Full Committee		Alastair Gibbons/ Philippa Bull	07-Jan-13	RESOLVED: A progress report for early 2014 has been requested		Jan-14	
Children's Centres (CYP/02/13) and Early Years	Task and Finish Group		Tim Coulson	07-Jan-13	RESOLVED: A progress report during the autumn of 2013 was requested	Cllr Graham Butland	Nov-13	UPDATE: Task and Finish Group membership established. Membership (Cllr's Butland, Chandler, Mc Ewen; and Richard Carson and Rev. Richard Jordan). Initial full Committee report to be received January 2014.
Special Educational Needs and Disability (CYP/03/13) and (PAF/04/13)	Task and Finish Group		Karen Jones	04-Jul-13	RESOLVED: An interim progress report was received in July 2013	Cllr Theresa Higgins	Sep-13	UPDATE: Task and Finish Group re-established. Membership (Cllr's Higgins, Gadsby, Honeywood and Rev. Richard Jordan). Meets on 30 September 2013. A report on the strategy to be received on 5 December 2013 .

Carers Strategy	Task and Finish Group		Kathryn Chard	12-Sep-13		Cllr Theresa Higgins	Oct-13	UPDATE: Task and Finish Group to be re-established. Membership (Cllr's Higgins, Chandler, Gadsby and Howard). A meeting with officers taking place on 7 October to move the issue forward. The strategy is likely to be on hold until spring 2014.
The Deanes School (PAF/03/13)	Task and Finish Group and Full Committee (for reatification and call-in)		Tim Coulson	04-Jul-13	RECOMMENDATION: There is insufficient evidence to close The deanes School on the basis of current evidence, and a repositioned school could be a success and offer an alternative to other schools in the area. Before reaching any decisions on the future of the School the Cabinet Member is requested to review carefully his proposal to consult on its closure taking into account the following points that are drawn from the main body of the scrutiny report: Governance Arrangements, Housing Demand and Pupil Forecasting Data, Other Local Schools, School's Business Case,	Cllr Graham Butland	Sep-13	UPDATE: Task and Finish Group established on 4 July 2013. Five evidence sessions and final report published with recommendation to Cabinet Member on 30 August. Report was ratified on 12 September meeting of the Committee. Cabinet decision called-in by six Members of teh Committee. Call-ins heard on 14 November. Committee voted 9:6 to refer decision back to the decision-taker (The Cabinet) - there was unanimity amongst the Committee that the decision be referred either to The Cabinet of Full Council. Special meeting of The Cabinet convened on 28 November.

Children in Care	Task and Finish Group			12-Sep-13		Cllr Norman Hume	Feb-14	UPDATE: Task and Finish Group established. Membership (Cllr's Hume, Blackwell, Gadsby, McEwen, McGeorge and Rev. Richard Jordan). Task and Finish Group has met twice on 9 October (witnesses Councillor Madden and Helen Lincoln) and 27 November (scrutiny review scoped).
Proposal for partnership working between the Committee and the YEA (PAF/08/13)	Full Committee		Clare Ratcliffe/ Sheila Woodward/ Lee McDermid	12-Sep-13		Clare Ratcliffe	Oct-13	UPDATE: Cllr's Butland, Blackwell, Deakin and McGeorge attended YEA Cabinet on 11 October 2013 to discuss potential future work. Potential areas for joint-working were established and will be taken forward.
Home to School Transport (PAF//13)	Full Committee			05-Dec-13		Cllr Ray Gooding		
ECC Youth Strategy (PAF//13)	Full Committee			05-Dec-13		Cllr Ray Gooding		
EssexCares	Full Committee		Liz Chidgey	16-Jan-14		Cllr Anthony Jackson (Chairman <i>EssexCares</i>)		