



Doncaster Council

Agenda

To all Members of the

CABINET

Notice is given that a Meeting of the Cabinet is to be held as follows:

Venue: Council Chamber, Civic Office, Waterdale, Doncaster DN1 3BU

Date: Wednesday, 20th July, 2022

Time: 10.00 am

BROADCASTING NOTICE

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Damian Allen
Chief Executive

Issued on: Tuesday, 12 July 2022

Governance Services Officer for this meeting:

Andrea Hedges
01302 736716

Doncaster Metropolitan Borough Council

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Items

1. Apologies for Absence.
2. To consider the extent, if any, to which the public and press are to be excluded from the meeting.
3. Public Questions and Statements.

(A period not exceeding 20 minutes for questions and statements from members of the public and Elected Members to the Mayor of Doncaster, Ros Jones. Questions/Statements should relate specifically to an item of business on the agenda and be limited to a maximum of 100 words. As stated within Executive Procedure Rule 3.3 each person will be allowed to submit one question/statement per meeting. A question may only be asked if notice has been given by e-mail to the Governance Team no later than 5.00 p.m. on Friday, 15th July 2022. Each question or statement must give the name and address of the person submitting it. Questions/Statements should be sent to the Governance Team, Floor 2, Civic Office, Waterdale, Doncaster, DN1 3BU, or by email to Democratic.Services@doncaster.gov.uk).

4. Declarations of Interest, if any.
5. Decision Record Forms from the meeting held on 6th July 2022 for noting (previously circulated).

A. Reports where the public and press may not be excluded

Key Decisions

- | | |
|--|-----------|
| 6. Doncaster Delivering Together Investment Plan (DDTIP). | 1 - 58 |
| 7. Doncaster Council Home to School Transport Policy 2022-2027. | 59 - 166 |
| 8. Stainforth Town Deal - All projects.
<i>(Appendix 1 is not for publication because it contains exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972, as amended, as it contains exempt information relating to the financial or business affairs of any particular person (including the authority holding that information).</i> | 167 - 190 |

Cabinet Members

Cabinet Responsibility For:

**Chair – Ros Jones, Mayor of
Doncaster**

Budget and Policy Framework

**Vice-Chair – Deputy Mayor
Councillor Glyn Jones**

Housing and Business

Councillor Lani-Mae Ball

Portfolio Holder for Education, Skills and Young
People

Councillor Nigel Ball

Portfolio Holder for Public Health, Leisure, Culture
and Planning

Councillor Joe Blackham

Portfolio Holder for Highways, Infrastructure and
Enforcement

Councillor Rachael Blake

Portfolio Holder for Children’s Social Care,
Communities and Equalities

Councillor Phil Cole

Portfolio Holder for Finance and Trading Services

Councillor Mark Houlbrook

Portfolio Holder for Sustainability and Waste

Councillor Jane Nightingale

Portfolio Holder for Corporate Resources

Councillor Andrea Robinson

Portfolio Holder for Adult Social Care

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Doncaster Council

Report

Date: 20.07.22

To the Chair and Members of Cabinet

Report Title: Doncaster Delivering Together Investment Plan (DDTIP)

Relevant Cabinet Member(s)	Wards Affected
Major Ros Jones	All

EXECUTIVE SUMMARY

1. This report seeks approval for the Doncaster Delivering Together Investment Plan (DDTIP), the borough's new annual plan outlining the key investment priorities to help deliver the Borough Strategy 'Doncaster Delivering Together' (DDT). This report is also seeking comment and approval for proposed submissions to the South Yorkshire Mayoral Combined Authority (SYMCA) Project Feasibility Fund (PFF) and the UK Shared Prosperity Fund (UKSPF). Project Feasibility Fund
2. DDTIP aims to support the delivery of DDT, by outlining our place-based approach to investment, in particular outlining priority capital and revenue projects for external funding opportunities. The requirement for a place-based investment plan was agreed by South Yorkshire leaders to help present prioritised investment as part of monies in association with devolution 'Gainshare'.
3. DDTIP does this, but takes a wider view of investment to ensure that the document is self-serving for numerous investment streams, and takes a truly place-based and regenerative approach. DDTIP can be found at **Annex A**.
4. To help support the production of and delivery of investment, SYMCA is supporting each of the four South Yorkshire Local Authorities' with a Project Feasibility Fund (PFF). This will help: relieve constraints and improve capability, reduce reliance on external expertise and develop plans into a pipeline of programmes and projects. This report outlines how Doncaster plans on spending its £3.54m PFF allocation.

5. The UKSPF is one of the UK's flagship funding programmes to 'level up' the UK, as a replacement for old EU structural funds. On 13th April 2022, the UKSPF prospectus was announced, outlining Doncaster was due to receive £8,960,876 (capital & revenue funding) over 2022/23-2024/25 as part of UKSPF. As per the UKSPF prospectus, Doncaster is now submitting its proposals to be included in the SYMCA Investment Plan for submission to the UK Government by 1st August 2022. This report outlines how Doncaster plans on spending its £8.96m UKSPF allocation.

EXEMPT REPORT

6. This report is not exempt.

RECOMMENDATIONS

7. It is recommended that Cabinet:

- Considers and approves DDTIP for 2022-23, for submission to SYMCA, Annex A;
- Considers and approves the proposals for Doncaster's allocation of the PFF at Annex B, and for the business case to be submitted to SYMCA on this basis.
- Delegates authority to the S151 Officer, in consultation with the Mayor, to accept and agree the funding if there are any changes required, further terms and conditions or associated funding agreements issued as part of the formal approval of the PFF funding;
- Considers and comments on the overall themes proposed for the UKSPF funding to shape the SYMCA submission.
- Notes that a further key decision will follow to accept the UKSPF funding.

WHAT DOES THIS MEAN FOR THE CITIZENS OF DONCASTER?

8. DDTIP is a key document in delivering DDT that aims to create thriving people, places and planet that balance the wellbeing of all of these to create the kind of borough we want in the future. This plan, and the associated funding proposals to the Project Feasibility Fund (PFF) and UK Shared Prosperity Fund (UKSPF) respectively will allow us to:
 - Be more place-based and strategic with our investment development and propositions to ensure that we are putting forward the right proposals, in the right places, to fulfil the mission outlined in DDT;
 - Builds on and helps deliver our Localities approach, allowing a golden thread between key priorities from residents to investment happening within their place;
 - Provide a greater accountability of prioritised projects and investment to the people and places of Doncaster;

- Set out how we will spend our allocated £8.96m of Shared Prosperity capital and revenue funding on key projects that will support people and their communities between 22/23 and 24/25 financial years
- Bring £3.54m of capacity investment, over 22/23 and 23/24 financial years, to help the development of future capital and revenue projects and supporting the delivery of current projects

BACKGROUND

9. Doncaster Delivering Together Investment Plan (DDTIP) will demonstrate how we will deliver the ambitions of Doncaster Delivering Together (DDT) by setting out the capital and revenue place-based initiatives. DDTIP will allow us to prioritise activity, through an annual process, enabling greater visibility, transparency and oversight for Team Doncaster, residents and executive members. DDTIP will also be used to identify priorities for accessing gainshare from the South Yorkshire Mayoral Combined Authority (SYMCA)
10. DDTIP is a mind-set that will allow Doncaster Council and Team Doncaster partners to be more coordinated with the investment propositions we are prioritising for funding, submitting for funding and currently delivering. To maximise the investment potential of the plan, DDTIP not only aligns with the priorities of the SYMCA but also those nationally and locally.
11. The Investment Plan has been developed using current intelligence and understanding following consultation with key groups. The engagement undertaken through the development of DDT, Locality Plans, and Community Investment Masterplans, for example, has been used to not only shape the content of the Investment Plan, but also to inform funding bids, like Levelling Up Fund 2 bids currently being finalised. This shows the DDTIP concept in action and allows for spending to be linked to a coherent place-based model that delivers better outcomes and improved scrutiny over spending.
12. DDTIP will help support place policy ambitions such as city centre revitalisation and community led regeneration, support future investment programmes, draw on devolution funding and leverage greater external investment from government, supporting national agencies and the commercial sector. This will be achieved by clearly communicating a strategic led, prioritised, capital and revenue improvements, and associated pipeline planning.
13. Building DDTIP from what we know and have consulted on enables the Plan to reflect back to communities what they have said they want and has been prioritised. Engagement from the Mexborough Community Investment Plan, for example, has been used to develop a Levelling Up Fund Round 2 bid, with clear locally identified priorities at its core.

14. As the first iteration of DDTIP, the proposed plan will develop over time as an annual product that will follow the pattern set by other annual products, such as the Corporate Plan and the Budget, to create a trio of products that help demonstrate our priorities for the upcoming financial year including investment propositions. This will be supported by the right governance and process to ensure future iterations reflect the priorities of people and their places, and the wider Team Doncaster partnership.

15. This first iteration, therefore does not include everything. However it:

- Starts a new process and outlines our place-based intentions;
- Outlines high-level activity currently being delivered, sets out projects we are currently bidding for, and makes clear the projects currently without funding but which are priorities for the current year and next
- Presents all of this by locality and by borough-wide activity
- Outlines some immediate priorities we want to collaborate with SYMCA and/or Government to help deliver

Project Feasibility Funding (PFF)

16. To help support the development and delivery of our priorities, SYMCA has provided each local authority with project feasibility funding. For Doncaster, this equates to £3.54m. PFF will provide additional capacity to drive delivery of projects now and to develop projects for future delivery – ensuring a clear pipeline of activity. PFF is available over the 22/23 and 23/24 financial years.

17. Directorate Leadership Teams, and individual services, have submitted proposals to access PFF which will ensure an improvement to delivery of existing activity and/or provide additional capacity to shape future priorities. PFF will therefore increase capacity to support the delivery and development of the investment plan in key areas:

- Additional capacity in Business Doncaster
- Additional capacity in Major Projects
- Additional resource and capacity to support future Community Investment Masterplan development
- Support across the organisation to support delivery, particularly in relation to business case development

18. Teams receiving additional resource and capacity through PFF, will be required to work together as a team on the feasibility and development of new projects; operating, as required, as a virtual team.

19. Alternative funding sources are being identified to support capacity asks across the organisation, where these are not proposed to be funded through PFF.

20. Further details for how PFF is proposed to be utilised are provided at Annex B

UK Shared Prosperity Funding (UKSPF)

21. The UK Shared Prosperity Fund is one of the UK Government's flagship levelling up funding programmes replacing EU Structural funds. This funding is non-competitive, with places across the UK given a place-based allocation. Doncaster's total for the financial years 22/23-24/25 is £8,960,867; considerably less than we would have had access to in South Yorkshire, had we remained in the European Union.

22. There are three priorities for UKSPF:

- Communities and Place;
- Supporting Local Business;
- People and Skills (24/25 financial year only).

23. On top of these priorities, it has been agreed locally that UKSPF should help:

- Respond to the cost of living crisis,
- Support business growth and productivity,
- Third sector capacity building
- Seek to continue existing activity where it is having an impact.

24. UKSPF will therefore help support the delivery of the DDTIP by responding to the challenges we face in Doncaster, identified through the development of the Borough Strategy, Locality Plans and Community Investment Masterplans, for example:

- 22/23 – support the cost of living crisis, provide capacity to engage those most in need of support and support for business growth (for example through grants aligned to BCF localities commissioning, place based engagement activity and business grants pot),
- 23/24 – continuation of 22/23 activity and existing business support activity likely to end (for example Launchpad)
- 24/25 – continuation of 22/23 and 23/24 activity plus people and skills activity ending due to EU funding (for example Advance and employment support provision).

25. SYMCA is responsible for submitting a UKSPF investment plan for South Yorkshire, which will include Doncaster's ambitions for this money, to the UK Government, by 1st August 2022. Indicative capital and revenue allocations (not confirmed) look to be:

- £1,485,444.41 capital and
- £7,475,431.57 revenue.

26. As there is a small amount of capital funding available, options for the utilisation of this are being explored, however this could be utilised to fund community buildings or support the third sector with capital funds to ensure fit for purpose infrastructure etc. We welcome a discussion around options for utilising this small amount of

capital, including identifying schemes outlined as a priority in DDTIP but without current funding.

Next Steps

27. Work on the investment plan will continue. Specifically this means:

- Submission of the PFF application to SYMCA for approval. There is currently no time pressure on this but will submit as soon as approved by Cabinet.
- Work with SYMCA and their consultants to meet the UKSPF process requirements, balancing our bottom-up requirements with the top-down approach. This will involve some engagement sessions run by SYMCA. Final SPF Investment Plan has to be submitted to Government by 1 August at the latest.
- Develop and start a new process and governance for a revenue pipeline. This will follow the capital pipeline process starting in July.
- Develop an online tool that can present investment information visually and using digital means (most likely using a Geographic Information System tool)

OPTIONS CONSIDERED

28. The options considered for DDTIP were to:

- Develop a place-based investment plan that provided a more holistic investment alignment and that will be updated annually (**recommended option**);
- Develop a place-based investment plan that was solely aligned to the SYMCA;
- To not develop a place-based investment plan.

29. The options considered for the PFF were to:

- Develop and propose interventions that focused on project development and our capacity to deliver investment through engagement with Directorate Leadership teams (**recommend option**);
- Not to submit any proposals and reject the £3.54m PFF allocation.

30. The options considered for the UKSPF were to:

- Propose interventions identified within the DDTIP development process that aligned with the UKSPF funding objectives and the three identified priority themes for Doncaster (**recommend option**);
- Not to submit any proposals and reject the £8.96m UKSPF allocation.




REASONS FOR RECOMMENDED OPTION





31. Options 'a' for each of the three areas is the recommend option as it delivers immediate investment into Doncaster for project delivery and capacity and creates

a holistic, co-ordinated investment approach that will become flexible over time and help deliver DDT.


IMPACT ON THE COUNCIL'S KEY OUTCOMES

32. The impact of the DDTIP on the key outcomes is set out below:

Great 8 Priority	Positive Overall	Mix of Positive & Negative	Trade-offs to consider – negative overall	Neutral or No implications
 Tackling Climate Change	✓			
<p>The development of a DDTIP allows for the first time to showcase in one place capital and revenue priorities that help strategically deliver the Great 8, including Tackling Climate Change. Governance processes will be put in place to ensure that only strategic priorities are considered for prioritisation. Individual projects will have different impacts on Tackling Climate Change, some may require trade-offs and mitigations but these will be presented during the appropriate time of the decision making process.</p>				
 Developing the skills to thrive in life and in work	✓			
<p>The development of a DDTIP allows for the first time to showcase in one place capital and revenue priorities that help strategically deliver the Great 8, including Developing the skills to thrive in life and in work. Governance processes will be put in place to ensure that only strategic priorities are considered for prioritisation. Individual projects will have different impacts on Developing the skills to thrive in life and in work, some may require trade-offs and mitigations but these will be presented during the appropriate time of the decision making process.</p>				
 Making Doncaster the best place to do business and create good jobs	✓			
<p>The development of a DDTIP allows for the first time to showcase in one place capital and revenue priorities that help strategically deliver the Great 8, including Making Doncaster the best place to do business and create good jobs. Governance processes will be put in place to ensure that only strategic priorities are considered for prioritisation. Individual projects will have different impacts on Making Doncaster the best place to do business and create good jobs, some may require trade-offs and mitigations but these will be presented during the appropriate time of the decision making process.</p>				

 Building opportunities for healthier, happier and longer lives for all	✓			
<p>The development of a DDTIP allows for the first time to showcase in one place capital and revenue priorities that help strategically deliver the Great 8, including Building opportunities for healthier, happier and longer lives for all. Governance processes will be put in place to ensure that only strategic priorities are considered for prioritisation. Individual projects will have different impacts on Building opportunities for healthier, happier and longer lives for all, some may require trade-offs and mitigations but these will be presented during the appropriate time of the decision making process.</p>				
 Creating safer, stronger, greener and cleaner communities where everyone belongs	✓			
<p>The development of a DDTIP allows for the first time to showcase in one place capital and revenue priorities that help strategically deliver the Great 8, including creating safer, stronger, greener and cleaner communities where everyone belongs. Governance processes will be put in place to ensure that only strategic priorities are considered for prioritisation. Individual projects will have different impacts on Creating safer, stronger, greener and cleaner communities where everyone belongs, some may require trade-offs and mitigations but these will be presented during the appropriate time of the decision making process.</p>				
 Nurturing a child and family-friendly borough	✓			
<p>The development of a DDTIP allows for the first time to showcase in one place capital and revenue priorities that help strategically deliver the Great 8, including Nurturing a child and family-friendly borough. Governance processes will be put in place to ensure that only strategic priorities are considered for prioritisation. Individual projects will have different impacts on Nurturing a child and family-friendly borough, some may require trade-offs and mitigations but these will be presented during the appropriate time of the decision making process.</p>				
 Building Transport and digital connections fit for the future	✓			
<p>The development of a DDTIP allows for the first time to showcase in one place capital and revenue priorities that help strategically deliver the Great 8, including Building transport and digital connections fit for the future. Governance processes will be put in place to ensure that only strategic priorities are considered for prioritisation. Individual projects will have different impacts on Building transport and</p>				

digital connections fit for the future, some may require trade-offs and mitigations but these will be presented during the appropriate time of the decision making process.

 Promoting the borough and its cultural, sporting, and heritage opportunities	✓			
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The development of a DDTIP allows for the first time to showcase in one place capital and revenue priorities that help strategically deliver the Great 8, including Promoting the borough and its cultural, sporting and heritage opportunities. Governance processes will be put in place to ensure that only strategic priorities are considered for prioritisation. Individual projects will have different impacts on Promoting the borough and its cultural, sporting and heritage opportunities, some may require trade-offs and mitigations but these will be presented during the appropriate time of the decision making process.

Fair & Inclusive	✓			
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Central to the approach in DDTIP and the associated investment products (PFF and UKSPF) is ensuring that we take an equitable, place-based approach to levelling up within Doncaster to help reduce inequalities for people and places in Doncaster. The scalability of interventions has been designed to use inequality data and intelligence to target specific places for priority interventions, for example trailing a Regenerative Neighbourhood approach in Edlington.

Due regards and equality statements will be developed for individual projects as they are developed.

One of the specific local priorities for the UKSPF is to tackle the cost of living crisis. Interventions have been identified and designed to help reduce the inequalities and implications of poverty, reflecting the approach taken within a Fair & Inclusive Doncaster to try ensure everyone has the wellbeing essentials for life.

Legal Implications [Officer Initials: SRF | Date: 20.06.22]

- 33. In accordance with S1 Localism Act 2011 a local authority has power to do anything that individuals generally may do. In accordance with S111 Local Government Act 1972 a local authority shall have power to do anything (whether or not involving the expenditure, borrowing or lending of money or the acquisition or disposal of any property or rights) which is calculated to facilitate, or is conducive or incidental to, the discharge of any of their functions.
- 34. Individual schemes within the delivery programme will be subject to separate future approvals in line with the requirements of the Councils Constitution. Further separate and bespoke legal advice will be required in respect of each delivery programme.

Financial Implications [Officer Initials: MS | Date: 22.06.22]

35. The submission of the DDTIP to SYMCA does not have direct financial implications. The plan will inform future funding applications and decisions and relevant approval will be needed as projects progress. The investment plans submitted to SYMCA will help shape how gainshare funding is allocated over the next 28 years. Over the next 2 years up to £66m of gainshare funding is available to support capital schemes from across the region. After that a further £780m (£468m capital and £312m revenue) is available over 26 years. It has been agreed that, after top-slicing 20% for MCA projects, the balance will be distributed pro-rata to population; this results in allocations £83m capital and £55m revenue for Doncaster.
36. As stated above Doncaster's allocation of PFF is £3.54m. A summary of Doncaster's bid is shown above. When the funding is approved by SYMCA a funding agreement will be issued and this needs careful consideration before acceptance in line with the council's financial procedure rules (particularly E.9 – E.13 which include the production of exit strategies for when funding ends). The above recommendations include delegation to accept the grant to the S151 Officer in consultation with the Mayor. The acceptance of UKSPF grant will be subject to further decision making.

Human Resources Implications [Officer Initials: SH | Date: 29/06/22]

37. There are no immediate human resources implications at this stage. However, it will require Human Resources engagement at the appropriate time, to ensure HR policies and procedures are following in relation to job evaluation and recruitment for the 33 time limited posts that are being funded from the PFF.

Technology Implications [Officer Initials: PW | Date: 20/06/22]

38. There are no technology implications at this stage. However, early engagement with Digital and ICT will be needed in relation to any arising technology requirements to support the delivery of the Doncaster Delivering Together Investment Plan.

RISKS AND ASSUMPTIONS

39. Individual projects submitted for investment will be accompanied with their own risk log which will be monitored and mitigated where required by the appropriate project team for each individual project. If no Investment Plan is developed and submitted to SYMCA and Government, then Doncaster will not be able to access its gainshare allocation or its Shared Prosperity Funding allocation.

CONSULTATION

40. Consultation that has taken place and helped shape the content and structure of the three products (DDTIP, PFF, UKSPF) is summarised below:
- Ongoing engagement with the SYMCA
 - Directorate Leadership Teams – May 2022

- Team Doncaster Horizon, Policy and Design Group – 14.06.22
- Capital and Major Projects Board – 14.06.22
- Executive Board – 06.07.22
- OSMC – 07.07.22

BACKGROUND PAPERS

41. Background papers in support of this report are:

- [Doncaster Delivering Together](#)

42. Annexes submitted alongside this report are:

- Annex A – Doncaster Delivering Together Investment Plan 22/23
- Annex B – Project Feasibility Funding detail

GLOSSARY OF ACRONYMS AND ABBREVIATIONS

43. Below are the acronyms used in this report:

- DDT – Doncaster Delivering Together
- DDTIP – Doncaster Delivering Together Investment Plan
- PFF – Project Feasibility Fund
- SYMCA – South Yorkshire Mayoral Combined Authority
- UKSPF – UK Shared Prosperity Fund

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Annex A

**Doncaster Delivering Together Investment
Plan 2022/23**

July 2022

DRAFT



Doncaster
Delivering Together

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Forward from Mayor Ros Jones

What is the Doncaster Delivering Together Investment Plan?

Last year, Team Doncaster committed to a decade of delivery with the launch of our new Borough Strategy, ***Doncaster Delivering Together***. It had one central mission: ***Thriving People, Places and Planet*** to outline the need for a significant change of gear in the collective effort to improve the wellbeing of everyone in the borough, now, but also for future generations to come.

It presented six ***Wellbeing Goals***, to provide the long-term 'beacons in the distance' we will move towards, and introduced our ***Great 8 Priorities*** to help focus in on the key elements for delivery. It is grounded in our ***Ways of Working*** and our desire for ***regenerative development***.

A strategy helps outline our intention, but what is more important is ensuring that we deliver on our bold, ambitious mission. This has never been more important than in how we invest across the borough.

Doncaster is a proud ***place of places***. We have a vibrant City Centre, with innovation sites and diverse towns and villages. But investment is not seen everywhere in Doncaster, many of our people and their places have seen a lack of funding going into improving their communities.

With the number of funding opportunities becoming available, whether that be nationally under 'levelling up', regionally through South Yorkshire's devolution agreement or locally through Team Doncaster, we must now deliver an approach to investment that is fitting of our Borough Strategy.

The ***Doncaster Delivering Together Investment Plan*** is our plan to do this. For the first time, we will have a one place that highlights our investment asks, allowing us to be place-based in our opportunities... to ensure that the right projects are being funded by the right funding pots.

Our plan will be annually updated, to ensure that the projects fit for investment reflect the nature of what is needed borough-wide, but also within our communities. This plan will therefore not have everything at any one time, but will be the seeds for the plan to grow over time and reflect our investment delivery, funding applications, and project pipeline opportunities across our localities.

But the Doncaster Delivering Together Investment Plan is more than this document and the projects within it... it is a ***mindset***. A mindset that we will do investment differently, to deliver the investments required for thriving people, places and planet...

So that the ***whole*** of Doncaster can reach their ***potential***.

1. Doncaster – Our Place and Investment Plan

Doncaster is a *place of places*. It is the largest metropolitan borough in England by area of land (220 square miles), with a population of 308,300 according to the 2021 census. It boasts one of ten surviving town charters decreed by Richard the Lionheart dating back to 1194. In 2022, Doncaster was successful in obtaining city status as part of Her Majesty the Queen's Platinum Jubilee celebrations.

Doncaster sits within South Yorkshire at the gateway to the North that also borders Selby, North Yorkshire to the north, the East Riding of Yorkshire to the north-east, North Lincolnshire to the east, Bassetlaw in Nottinghamshire to the south east, and Wakefield, West Yorkshire to the north-west.

Doncaster's [Joint Strategic Needs Assessment](#) represents a snapshot of key data to showcase Doncaster as a place over the life-course.

1.1 Doncaster Delivering Together Investment Plan

The Doncaster Delivering Together Investment Plan (DDTIP), looks, for the first time, to link, present and strategically coordinate investments to help deliver for Doncaster. Investment is critical to help deliver on our strategic priorities. Whether that be critical infrastructure and buildings, or delivering innovative solutions to some of our challenges, to maximise opportunities within Doncaster, and meet regional and national objectives. It brings together what is referred to as 'capital' and 'revenue' funding, to help create a greater sum of the parts to create change within places.

This plan will not have everything. As a 'living document', it will evolve, allowing projects to progress from 'priority' projects for funding, to being pitched / bid for, to eventually being delivered. What this version of DDTIP does do is outline the beginning of a new process: outline the strategic context for Doncaster regionally and nationally; describe our emerging place-based thinking and key areas of focus; present our investments via our localities, set out how we wish to work collaboratively regionally and nationally, outline how we deliver this plan and finally introduce the indicators we want to change.

Projects within this plan have been identified through the prioritisation for live funding streams, through a process of Locality Investment, key big agreed projects and starts to introduce key projects from Team Doncaster partners. As our pipeline of projects develop, the plan will see an increase and richness in the type of projects outlined for investment. It will reflect Doncaster as a place, with projects crucial to the delivery of our strategic ambitions. So that the whole of Doncaster can reach their potential.

2. Our Vision for Doncaster

To ensure our plan meets the needs for people, places and the planet, it is crucial that the investments set out in this plan meet our strategic objectives. This is not just about achieving our ambitions locally, but also to ensure that we meet regional and national strategic objectives, to reflect the wider eco-systems Doncaster operates in. These strategic led priorities are key to help tackle our wellbeing challenges and maximise our opportunities.

2.1 Local Golden Thread – Doncaster Delivering Together

In September 2021, Team Doncaster launched [Doncaster Delivering Together](#) (DDT), our 10 year Borough Strategy, that marks a significant change of gear in the collective effort to improve the wellbeing of everyone in the borough. It has one central mission ***thriving people, places and planet***, supported by our **Wellbeing Wheel** that shows our six long-term goals and our '**Great 8**' priorities that will drive our work and actions.



Figure 1: Doncaster Delivering Together's Great 8 Priorities

These are supported by other Tier 1 policies and [strategies](#). To ensure high-level strategies meet the needs of local people through 'local solutions for local people', [Locality Plans](#) have been developed.

2.2 Regional Golden Thread – South Yorkshire

The South Yorkshire Mayoral Combined Authority (SYMCA) operates regionally across South Yorkshire, formed in 2014, the constituent members represent the four South Yorkshire local authorities, including Doncaster.

Key to the success of the SYMCA is delivery of the [Strategic Economic Plan](#) 2021-2041 (SEP). The SEP is based upon three overarching ambitions for the regional economy:

Growth: Growing the economy and enhancing its strength and resilience

Inclusion: Ensuring that everyone has a fair opportunity to contribute to and benefit from economic growth, that people have a greater stake in their economy, and that work is more closely linked to wellbeing and a decent life

Sustainability: Driving low carbon, green and circular economy opportunities within the economy and delivering net-zero emissions and lower overall environmental impact

To achieve these ambitions, the SEP outlines seven priority themes for investment:

- Vibrant and Resilient Places
- Clean Energy & Net Zero
- A Digital Revolution
- Innovation, Enterprise and Growth
- Transport & Mobility
- Land, Housing & Built Environment
- Skills, Education & Employment

From a health and care service perspective, Integrated Care Systems (ICS) have been established on a statutory basis in England from 1st July 2022. South Yorkshire and Bassetlaw already had an established ICS, with the new set up, now in action, working across the South Yorkshire geography. The new ICS' will establish key place-based partnerships for the delivery of integrated services across localities. It is vital that wider investment opportunities are linking in with the ICS as it develops and starts to act regionally and locally.

2.3 National Golden Thread – Levelling Up

On 2 February 2022 Government published its long-awaited policy paper [Levelling Up the United Kingdom](#). Central to the Government's plan for 'Levelling Up' was the establishment of 12 new missions across four broad areas:

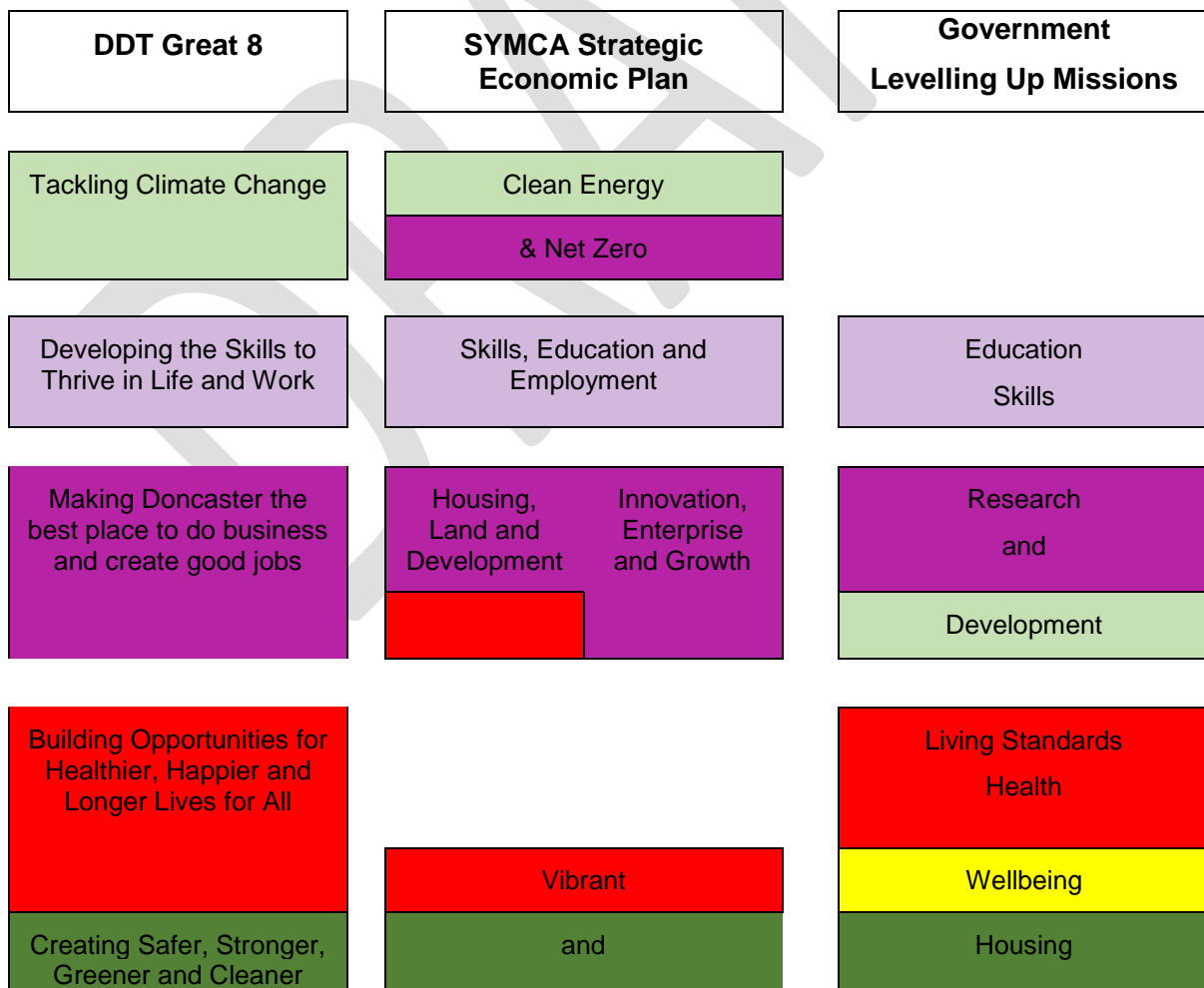
- Boosting productivity and living standards by growing the private sector, especially those places where they are lagging;
- Spreading opportunities and improving public services, especially in those areas where they are weakest;
- Restoring a sense of community, local pride and belonging, especially in those places where they have been lost; and,
- Empowering local leaders and communities, especially in those places lacking local agency.

Doncaster has been categorised as Level 1 under the UK Government’s Levelling Up [prioritisation of places model](#).

Other supporting National Government documents, such as the [Build Back Better: Our Plan for Growth](#) are equally as critical to ensure alignment with national priorities to maximise investment opportunities at that level.

Our approach to investment therefore needs to reflect the opportunities at our disposal at a regional and national level, in a way that meets our borough-wide strategic objectives and match the distinct needs of our communities in our ‘Place of Places’.

The diagram below clearly demonstrates this golden thread alignment:



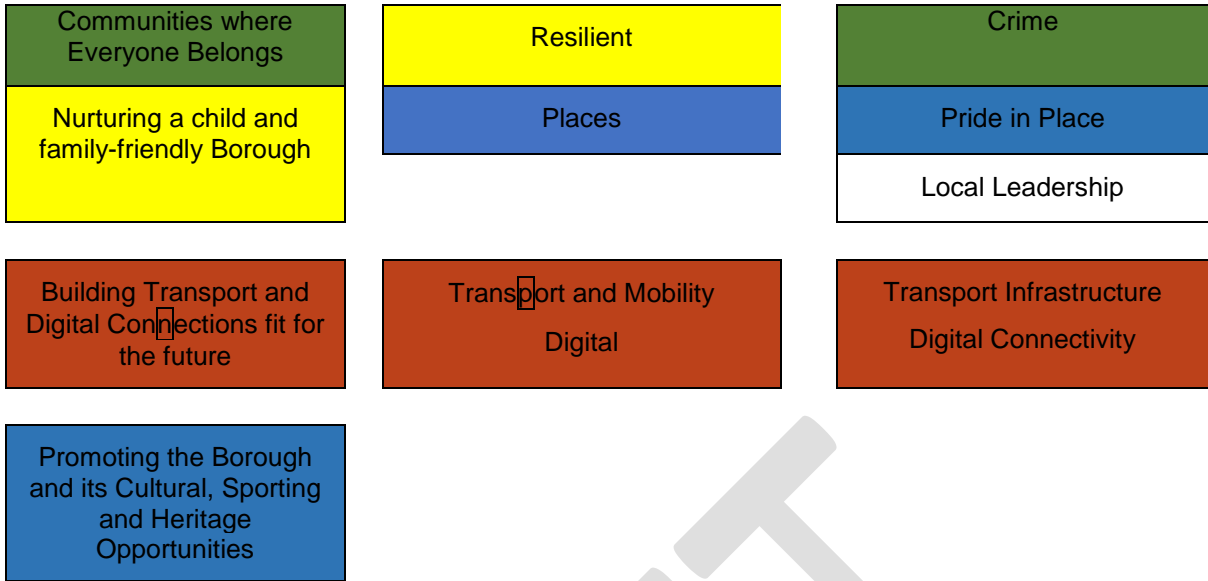


Figure 2: Strategic Golden Thread by Priority

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3. Our Place-Based, Localities, Approach to Investment

To meet our objectives, it is clear that we must be place-based in our approach to investment. This will help emphasise our strategic golden thread and ensure policy is translated into action seen and felt by people and their places.

3.1 Regenerative Investment

Key to our place-based approach to investment, and the delivery of Doncaster Delivering Together, is the notion of being **regenerative**.

Regenerative thinking, and therefore regenerative investment has some key components. Regeneration, when used in its fullest sense, marks a fundamental shift in thinking and action in the arenas of environmental, economic and social change. It is grounded in a living systems view of the world and recognises the interdependence of the challenges we are facing today, across climate change and bio-diversity loss, social and economic inequality.

It aims to take a holistic approach to addressing the wicked problems we currently face by focusing thinking on the **whole**, and recognises the need to determine which aspects of this living system to work on in order to realise the greatest **potential**. This potential is key to frame around the people, places and planet of DDT. It requires systems and thinking that moves from siloed to interdependent and static to evolving.



Figure 3: RSA interdependent and evolving systems

3.1.1 Principles

This idea of looking at the whole and potential is key to our approach to investment, and helps create the principles to which this plan is created. This is about having purposeful, mission-orientated innovation to improve wellbeing. These **Ways of Working** are embedded within DDT where more information is available:

- **New ways of doing things**
- **Shared responsibilities**
- **Regenerative development**
- **Working closer with communities**
- **Whole life, whole system integration**
- **Intelligence led interventions**

Using these principles will allow us to move from a **good past**, to a **good future**.

3.1.2 Innovation

Our approach to innovation is embedded with **eco-systems** thinking. This is why this plan will look to pursue both capital and revenue investments. To ensure we create a greater sum of the parts with our investment opportunities, where possible, capital and revenue funding should work together to create more coordinated outcomes.

An example of this is our approach to the establishment of the creative & digital sector in Doncaster. This approach will help us move beyond purely a spatial focus.

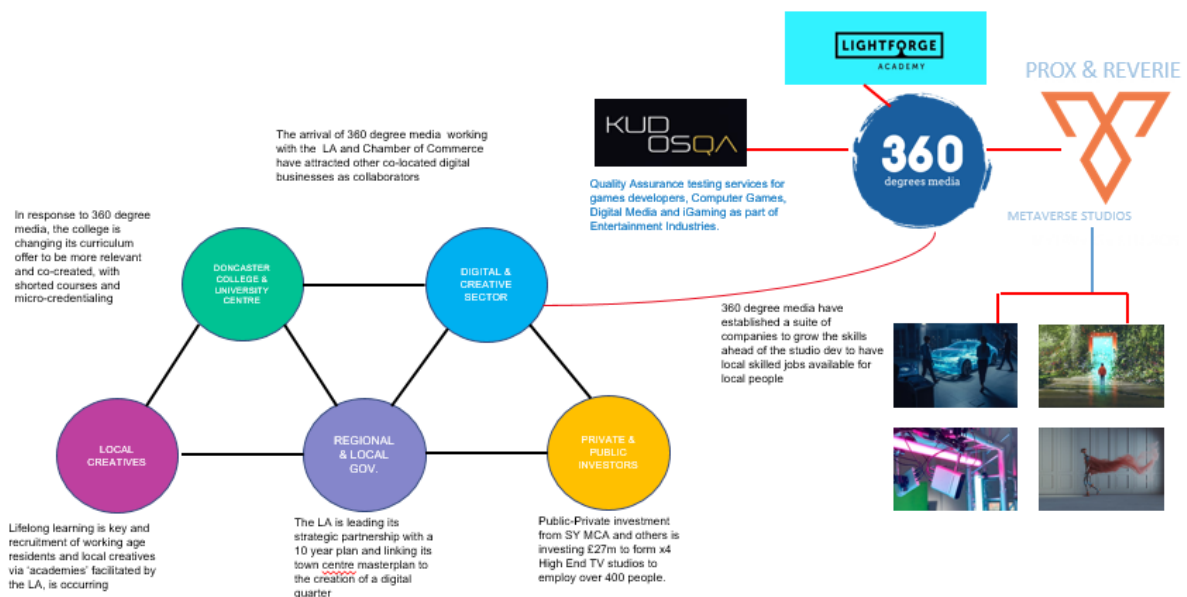


Figure 4: Creative & Digital Eco-Systems Approach

As our thinking emerges, future iterations of this plan will outline the steps, and therefore investments, required within our industry specialisms and centres of excellence to create eco-systems across the borough.

To do so we must foster **collaboration**. Working together as Team Doncaster and beyond is crucial to ensure we maximise the potential of Doncaster. This means pulling the expertise of different organisations for wrap around deliver of capital and revenue interventions. Doing so allows different agencies to scale up or down activity depending on the needs of people, places and the planet.

But this thinking has to move beyond internal collaboration, but look regionally and beyond. Our relationship across South Yorkshire, and with the SYMCA will be critical, not only to deliver this plan but to develop our eco-systems. There will be specific asks of our regional partners to help deliver on our ambitions, but more importantly, we will be working together. Specifically, collaboration will be required as we start to develop interventions, work together on the next iteration of support and services and unlock the potential of our place of places, but especially our Innovation Sites.

Finally, we must wrap our approach with the notion of being **compassionate** in everything we do. Compassionate principles are rooted in social justice and empowerment, it is an approach that moves away from blaming individuals for their current circumstances and instead build the social conditions for improved wellbeing. This must stretch across our investments for people, places and planet.

3.2 Investing in Place

Central to the approach within the investment plan is ensuring that we are investing in place. With a diverse spatial geography, reflected in our distinct communities, town centres, villages, green spaces and more, it is critical that our regenerative principles and approach is felt across Doncaster. There are lots of current examples of our place-based approach in action:

3.2.1 Innovation Sites

Within the SYMCA SEP, three key geographic areas have been identified as key areas for innovation and growth in Doncaster. They are:

- Doncaster City/Urban Centre – including the Waterfront urban centre extension
- Doncaster Sheffield Airport (DSA) GatewayEast development – to deliver jobs and housing at scale and maximise the impact of GatewayEast as an innovation-led growth cluster
- Unity – one of the largest regeneration and infrastructure projects of its kind in the UK which will deliver a mixed-use development of regional importance.

These locations are ideal to foster innovation and collaboration across sectors. Strategic examples of innovation based eco-systems. Whether that is transforming Doncaster into a **University City** through Centres of Excellence, our shortlisted pitch to become the home of the Great British Railways Headquarters, or to become world leading in green aviation.

City Centre

Doncaster's city centre has seen numerous regeneration schemes to build city standard assets across heritage, business, education and public realm. This has been supported through the production of the [Urban Centre Masterplan](#) (UCMP) to help break the centre down into key zones. The overall vision for the UCMP is "*The Enterprising Heart of a Networked City*", reflecting the way the city centre looks and the way residents and businesses use the city core. The centre is broken down into nine dedicated development zones:

- City Gateway
- Enterprise Market Place
- Waterfront
- Minster Canalside
- Civic and Cultural Quarter
- Parklands
- Retail Core
- Innovation Quarter
- Waterfront Phase 2

Each zone represents significant opportunities to create a city of the future and be fitting of Doncaster's recent city status success. We are already seen this shift and will work towards some of our intentions to create a world-leading future city. To increase the understanding of the role the city centre has to play, especially post Covid-19 and city status announcement, a refresh 'health check' of the UCMP is underway.

Significant future investment is being delivered within the city centre through the Doncaster Towns Deal, Levelling Up Fund Round 1, Get Building Fund, Transforming Cities Fund and internal investment.

GatewayEast

Doncaster is home to an award winning airport (DSA) and supporting development land that provides the opportunity for regional and national growth and innovation.

GatewayEast is a 1,600 acre site that is ideally connected to the national strategic road network and to international markets via DSA. To support this potential GatewayEast has a supporting [economic blueprint](#) to help outline the vision for an *innovation cluster*.

Key features of the blueprint include:

- Rail scheme

- Passenger terminal & airfield infrastructure
- General and business aviation
- Business and commercial
- Residential and living area
- Hotel, retail and leisure plaza
- Solar
- Innovation District

If successful, GatewayEast has the potential to significantly increase job capacities and densities locally and expected ‘spillover’ effects will support growth well beyond the innovation cluster core. Modelling of economic impacts has identified potential for a further 52,800 gross FTE jobs at capacity, of which 13,800 could form on GatewayEast, alongside the 100 businesses and circa 1,000 jobs already present.

In taking account of leakage, displacement and multiplier effects, over the longer term it is estimated that around 35,650 net FTE jobs could be supported across the SYMCA through GatewayEast and spillover growth, with potential to create around £1,56bn in GVA annually.

As a key site, GatewayEast is an ideal area for eco-systems thinking with key partnerships between the local and regional government, private sector and commercial enterprises and academic partners to develop nationally important innovation and growth.

Unity

[Unity](#) at J5, M18, is an ambitious regeneration project. It aims to deliver 7,000 new jobs to the region through a wide range of employment opportunities and create a new community for Doncaster. Unity will be a key catalyst for economic regeneration, promoting social inclusion and helping improve the health and wellbeing of people living in the area through access to quality community and leisure spaces. It will also have significant linkages to the delivery of Stainforth’s Town Investment Plan through the Stainforth Towns Deal.

Unity is a mixed-use development covering an area of approximately 250 hectares to the east of Stainforth. The development will provide 3,000 new homes, a new town centre, offline marina, school, transport hub, new link road, 60 hectares of commercial uses and 8 hectares of open spaces. There are five key zones within the development:

A new link road “Unity Gate” opened in January 2021, which provides a new 1.8 mile route from junction 5 of the M18 motorway to Hatfield, Dunscroft and Stainforth.

The development will be supported by the Unity Academy to provide community employment support, linked to the emerging developments on site as an example of capital and revenue interventions working collectively to create joined up innovation. As a site owned by the private sector, building upon and ensuring effective partnership working and investment catalysts for the right type of businesses and developments will be key to unlocking the potential of Unity.

3.2.2 Place of Places

Doncaster is a place of places. Therefore the needs and eco-systems of these places can vary. As such, our place of places approach requires targeted work where appropriate, and we have spatial priorities and mechanisms in place to help deliver this.

Central to our place of places approach is ensuring investment progresses a **Fair & Inclusive Doncaster**. Deprivation data has helped identify the areas of priority to ensure we are levelling up within Doncaster, as well as between Doncaster and national targets. This will be supported by our Equality, Diversity and Inclusion objectives presented in our [Corporate Plan](#).

Locality Investment

Key to Doncaster's strategic delivery is the concept of our localities, with four localities, each having a locality plan demonstrating the priorities of their place.

In 2021 the Local Solution Community Investment Fund (LSCIF) was launched as a test and learn project using community centred approaches. The LSCIF offered funding to community organisations of all sizes to support community activity that met community priorities identified through community insight, local intelligence, and data to support local Voluntary, Community and Faith sector organisations recover from the impact of Covid-19.

Locality investment builds on this work to deliver against some of the actions within the locality plans as one of the four quadrants of our locality approach. To support this, funding from the Better Care Fund will be allocated to locality investment. This approach to commissioning fosters collaboration and innovation. Business cases submitted to locality investment will be reviewed by the Joint Commissioning Operational Group and put forward to Joint Commissioning Management Board for approval.

Community Investment Masterplans

To support capital investment within places, Community Investment Masterplans (CIMs) have been developed for five of Doncaster's service towns, and the Waterfront area within the City Centre.

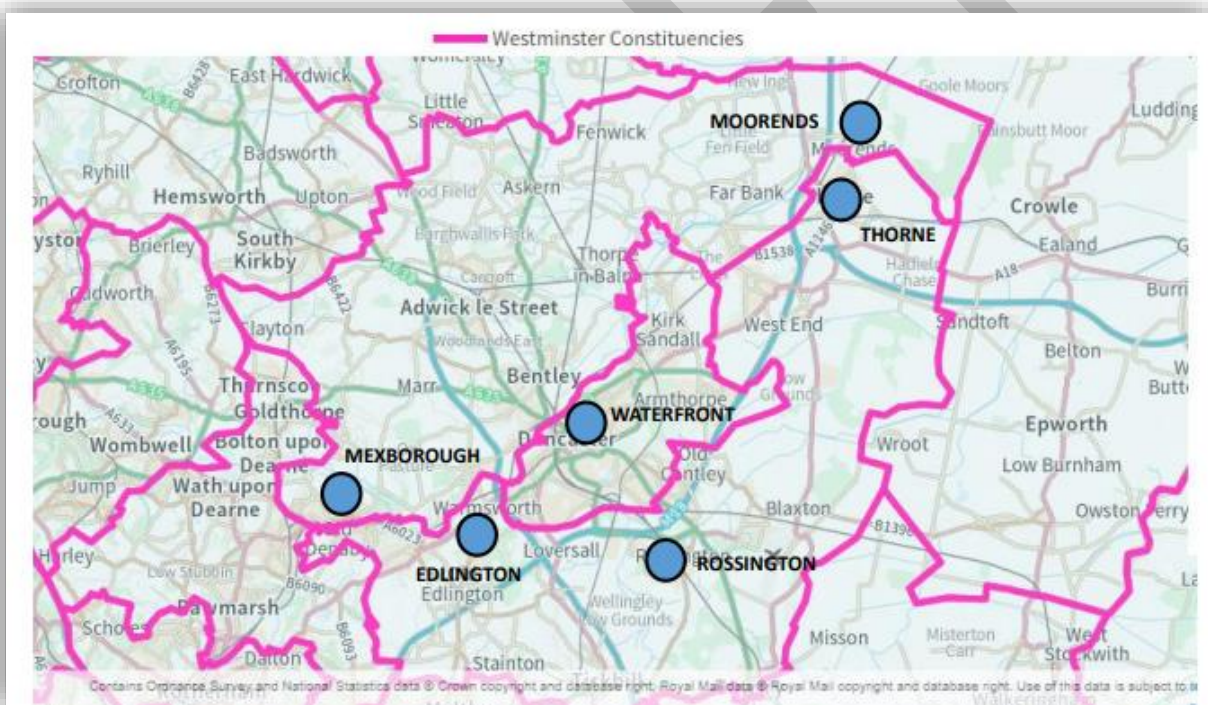


Figure 5: Community Investment Masterplan Locations

Each masterplan is unique to their place with different objectives, but all wrapped around place, supported by key documents such as neighbourhood plans, and consulted upon by local residents.

Three Community Investment Masterplans have been approved; Edlington, Rossington and Thorne and Moorends (due to one ward covering the towns of Thorne and Moorends, one CIM was developed to cover both areas). Projects were developed with key aims in mind:

- Help deliver physical projects to support the Neighbourhood Plan aims in each area

- Provide a strategy for public investment in the dated physical infrastructure of each place
- Support the health and wellbeing of residents and businesses
- Attract private investment and encourage enterprise
- Enhanced civic pride through targeted interventions
- Focus on likely fundable projects which can be impactful and support strategic priorities
- Engender community buy-in and support through engagement – only projects with high levels of support taken forward in plans.

At the time of this investment plan, the Mexborough CIM is still in development but is being developed using the same key aims in mind.

The Waterfront is a key location within the City Centre, with the potential to unlock serious investment as one of the largest undeveloped brownfield sites nationally. As such, getting the right options for investment is key. The Waterfront masterplan:

- Tests implications of major investment proposals e.g. a new hospital, film studios and makes recommendations for integration under different scenarios
- Develops a public realm strategy and investment plan to support possible future growth and open up the waterfront for the community, creating a new city centre offer and quarter
- Proposes a series of interventions under any scenario to improve connectivity to Waterfront and better integration with the city centre.

Collectively the masterplans have informed investment priorities that will help transform key areas and ensure spatial equity in our place of places. Work will be undertaken to develop further CIMs in identified communities.

Town Investment Plans

In 2019, Doncaster City (Town at the time) Centre and Stainforth were invited to form part of the UK Government's Towns Deal programme, allowing the opportunity to develop innovative regenerative plans to transform their town's economic growth prospects. Town Deal Boards, making up stakeholders from various sectors, were set up to drive activity for each area. Town Investment Plans (TIP) were developed and submitted to government, leading to the current development of full business cases for each project.

These TIPs help set out the strategic ambition for the sites identified for the Town Deal investment, but align to the wider aspirations for place and regeneration that should be built upon for place-based investment.

3.2.3 Regenerative Neighbourhood Model

Our regenerative approach and principles is being linked to some of our challenging neighbourhoods to ensure a truly place-based approach to investment. We are developing and delivering a prototype in the community of Edlington, with the local primary Multi Academy Trust as the anchor organisation.

This prototype will test delivery of the borough strategy on a place level. It aims to provide a joined up, co-ordinated, approach leading to better value for money and improved outcomes. Our Asset Based Community Development approach, including Appreciative Inquires, and our locality model of delivery provide the basis of the approach. We will build on the work of Doncaster's Social Mobility Opportunity Area, soon to be expanded to become a new Education Investment Area (EIA). It is also influenced by work with our Family Hubs and

parental engagement, as well as examples of 'Children & Family Zones'. We will test new methods of delivery and make the most of existing interventions.

We will assess and learn from each stage of this project, so that the findings and benefits can be applied quickly to the other communities in Doncaster that are experiencing similar challenges.

3.3 Other Significant Assets and Opportunities

The above spatial assets are not the only ones across Doncaster that have the potential to unlock greater regenerative innovation and qualitative growth. Whilst not an exhaustive list, other spatial assets and opportunities must be considered.

- [Yorkshire Wildlife Park](#)
- [iPort](#)
- **Natural Capital**

To support our place-based, localities, approach to investment, an online visual map will be developed in advance of the publication of the 2023/24 investment plan.

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3.4 Current Investment Opportunities – Golden Thread

To help deliver many of the investments that will be presented in this plan, there are numerous investment opportunities currently available and known.

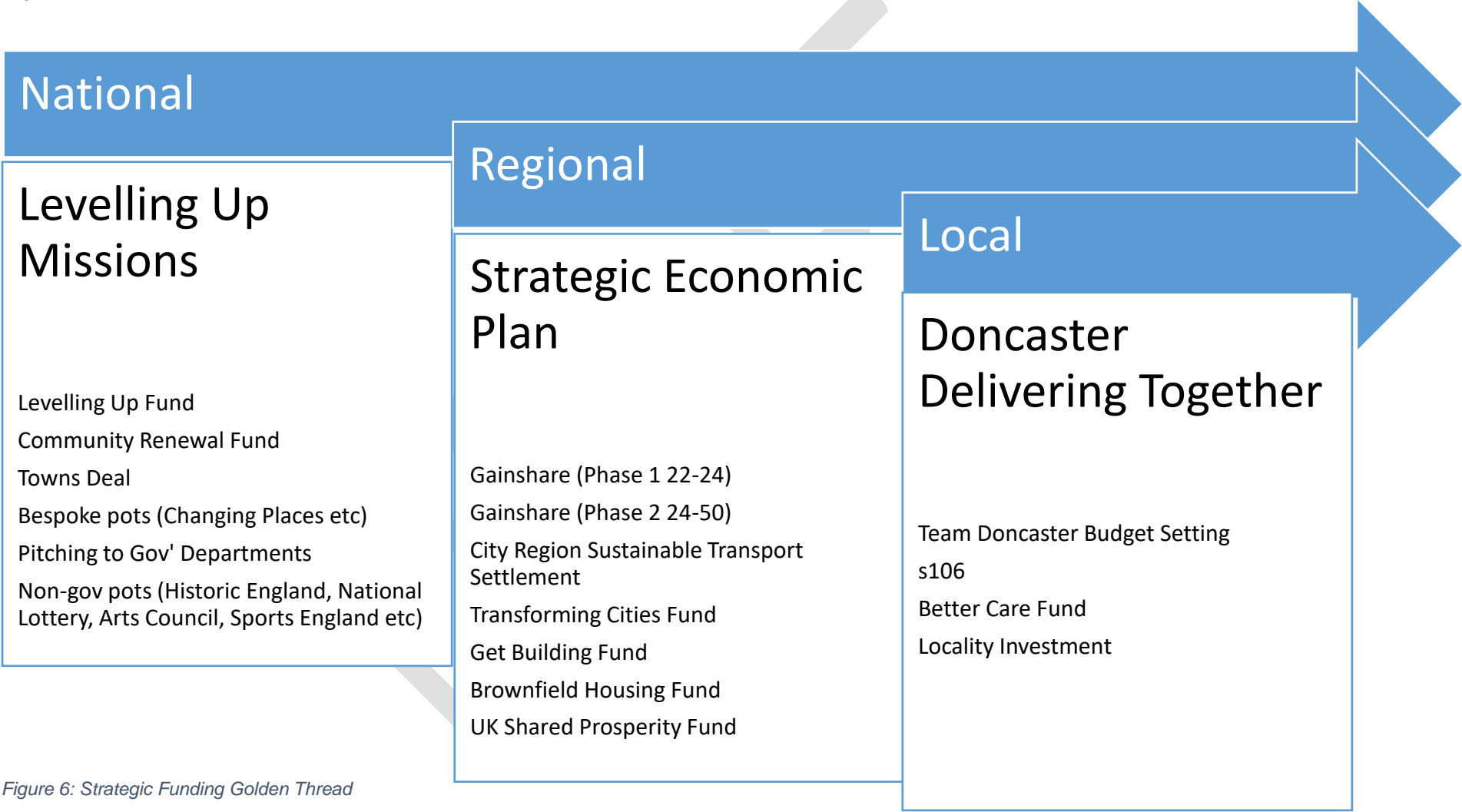


Figure 6: Strategic Funding Golden Thread

3.5 Doncaster Delivering Together Investment Plan Theory of Change

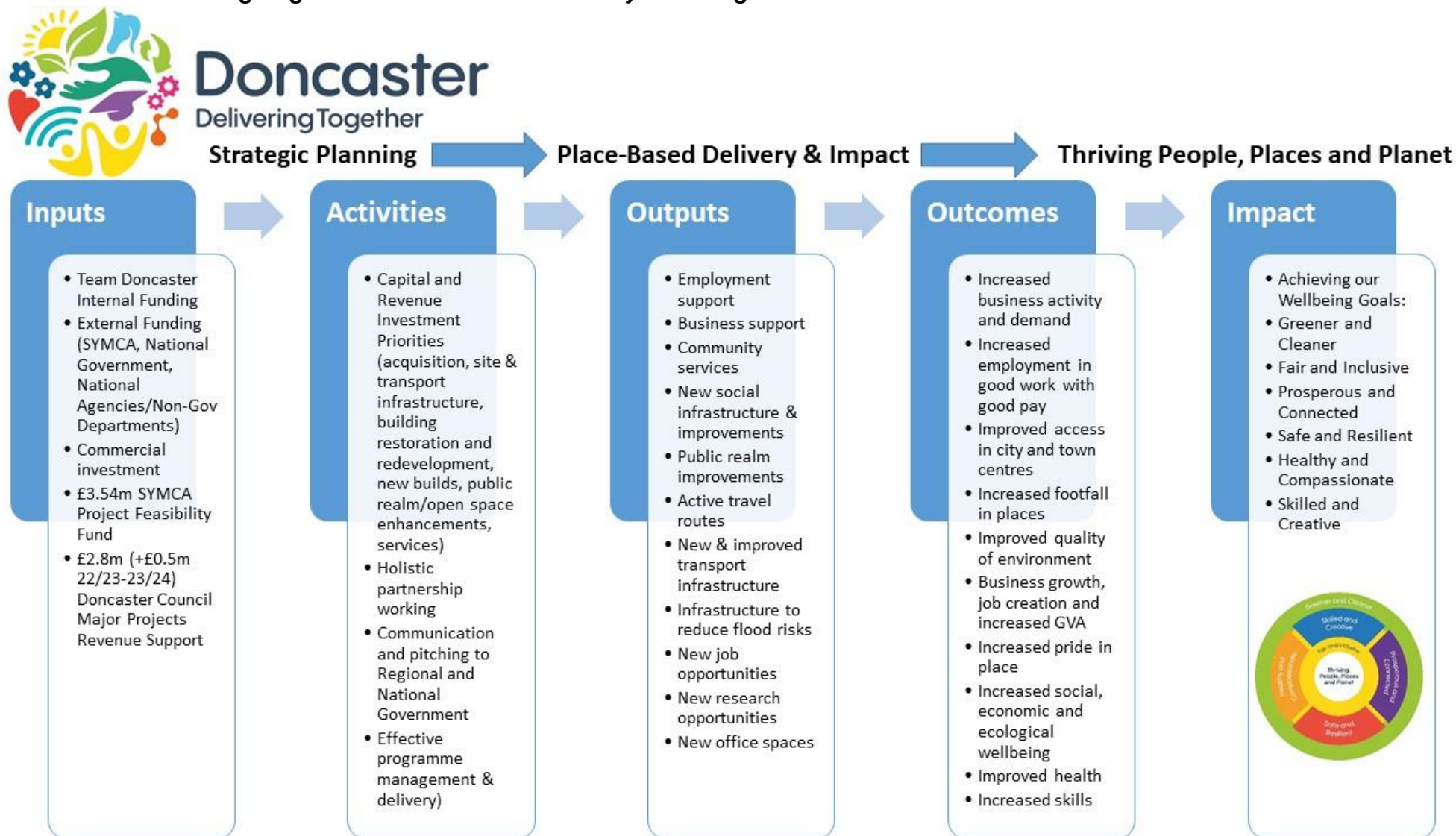






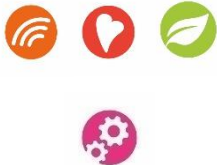





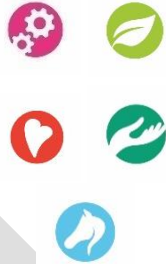















Figure 7: Theory of Change Diagram







4. Doncaster Place-Based Investments






4.1 Central Locality: Balby South, Bessacarr and Cantley, Hexthorpe and Balby North, Town Ward, Wheatley Hills and Intake					
22/23 Locality Plan Priorities	Priorities			Investing in Place	
	<ol style="list-style-type: none"> 1. Improved community spirit & pride 2. Improved local amenities, services & support 3. Improved community safety 4. Improved environment & green space 			<ul style="list-style-type: none"> • City Centre SYMCA Innovation Site • Doncaster Town Investment Plan • Urban Centre Masterplan • Waterfront Masterplan 	
What is currently being delivered?	Project	Description	Ward(s) Impacted	Great 8 Alignment	Value (£) (CAP/REV), Funding Source
	Council House Build Programme	Development of Phase 2 of the Council House Build Programme with circa 125 new homes across 7 sites including: Former Nightingale School, Former Archives King Edward Road and Plantation View	Balby South, Bessacarr and Cantley, Hexthorpe and Balby North		Overall 25m (CAP), Doncaster Council, SYMCA, Government
	Levelling Up Fund Round 1	Regeneration of Copley House, Old Library and St James Baths in the CCQ, regeneration of the Corn Exchange and shop front improvements in Enterprise Marketplace and remediation of Waterfront East	Town Ward	  	18.6m (CAP), Government
	Brownfield Housing Fund	Minster Quarter and City Centre Masterplan Acquisitions	Town Ward	 	7.75m (CAP), SYMCA





	Transforming Cities Tranche 2	Active travel routes: Quality Streets, Doncaster Station to Doncaster College, Bennetthorpe and Hallgate, Town Moor/Thorne Road, Balby	Balby South, Hexthorpe and Balby North, Town Ward		7.869m (CAP), SYMCA
	Get Building Fund	Active Travel Quality Streets, Doncaster College Digital Infrastructure and Construction Space	Town Ward		7.120m (CAP), SYMCA
	New Doncaster Archives Centre	Regeneration of the former museum into a new archive centre	Town Ward		2.569m (CAP), Doncaster Council & Government
	Transforming Cities Tranche 1	Active travel routes: Ten Pound to Doncaster Station, Bennetthorpe	Town Ward		0.6m (CAP), SYMCA
	Changing Places	Installation of three Changing Places Toilets at: Doncaster Dome, Enterprise Marketplace and Sandall Park	Bessacarr and Cantley, Town Ward, Wheatley Hills and Intake		0.214m (CAP), Government
	s106 in-direct provision 20/21	Schemes impacting open space, highways, education and miscellaneous	All wards		0.104m (CAP), Doncaster Council

What is currently being pitched for?	Project, Funding Source	Description	Ward(s) Impacted	Great 8 Alignment	Value (£) (CAP/REV), Funding Source
	Doncaster Town Deal	Station forecourt extension, a new multi-use building in the City Gateway and association public realm, Grand Theatre feasibility and façade work, St James Church feasibility, match towards the new archive centre	Town Ward		24.8m (CAP/REV), Government
	CRSTS	Transport improvements to: Cleveland Street Junction, Shaw Lane Bus Lane and Sidings Junction	Town Ward, Wheatley Hills and Intake		10m (CAP), SYMCA
	Film Studios	State of the art film studios with 4 studios and the potential to build 4 more	Town Ward		TBC
	City Gateway Multi-Use Building Supporting Funds	Additional funds for inflation over runs for the new multi-use building in the City Gateway	Town Ward		TBC
	Locality Investment	Community projects to deliver on priorities within the Locality Plans	All wards	All Great 8	0.793m (REV), (Better Care Fund) Doncaster Council & Doncaster CCG
	New Teaching Hospital	A new world-class, net-zero, teaching hospital on the Waterfront	Town Ward		TBC (CAP), Government

	UTC Extension	Extension of the recently opened UTC facility with new spaces in the CCQ	Town Ward		TBC (CAP), SYMCA
	DGLAM British Library Business and IP Centre	The British Library Business and IP Centre supports small business owners, entrepreneurs and inventors to start up, protect and grow their businesses	Town Ward	 	TBC (REV), British Library
Pipeline Interventions (Years 1-2 Priority)	<i>Project</i>	<i>Description</i>	<i>Ward(s) Impacted</i>	<i>Great 8 Alignment</i>	<i>Value (CAP/REV)</i>
	PFG Grove Park Pavilion	Development of the Grove Park Pavilion in Wheatley. The pavilion a local hub for children and young people's peer support, including a café, food bank and information service.	Wheatley Hills and Intake	 	0.025m (CAP)
	Grand Theatre Regeneration	Based on the feasibility work, to restore the Grand Theatre into an open and usable asset	Town Ward	 	TBC (CAP)
	Grey Frairs' Road Creative and Digital Road Feasibility	Feasibility work into turning Grey Frairs' Road into a creative and digital hub	Town Ward	 	TBC (REV)










4.2 North Locality: Adwick and Carcroft, Bentley, Norton and Askern, Roman Ridge and Sprotbrough					
22/23 Locality Plan Priorities	Priorities 1. Physical and mental health 2. Housing and environment 3. Community Safety 4. Children and young people				
What is currently being delivered?	Project	Description	Ward(s) Impacted	Great 8 Alignment	Value (£) (CAP/REV), Funding Source
	Council House Build Programme	Development of Phase 2 of the Council House Build Programme with circa 125 new homes across 7 sites including: Former Adwick Depot	Adwick and Carcroft		Overall 25m (CAP), Doncaster Council & SYMCA, Government
	Transforming Cities Tranche 2	Doncaster access to stations package at Adwick Station, West of Doncaster Active Travel and Bentley Walking and Cycling	All wards		6.037m (CAP), SYMCA
	Cusworth Hall	Essential repairs and maintenance at Cusworth Hall	Roman Ridge and Sprotbrough		2.3m (CAP), Doncaster Council
	Flood Alleviation Schemes, Gainshare		Bentley		1m (CAP), SYMCA
	Surface Water Mitigation	Scawthorpe	Roman Ridge and Sprotbrough		0.4m (CAP), SYMCA
	Changing Places	Installation of one Changing Places Toilet at Askern Country Park and Pool	Norton and Askern		0.043m (CAP), Government, DCLT






	s106 in-direct provision 20/21	Schemes impacting open space, highways, education and miscellaneous	All wards		0.024m (CAP), Doncaster Council
What is currently being pitched for?	<i>Project</i>	<i>Description</i>	<i>Ward(s) Impacted</i>	<i>Great 8 Alignment</i>	<i>Value (£) (CAP/REV), Funding Source</i>
	CRSTS	Trans Pennine Trail Active Travel and Accessibility Route	All wards		12m (CAP), SYMCA
	Askern Country Park and Pool	Regeneration of Askern Country Park and Pool	Norton and Askern		4.344m (CAP), Doncaster Council
	Levelling Up Fund Round 2 "Levelling Up Doncaster North"	Regeneration of Brodsworth Miners Institute into a modern, flexible, community asset	Adwick and Carcroft		1.818m (CAP), Government, Third Party Match Funding
	Cusworth Hall	Urgent and large-scale building and on-site improvements at Cusworth Hall	Roman Ridge and Sprotbrough		0.9m (CAP), Government
	Locality Investment	Community projects to deliver on priorities within the Locality Plans	All wards	All Great 8	0.475m (REV), (Better Care Fund) Doncaster Council & Doncaster CCG
	<i>Project</i>	<i>Description</i>	<i>Ward(s) Impacted</i>	<i>Great 8 Alignment</i>	<i>Value (CAP/REV)</i>






Pipeline Interventions (Years 1-2 Priority)	Reinstatement of Askern Train Station	Reinstatement of Askern Train Station and the Askern Branch Line	Norton and Askern		50m (CAP)
	Spring Lane, Sprotbrough	Pinch point project	Roman Ridge and Sprotbrough		1.5m (CAP)
	Shakers' Building	Securing the Shakers' Building in Askern by erecting perimeter fencing around the building after attacks by vandals	Norton and Askern		0.016m (CAP)
	Green Corridor Feasibility	Feasibility study into a Green Corridor stretching across the north of the borough into Yorkshire	All wards		TBC (REV)


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4.3 East Locality: Armthorpe, Edenthorpe and Kirk Sandall, Hatfield, Stainforth and Barnby Dun, Thorne and Moorends

22/23 Locality Plan Priorities	<u>Priorities</u> <ol style="list-style-type: none"> 1. Mental and physical health 2. Housing, employment and business 3. Community safety 4. Youth provision and community needs 		<u>Investing in Place</u> <ul style="list-style-type: none"> • Stainforth Town Investment Plan • Thorne and Moorends Community Investment Masterplan • Unity SYMCA Innovation Site 		
What is currently being delivered?	Project	Description	Ward(s) Impacted	Great 8 Alignment	Value (£) (CAP/REV), Funding Source
	Council House Build Programme	Development of Phase 2 of the Council House Build Programme with circa 125 new homes across 7 sites including: Springfield Avenue	Hatfield		Overall 25m (CAP), Doncaster Council & SYMCA, Government
	Transforming Cities Tranche 2	Active travel route between Thorne and Moorends, Moorends employment corridor, within Armthorpe, West Moor Link cycling and walking, Unity transport and Doncaster access to station package in: Thorne Station, Kirk Sandall Station and Hatfield and Stainforth Station	All wards	   	10.072m (CAP), SYMCA
	Transforming Cities Tranche 1	Active travel route between Thorne and Moorends	Thorne and Moorends	   	0.344m (CAP), SYMCA




	Shaping Stainforth	Investigating a whole systems approach to improving mental wellbeing with a focus on building the conditions for communities to support good mental health, particular focus on age integration within a community	Stainforth and Barnby Dun		0.3m (REV), Health Foundation & Local Government Association
	s106 in-direct provision 20/21	Schemes impacting open space, highways, education and miscellaneous	All wards		0.095m (CAP), Doncaster Council
	Changing Places	Installation of one Changing Places Toilet at Thorne Leisure Centre	Thorne and Moorends		0.043m (CAP), Government, DCLT
What is currently being pitched for?	Project	Description	Ward(s) Impacted	Great 8 Alignment	Value (£) (CAP/REV), Funding Source
	Stainforth Town Deal	Various projects: Headstock Park, Station Gateway, Town Centre Hub and Activated Networks	Hatfield, Stainforth and Barnby Dun	All Great 8	22.867m (CAP), Government, Doncaster Council
	CRSTS	East Doncaster Active Travel and Passenger Transport Connectivity	All wards		12m (CAP), SYMCA
	Thorne Leisure Centre	Regeneration of Thorne Leisure Centre	Thorne and Moorends		7.5m (CAP), Doncaster Council


















	Levelling Up Fund Round 2 “Levelling Up Doncaster North”	Delivery of the Moorends Community Investment Masterplan Projects: Circle and Village Green Town Centre regeneration	Thorne and Moorends		3.937m (CAP), Government
	Locality Investment	Community projects to deliver on priorities within the Locality Plans	All wards	All Great 8	0.324m (REV) (Better Care Fund) Doncaster Council & Doncaster CCG
Pipeline Interventions (Years 1-2 Priority)	<u>Project</u>	<u>Description</u>	<u>Ward(s) Impacted</u>	<u>Great 8 Alignment</u>	<u>Value (CAP/REV)</u>
	Nutwell Lane Bypass	Pinch point project	Armthorpe		6m (CAP)
	Improved Junctions, Thorne	Regeneration of key junctions along the market place, king street and silver street, public realm and shop front improvements and a new heritage trail to commemorate the history of Thorne	Thorne and Moorends		3.521m (CAP)
	The Green, Thorne	Create a more pedestrian friendly civic space at The Green and green links between the town centre and canal along Orchard Street and South Parade	Thorne and Moorends		2.324m (CAP)
	Horse Fair Green, Thorne	Deliver a new collection of incubator and studio	Thorne and Moorends		1.228m (CAP)




		spaces as part of a container village			
	Stainforth for All Pig Hill Allotment, Moorends	Development of a new community cabin	Thorne and Moorends		0.05m (CAP)


















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4.4 South Locality: Bawtry and Rossington, Conisbrough and Denaby, Edlington and Warmsworth, Finningley, Mexborough, Tickhill and Wadworth













22/23 Locality Plan Priorities	<u>Priorities</u> <ol style="list-style-type: none"> 1. Improved community safety 2. Improved environment and green space 3. Improved youth provision 4. Improved local amenities and town centres 		<u>Investing in Place</u> <ul style="list-style-type: none"> • Edlington Community Investment Masterplan • Edlington Regenerative Neighbourhood • GatewayEast SYMCA Innovation Site • iPort • Mexborough Community Investment Masterplan • Rossington Community Investment Masterplan • Yorkshire Wildlife Park 		
What is currently being delivered?	Project	Description	Ward(s) Impacted	Great 8 Alignment	Value (£) (CAP/REV), Funding Source
	Council House Build Programme	Development of Phase 2 of the Council House Build Programme with circa 125 new homes across 7 sites including: Former Barnburgh House and Moor View	Edlington and Warmsworth, Finningley		Overall 25m (CAP), Doncaster Council & SYMCA, Government
	Transforming Cities Tranche 2	Transport improvement schemes: Mexborough Gateway, iPort Bridge, Junction 3 M18 improvements, Edlington cycle and walking and Doncaster access to station package at Conisbrough Station	All wards		14.213m (CAP), SYMCA
	Active Travel Fund	Active travel scheme between Warmsworth and Conisbrough	Conisbrough and Denaby, Edlington and Warmsworth		0.673m (CAP), SYMCA



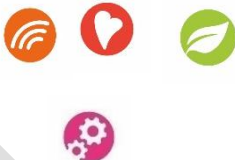





	Get Building Fund	iPort bridge feasibility (capital scheme delivered by Transforming Cities Tranche 2)	Tickhill and Wadsworth	 	0.536m (REV), SYMCA
	Rossington Community Swimming Pool	Regeneration of Rossington Community Swimming Pool	Bawtry and Rossington	  	0.4m (CAP), Doncaster Council
	Natural Flood Management, Gainshare		Conisbrough and Denaby, Tickhill and Wadsworth	 	0.4m (CAP), SYMCA
	Rossington Youth Centre	Youth facility alongside Rossington Community Swimming Pool	Bawtry and Rossington	 	0.374m (CAP), Doncaster Council
	Active Travel Link, Gainshare	Active travel scheme between Warmsworth and Conisbrough	Conisbrough and Denaby, Edlington and Warmsworth	  	0.326m (CAP), SYMCA
	s106 in-direct provision 20/21	Schemes impacting open space, highways, education and miscellaneous	All wards	   	0.312m (CAP), Doncaster Council
	Edlington Regenerative Neighbourhood	A pilot taking a place-based approach to investment using a multi-agency approach led by an anchor organisation	Edlington and Warmsworth	All Great 8	0.2m (REV), Doncaster Council
	Changing Places	Installation of two Changing Places Toilets: Edlington Leisure Centre	Bawtry and Rossington,		0.086m (CAP), Government, DCLT







		and Rossington Community Swimming Pool	Edlington and Warmsworth		
What is currently being pitched for?	<i>Project</i>	<i>Description</i>	<i>Ward(s) Impacted</i>	<i>Great 8 Alignment</i>	<i>Value (£) (CAP/REV), Funding Source</i>
	CRSTS	GatewayEast Stage 1 (building of a train station), Mexborough Transport Network Sustainable Improvements	Finningley, Mexborough		38m (CAP), SYMCA
	Levelling Up Fund Round 2 “Levelling Up Edlington”	Delivery of key projects in Edlington: New leisure centre, Community Investment Masterplan projects: Edlington Lane and Main Avenue Shopping Area, Edlington Lane Connection and Bungalow Road, Royal Estate Investment (public realm, community, security projects, removing derelict buildings)	Edlington and Warmsworth		22.1m (CAP), Government, Doncaster Council Match, Third Party Match
	Levelling Up Fund Round 2 “Levelling Up Doncaster North”	Delivery of key projects in the Moorends Community Investment Masterplan: High Street, Hope Street, Junction between Swinton Road and the High Street, Bank Street, Bus Station, Station Road, Station	Mexborough		14.6m (CAP), Government, Doncaster Council Match







		Square, Montagu Chambers, junction and crossing improvements Town Centre regeneration		 	
	Locality Investment	Community projects to deliver on priorities within the Locality Plans	All wards	All Great 8	0.442m (REV) (Better Care Fund) Doncaster Council & Doncaster CCG
Pipeline Interventions (Years 1-2 Priority)	<i>Project</i>	<i>Description</i>	<i>Ward(s) Impacted</i>	<i>Great 8 Alignment</i>	<i>Value (CAP/REV)</i>
	AMRC Doncaster (Phase 1), GatewayEast	Development of a fit for purpose building capable of hosting AMRC related research and equipment	Finningley	  	TBC (CAP)
	International Conservation Exchange, Yorkshire Wildlife Park	Development of a world leading gorilla conservation facility focusing in on research, skills development and educational knowledge in conservation	Finningley	    	TBC (CAP)
	Greens Way, Mexborough	Reconfiguration of greens way to create a more sustainable and fit for purpose transport solution	Mexborough	  	5.077m (CAP)
	West End Lane/Station Road/Sheepbridge lane, Rossington	Improvements to West End Lane, Station Road and Sheepbridge Lane to enhance the environment for pedestrians and cyclists, creation of village gateway spaces	Bawtry and Rossington	   	4.9m (CAP)























	Broomhouse Lane, Edlington	Edlington Community Investment Masterplan project creating an active travel corridor on Broomhouse Lane	Edlington and Warmsworth		3.655m (CAP)
	Grange Road, Rossington	Redevelopment of the former Water Tower Site, introduce cycle parking in key locations and improvements to West End Lane and Station Road including the introduction of a shared use path	Bawtry and Rossington		3.294m (CAP)
	The Circle, Rossington	Enhancing The Circle to create a greater community feel to the area	Bawtry and Rossington		2.634m (CAP)
	Market Square, Rossington	Improve key streets in the centre, develop small scale start up units and increased the number of secure cycle parking provision	Bawtry and Rossington		2.029m (CAP)
	Helping Hands	Development of the Caretakers House at Edlington Hilltop centre to create a youth hub	Edlington and Warmsworth		0.06m (CAP)
	GatewayEast Rail Connectivity	Railway connectivity from GatewayEast to the East Coast Mainline	Finningley		TBC (CAP)
	GatewayEast Rail Connectivity Tram Feasibility	Feasibility into the extension of a tram network to GatewayEast	Finningley		TBC (REV)

4.5 All Localities: Schemes that are borough-wide in delivery				
What is currently being delivered?	Project	Description	Great 8 Alignment	Value (£) (CAP/REV), Funding Source
	Business Support Grant (Since July 2021), Local Growth Hub	Various business support grants		7.1m (CAP/REV), SYMCA
	Adult Education Budget	The devolved Adults Education Budget is delivering interventions such as the Adult and Family Community Learning which supports residents aged 19+ to enter, return or progress in the areas of education and/or employment		4.04m (REV), SYMCA
	Housing Retrofit	The delivery of 100 Housing Pumps and 250 Wall Insulations	 	2.7m (CAP), SYMCA
	Skills Bank	Skills Bank 2		2.7m, (REV)
	Community Renewal Fund	Delivery of three CRF projects: Decarbonising Doncaster, Doncaster Progress and Doncaster Thrive	  	2.215 (REV), Government
	Electric Buses	The purchase of 4 electric buses	  	1.9m (CAP), SYMCA
	Arts Council England National Portfolio Organisations	Support to local Arts Council England National Portfolio Organisations for revenue based activity		0.413m (REV), Doncaster Council

	Doncaster Creates	Delivery of a dynamic arts programme to develop idea for the future, talent, skills, new audiences and participants in the arts		0.4m (REV), Doncaster Council
	Transition	To develop a school transitions programme to support learners as they progress from primary to secondary school		0.343m, (REV)
	Transforming Cities Tranche 1	Active routes: Y Routes		0.32m (CAP), SYMCA
	Extra Curricula Coordinator	Designed to develop extra curricula activity, supporting schools to design and deliver inclusive extra curricula activities to meet the needs and interests of their pupils		0.094m, (REV)
	Doncaster Careers Hub	SYMCA joint project to help schools and colleges provide high quality careers information education advice and guidance, working with 33 Doncaster schools		TBC (REV), SYMCA
	START in Doncaster	Start in Doncaster and Opportunities Doncaster are working in partnership to bring many of the Borough's careers resources into one place as a single point of contact for skills and careers in Doncaster		TBC, (REV)
	Advance Programme	Advance Doncaster activities are designed to help people in Doncaster to "Thrive in their chosen career" by offering support for personal and skills development, as well as access to employers, employability and Information, Advice and Guidance to improve productivity.		TBC (REV), European Social Fund
	Launchpad	Launchpad aims to increase economic growth through fostering the development of new and sustainable businesses across the whole of		TBC, (REV)

		the SYMCA. This will be undertaken through one to many business workshops and events, one to one support from a business advisor and specialist 1-1 coaching.		
	Community Wealth Builders	Community Wealth Building is an approach to local economic growth framed around the co-operative values of self-help, participation, social responsibility and democratic accountability		TBC, (REV)
	Universal Offer	Consisting of three networks: Leadership Network, Writing Network and DL30. Designed to create strong networks to increase cross school/MAT collaboration, best practice and information exchange.		TBC, (REV)
	Challenge Partners	Partnership Hub working together to reconfigure approaches to literacy & oracy, sharing expertise, best practice and innovation.		TBC, (REV)
	Mental health First Aid	Programme to train staff to the level of Train the Trainer in Mental Health First Aid (Youth).		TBC, (REV)
	Post 16 subject networks	To help schools and colleges provide high quality post 16 curriculum that meets the requirements of students from diverse back grounds to access a high quality post 16 education, training and skills offer		TBC, (REV)
	Local Skills Improvement Plan Pilot	Led by Doncaster Chamber the pilot involves working closely with colleges and other providers to provide skills solutions for employers in Science, Technology, Engineering, Arts and Mathematics (STEAM) related industries. As well as putting businesses in the driving seat when it comes to articulating skills demand, the pilot will also		TBC, (REV)

		seek to encourage businesses to increase the level of investment in their workforce.		
What is currently being pitched for?	<i>Project</i>	<i>Description</i>	<i>Great 8 Alignment</i>	<i>Value (£) (CAP/REV), Funding Source</i>
	CRSTS	Transport Network Asset Maintenance, Local Neighbourhood Transport Complementary Programme		32m (CAP), SYMCA
	UKSPF	A package of measures the deliver the Shared Prosperity Funding priorities and locally defined priorities of: tackling the cost of living crisis, supporting business productivity, voluntary/community sector capacity building and continuing existing activity where it makes sense to do so. Final proposals will be included in the SYMCA Investment Plan submitted to Government by 1 August	All Great 8	8.97m (CAP/REV), SYMCA
	Culture Development Fund	Locality-focused interventions to underpin Doncaster's emerging Culture Strategy, connect with DDT and our Education & Skills Plan.		2m-5m (CAP), Government
	Libraries Improvement Fund	Improvements to Doncaster's library estate		<0.5m (CAP), Arts Council England
	Arts Based Learning	Grants of between 0.03m and 0.4m to enhance the lives, development and achievements of children and young people through high quality arts-based learning activities.		<0.4m (REV), Paul Hamlyn Foundation
	Arts Council England National Portfolio Organisations	Extension of and embedding Heritage Doncaster's History Health and Happiness into borough-wide localities		0.104m-0.150m (REV), Arts Council England
	Youth Investment Fund	Funding to help deliver Doncaster's Youth Strategy across the borough		TBC (CAP), Government
	<i>Project</i>	<i>Description</i>	<i>Great 8 Alignment</i>	<i>Value (CAP/REV)</i>

Pipeline Interventions (Years 1-2 Priority)	Electric Buses	The purchase of electric buses to help de-carbonise the bus fleet	  	60m (CAP)
	One Million Trees	Ambition to plant one million trees across the borough	 	50m (CAP)
	EV Charging Points	The installation of more EV charging points across the borough	  	5m (CAP)
	Housing Retrofit <i>Heat Pumps</i>	The installation of heat pumps within properties	 	2.3m (CAP)
	Housing Retrofit <i>Thermal Efficiency</i>	The installation of thermal efficiency measures within properties	 	1.75m (CAP)
	Doncaster Engage	Work with Anchor institutions and others to deliver evidence based interventions for those who are facing significant challenges to finding meaningful employment and training and are affected by social and health inequalities	  	0.6m (REV)
	Age UK Third-Sector Pilot	The two-year pilot will be led by Age UK Doncaster, and delivered by a strong collaborative of nine Doncaster-based third sector organisations	  	0.5m (REV)
	Habitat Bank	The development of a habitat bank		0.3 (REV)
	Changing Lives	Changing Lives want to deliver an integrated, trauma-informed and whole system health response for women in Doncaster		0.122m (REV)
	Digital Exclusion	Interventions to decrease digital exclusion of residents, in particular those living in digital poverty	 	TBC (CAP/REV)

4.6 Collaboration regionally and nationally

Delivering on DDTIP will require collaboration and partnership regarding investments that have a regional, national and global impact, as well as within Doncaster. As one of the four local authorities that make up the SYMCA, regional funding pots can help deliver both SYMCA objectives in the SEP, and local objectives in DDT. As a key priority area for Levelling Up, national funding pots can help achieve the Government’s Levelling Up White Paper and deliver for local residents. We will be proactive with this collaboration, working together to develop projects, bring partners together and deliver on the ground. But we will also outline the investment required from partners to achieve on our collective ambitions. Projects have been identified that require funding over the next year or two that are regionally and nationally significant, would deliver against collective objectives and be transformational in nature.



Project	Year if known	Regional/National	SYMCA SEP Alignment	LU Missions Alignment
City Gateway	2023/24	Regional & National (potential GBR HQ location)	Skills, Education and Employment Vibrant and Resilient Places	Living standards Skills
AMRC Doncaster GatewayEast	2022/23	Regional & National	Skills, Education and Employment Innovation, Enterprise and Growth	Living Standards Research and Development Skills
International Conversation Exchange, YWP	2023/24	Regional & National	Skills, Education and Employment Clean Energy & Net Zero Innovation, Enterprise and Growth	Living Standards Research and Development Skills
Film Studios, Waterfront	2022/23	Regional	Skills, Education and Employment Innovation, Enterprise and Growth	Living Standards Research and Development Skills
New Teaching Hospital, Waterfront	ASAP	Regional & National	Vibrant and Resilient Places Innovation, Enterprise and Growth Skills, Education and Employment	Living Standards Health Wellbeing Skills Research and Development
Reinstatement of Askern Train Station	ASAP	Regional & National	Vibrant and Resilient Places Clean energy & Net Zero Transport & Mobility Land, Housing & Built Environment	Living Standards Wellbeing Pride in Place Transport Infrastructure

GatewayEast Rail Connectivity	2023/24	Regional & National	Vibrant and Resilient Places Clean energy & Net Zero Innovation, Enterprise and Growth Transport & Mobility Land, Housing & Built Environment	Living Standards Wellbeing Research and Development Transport Infrastructure
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Doncaster is currently in the process of submitting applications to national funding opportunities announced by the UK Government. These bids have been developed with local people, using our place-based approach, with the support of residents, businesses, local ward members and the local MPs. This includes two LUF bids to complement our successful Round 1 application:

- LU Edlington, £19.461m LUF Grant Ask (New Edlington Leisure Centre, Edlington Town Centre Regeneration, Royal Estate)
- LU Doncaster North, £17.950m LUF Grant Ask (Mexborough Town Centre Regeneration, Moorends Centre Regeneration, Brodsworth Miner’s Welfare Institute)

To meet the objectives of the UKSPF, Doncaster is developing its priorities for submission. These will reflect the priorities within this plan to provide support for: Cost of Living Crisis, Business Support and Productivity, Engagement and Third Sector support and Ensure key currently EU-funded programmes are continued.

Doncaster is shortlisted to be the home of the Great British Railway Headquarters (GBRHQ). The decision to locate GBRHQ in Doncaster would be transformational for the local economy.

5. Delivering our Plan

Key to the success of this plan is ensuring that we are in the best position to deliver and be accountable for our delivery.

5.1 Developing our Plan

DDTIP, outlines the priorities for investment, in particular projects prime for external funding at both a national and regional level. It outlines the principles that drive the priorities, as well as the spatial impact of our investment proposals.

These projects will be strategy led, and ensure we can be informed when funding opportunities arise to determine whether:

1. A project is a DDTIP priority and the right funding is available for it
2. A project is a DDTIP priority, but the right funding is not available yet
3. A funding stream has come online, but no DDTIP priorities meet the funding and as such this funding will not be pursued

Investment needs to be flexible, as demonstrated over the past few years, circumstances at a national level can bleed down to create situations regionally and locally that are hard to foresee or plan for. As such, this plan will be **updated annually**, similarly to the Council's Corporate Plan and Budget Setting, to ensure that the projects fit for investment reflect the nature of what is needed borough-wide, but also within our spatial place of places.

This flexibility will also allow the plan to meet political changes. Whilst our approach and principles will be long-term, supported by some of our major projects, we must be able to scale up or down priorities depending on elected democratic mandates.

The timeline for annual updates will be developed over the summer, but the indicative process will be one of prioritisation, reflection and engagement.

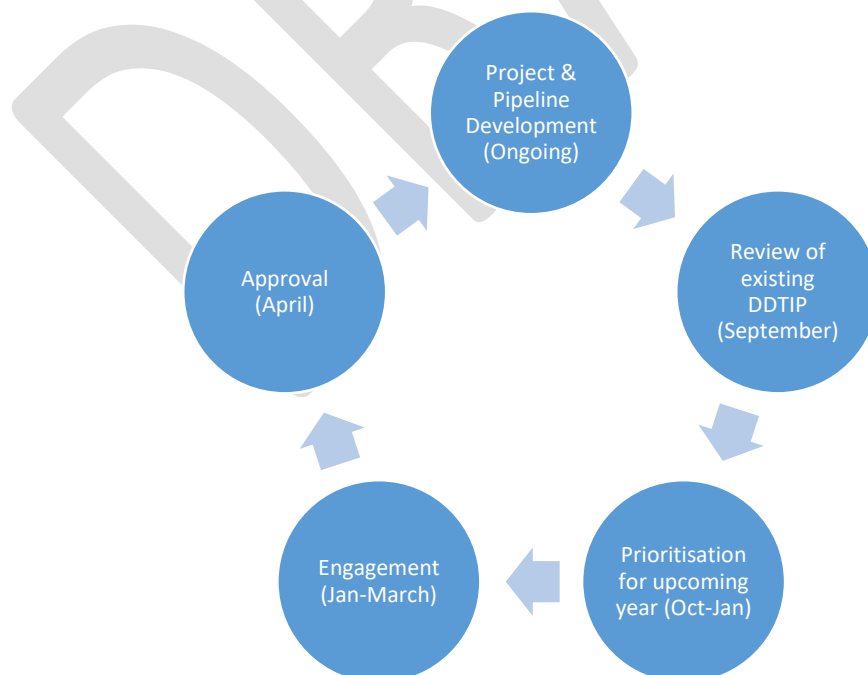


Figure 8: DDTIP Update Timeline Process

5.2 Governance

Team Doncaster is formally recognised as the strategic partnership of organisations and individuals that spans the public, private, voluntary and community sectors. This partnership oversees the delivery and achievements of Doncaster Delivering Together and will play a vital role in the delivery of this investment plan.

Underneath the Team Doncaster umbrella there are numerous boards and partnerships that help progress our Wellbeing Goals and the delivery of the Great 8. The Team Doncaster Coordinating Group (TDCG) supports the Team Doncaster Partnership Executive by having an overview of all groups and focusing in on threats, issues and actions to ensure effective delivery. TDCG will have Team Doncaster oversight of this investment plan to ensure it delivers on Doncaster Delivering Together and partnership working.

Within Doncaster Council, the Capital and Major Projects (CAMP) Board has officer oversight of the development of capital major projects, including monitoring and the prioritisation of the capital pipeline. As we have developed eco-systems thinking, a revenue pipeline has been produced, which will grow in time. Over the coming months, to ensure the right governance is in place for both pipelines, the CAMP will be reviewed and future governance proposed.

To support individual strands, specific spatial areas have existing governance mechanisms that will be kept in place in the foreseeable future to help deliver their specific functions.

5.3 Capacity to Deliver

Doncaster Council and Team Doncaster partners have an excellent track record of delivering major capital and revenue projects, including those funded from external investment.

To support capacity for delivery, the SYMCA have developed a Project Feasibility Fund (PFF) which will allow local authorities to propose investments to:

- Relieve capacity constraints and improve capability;
- Reduce reliance on external expertise;
- Develop plans into a pipeline or programmes and projects and ensure project lifecycle funding is available, particularly for revenue-based schemes.

Doncaster has been allocated an initial £3.54m PFF to support a two year programme. Investments will be developed through engagement with delivery functions under the following principles:

- Working across the system (both delivery capacity and enabling support) – regardless of where individual officers sit and which teams they are in;
- Building capacity and capability – growing our own talent/investing in recruitment/retention incentives to retain talent;
- Being policy and strategy led rather than funding allocation led – prioritising our capacity/resources;
- Expanding capacity at critical points.

Proposals will be submitted to the SYMCA for consideration in July 2022.

Capacity to deliver has to also reflect the circumstances in which the delivery takes place. As inflationary pressures increase, and the cost and time to deliver investment projects, especially capital projects, increases, how we deliver investment has to become flexible. Our annual approach to DDTIP will allow for us to reconsider asks alongside delivery pressures. Potential funding must reflect this.

5.4 Delivery to Date

Key to DDTIP is being accountable for the investments within the plan that are funded. As this plan develops, future iterations will give an overview into the delivery of our plan to date. This will be linked to the Doncaster Quarterly Finance and Performance Report, with the annual plan providing a high-level summary. Work will be undertaken to develop an online tool with open access to see where investments are taking place.

6. Measuring our Success

Team Doncaster's plans and Doncaster Delivering Together will only be a success if we start to turn the curves on key metrics across the wellbeing goals.

To support this a Doncaster Delivering Together Dashboard is under development that will provide public access to a range of performance indicators for each of the six wellbeing goals. The Dashboard will present Tier 1 'core' indicators as well as a more detailed Tier 2 set. In addition, the Dashboard will show how Doncaster is contributing to the [United Nations' Sustainable Development Goals](#). Some of these metrics are currently available, others are developmental.

The purpose of the Dashboard is not to describe all things across the borough in great detail, as its value is to bring a high level assessment to enable us to see the whole borough picture. It will prompt discussion and potentially further research and analyses into Doncaster's key challenges and opportunities, including for investment.

This plan will aim to contribute to this through the investment principles and priorities outlined in this plan. Future iterations of this plan will provide a high level snap shot of our metrics. The Dashboard will be publically available on the [Team Doncaster Data Observatory](#) once completed.

Success will also be tracked using the South Yorkshire Outcomes Framework which aligns to the UK Government's Levelling Up White Paper and provides further indication into how positive change is being achieved in Doncaster

Appendix A. List of Acronyms

AMRC – Advanced Manufacturing Research Centre

BCF – Better Care Fund

CAP – Capital

CAMP – Capital and Major Projects Board

CCG – Clinical Commissioning Group

CIM – Community Investment Masterplan

CRF – Community Renewal Fund

CRSTS – City Region Sustainable Transport Settlement

DCLT – Doncaster Culture and Leisure Trust

DDT – Doncaster Delivering Together

DDTIP – Doncaster Delivering Together Investment Plan

DGLAM – Doncaster Gallery Library and Museum

DSA – Doncaster Sheffield Airport

EIA – Education Improvement Area

EV – Electric Vehicle

GVA – Gross Value Added

ICS – Integrated Care System

JSNA – Joint Strategic Needs Assessment

LU – Levelling Up

LUF – Levelling Up Fund

PFF – Project Feasibility Fund

REV - Revenue

s106 – Section 106

SEP – Strategic Economic Plan

STEAM – Science, Technology, Engineering, Arts and Mathematics

SYMCA – South Yorkshire Mayoral Combined Authority

TD – Team Doncaster

TDCG – Team Doncaster Coordinating Group

TIP – Town Investment Plan

UKSPF – UK Shared Prosperity Fund

UCMP – Urban Centre Masterplan

UTC – University Technical College

YWP – Yorkshire Wildlife Park

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DDTIP – ANNEX B

Project Feasibility Funding (PFF)

The Project Feasibility Fund is designed to be a flexible resource that reinforces the capacity and capability within Doncaster with a focus on preparing a Place Based Investment Plan and to begin to develop the programmes and projects that will deliver the plan. Doncaster has been allocated £3.54m for this purpose from the South Yorkshire Mayoral Combined Authority (SYMCA).

The objectives of the Fund are:

- a) Relieve capacity constraints and improve capability;
- b) Reduce reliance on external expertise;
- c) Develop Plans into a pipeline of programmes and projects and ensure project lifecycle funding is available, particularly for revenue-based schemes.

By the end of June 2022, Doncaster will submit a request to the SYMCA for the full £3.54m to support 33 posts, primarily across Economy and Environment with support resource for Corporate Services to achieve, for example:

- 3 new local masterplans;
- A healthy corporate capital and revenue pipeline (refreshed annually) through targeting gaps in capacity and capability;
- A flexible resource fund to support business case development.

See details below:

Service Area	Deliverables	£
Business Doncaster	Additional funding to develop and enhance Business Doncaster capacity including creating additional targeted posts and extending the period of current roles where the funding is expected to cease within the two year planning time horizon. Additional specific roles are targeted towards Sector Growth, Creative and Digital, Investment Project and Innovation and Creative Content Designer. In addition, increasing the Employment support offer incorporating additional posts for Youth/into employment and extending the period of current Advance support. Also, extending the Enterprise Hub service provision following the current funding period.	778,228
Major Projects Delivery Team (Non-Transport)	Additional capacity (up to four additional Project/Programme managers) to support the immediate development and delivering of major capital projects including Levelling Up Round 1 and 2, Leisure Services and Town Deals programme delivery.	407,992
Masterplanning (Phase 2)	Support to develop future masterplans (up to three) and additional post to provide targeted resource including project management of the next tranche of Community Masterplans and wider urban design work.	213,404
Commercial Team - Project Delivery	To fund two additional posts in the Commercial Team within Design & Statutory Planned Maintenance (Property Services) to deal with project delivery of small capital schemes, below the threshold of Major Project's activity areas, including the increasing programme of works with an environmental/sustainability focus.	170,683

Service Area	Deliverables	£
Strategic Asset Management – One Public Estate (OPE) scheme management	To fund an additional post to enable delivery on the Councils ongoing and developing activities across SYMCA for OPE.	110,592
Strategic Asset Management – Investment feasibility and Strategic Acquisitions	Additional surveyor capacity (two additional posts) to enable delivery on the Councils developing requirements for strategic acquisitions and investigating feasibility of investment opportunities.	170,683
Policy and Investment	Increased capacity (3 additional posts) to lead on the development, monitoring and delivery of a Revenue and Capital Investment Pipeline linked to the Place Based Investment Plan. Concentrating on Business Plan Developments linked to pipeline proposals. Leading the development and effective implementation of people and place based campaigns and priorities to support the delivery of the partnership priorities.	297,400
Monitoring and Compliance Officer	Dedicated additional post to support the Council's monitoring and compliance of funding agreement terms and conditions.	77,279
Corporate Services Support Functions	Additional capacity within Legal, Procurement and Finance to support the delivery, monitoring and development of the pipeline and business cases.	695,424
Flexible External Resource Fund	Third party procurement to meet capacity gaps across the Council at critical points. This fund will be managed flexibly to specifically target areas/skills gaps identified and matching to the offer available in the market.	618,315
Total		£3,540,000

Projects which did not come 'above the line' will be put on the draft council revenue pipeline and will be subject to future corporate assessment and prioritisation, including investigation of other funding opportunities.

Any underspends / resources not required for individual projects, will be added to the flexible resource fund



Doncaster Council

Date: 20th July 2022

To the Chair and Members of the Cabinet

HOME TO SCHOOL TRAVEL ASSISTANCE POLICY 2022 -2027

Relevant Cabinet Member(s)	Wards Affected	Key Decision
Cllr Lani-Mae Ball	All Wards	Yes

EXECUTIVE SUMMARY

1. The purpose of this report is to provide background and obtain approval for a revised Doncaster Council Home to School Travel Assistance Policy 2022–2027. The provision of travel assistance is a contributing factor to the Education and Skills Strategy 2030 and Doncaster Delivering Together to enable all children and young people to achieve their full potential.
2. The primary responsibility for ensuring pupils and students attend school or college is always that of the parent or carer. In certain circumstances however, in order to ensure attendance, Doncaster Council can assist with travel arrangements.
3. The proposals outlined below have been the subject of a thorough consultation and we would like to express our gratitude to all of the people who took the time to respond to the consultation and provide their views on our proposals. Details of the number of responses received are contained within this report.
4. The new version of the Home to School Travel Assistance Policy will outline the responsibilities of the Council and provide a guide for families to the instances when travel assistance will be provided. It will also detail the types of travel assistance available to eligible pupils and students.

Why is it a key decision?

5. The proposal to revise and update the current Home to School Transport Policy, created in July 2015 (Appendix 4), and to implement the new version of the Home to School Travel Assistance Policy will have an impact on communities across all Doncaster Wards. These changes strengthen the

current policy and provide clear and transparent guidance for the provision of travel assistance and home to school transport for pupils and students.

EXEMPT REPORT

6. This report is not exempt.

RECOMMENDATIONS

7. Cabinet Members are asked to:-
 - Note the results of the consultation
 - In light of the consultation, approve the proposed changes and clarification to the existing 'Home to School Transport' Policy
 - Approve the phased removal of bus passes issued on a "no extra cost" basis with effect from September 2023
 - Approve the phased removal of bus passes issued to pupils moving house during school years 10 and 11 with effect from publication of the policy
 - Approve the issue and publication of the revised Home to School Travel Assistance Policy (Appendix 3)

WHAT DOES THIS MEAN FOR THE CITIZENS OF DONCASTER?

8. Changes to the Policy highlight the importance of the right type of travel assistance and will help the Council to focus on the families most in need of additional assistance. These changes will also place more emphasis on independence and the use of sustainable transport methods.
9. The new policy will clarify and update a number of areas of the existing policy and provide clear direction to families and transparency in the travel assistance options that are available to them. It will also clarify the circumstances under which travel assistance is not available and remove areas which previously offered more choice to some based purely on where they lived
10. The Home to School Travel Assistance Policy will better meet the needs of children and their families. This will promote greater independence, help the development of essential life skills and provide opportunities and greater support to families

BACKGROUND

11. Due to the rising pupil population, and an increase in the number of pupils and students with complex needs, there has been a rapid growth in the number of requests received for home to school and college travel assistance to be provided by Doncaster Council. Requests for assistance have also increased as a result of an increase in the number of families on low income. Therefore, there is a need to ensure that the provision of travel assistance combines effective, efficient and value for money services for the children and people of Doncaster. There is an additional, focus on ensure the service provided to children and young people is of high quality and suitable for their requirements. There will be an ongoing focus on

encouraging independence via the independent travel training offer. This offer supports the aim of Doncaster to be Child Friendly throughout. With this in mind the existing Home to School Transport Policy (July 2015) has been reviewed and a number of suggestions made to update, clarify and change elements of this. The following proposals formed the basis of a consultation held between 29th November 2021 and 31st January 2022:

- (a) A change to the name of the policy from Transport to Travel Assistance to better reflect the range of travel options available.
- (b) To introduce a contribution from parents of pupils and students who attend Post 16 provision towards transport – specifically for those pupils and students aged between 16 and 19 who receive direct transport to school or college in a taxi or minibus paid for by the Council. The proposal was for the equivalent cost of a single journey bus pass for pupils and students attending provision within Doncaster (or those at Dearne Valley College if this is closer than Doncaster College to their home). This would be around £294 per Academic Year. For those attending provision outside of Doncaster the proposal was for the equivalent cost of a double journey bus pass i.e. around £588 per academic year.
 - (b.i) ***Please note that following a review of the feedback received from the consultation process it became clear that to proceed with the request for a contribution from families towards Post 16 transport for students with SEND (Special Educational Needs and Disabilities) would cause further hardship to struggling families who already face significant barriers. Therefore, it was decided not to proceed with this proposal at the current time.***
 - (b.ii) ***This proposal, expected to save £113k over three years, was included in the Council's Revenue Budget 2022/23 – 2024/25 report approved by Full Council on 28th February 2022, therefore there is a need to look at alternative options to deliver this saving.***
- (c) To remove the exception under the current policy which provides zero fare bus passes to some pupils who have expressed a preference for a school other than their nearest available or allocated school. These are provided on the basis that no additional costs are incurred by the Council over those which would have been incurred had the pupils attended their nearest school. Changes to bus services and the removal of some services has made this exception increasingly contentious. It has also provided added benefit to some pupils based purely on where they live which others could not benefit from.
 - (c.i) If this recommendation is approved, post consultation, it would take effect from 1st September 2023 for all pupils entering a new phase of education on that date or later. Pupils previously in receipt of a pass would continue to receive this until the end of their current phase of education as long as their circumstances did not change. This is on the basis that any agreed policy is published by 19th September 2022 as per draft Government statutory guidance on home to school transport.

- (c.ii) For any in year transfers this would take effect from the date of publication regardless of the age of the applicant or the phase of education. All new requests received after that date would be refused.
- (c.iii) All pupils who were in receipt of assistance prior to 1st September 2023 will continue to receive assistance (if they remain eligible) until they finish their current phase of education (in most cases end of Year 11).
- (c.iv) Based on the current number of passes issued and the cost of an annual home to school zero fare pass it is estimated that the removal of the exception will provide the following year on year reduction in costs:

Financial Year	Estimated number of passes to be issued	Total cost based on £292.00 per pass
2022/2023	100	£29,200.00
2023/2024	91	£26,572.00
2024/2025	73	£21,316.00
2025/2026	54	£15,768.00
2026/2027	35	£10,220.00
2027/2028	0	£0.00

- (d) To remove the exception under the current policy which provides zero fare bus passes to pupils move address within the Doncaster Area during years 10 and 11. These passes are provided to pupils who move to a new address in excess of 3 miles from their existing school to avoid the necessity of moving schools during their GCSE studies.
- (d.i) If this recommendation is approved, post consultation, it would take effect from the date of publication of the policy and all new requests received after that date would be refused. All pupils currently in receipt of a zero fare bus pass under this provision would continue to receive one until the end of year 11.
- (d.ii) For families who have to move due to reasons outside of their control there is an option within the policy to appeal for a pass based on exceptional circumstances and their individual reasons for moving could be considered at this point. In an emergency situation any request for assistance would be considered as a matter of urgency to ensure that families are provided with an early decision and resolution. This will be highlighted on the Council website with an option to call and discuss the circumstances to speed up the process and provide vital assistance as soon as possible to families in need. An audit process is in development to ensure consistent decision making on these and other appeals. This will be undertaken by an independent Assistant Director.
- (d.iii) Based on the current number of passes issued and the cost of an annual home to school zero fare pass it is estimated that the removal

of the exception will provide the following year on year reduction in costs:

Financial Year	Estimated number of passes to be issued	Total cost based on £580 per pass (assuming double journeys)
2022/2023	14	£8,120.00
2023/2024	10	£5,800.00
2024/2025	4	£2,320.00
2025/2026	0	£0.00

- (e) To remove the current requirement within the 'Home to School Transport' policy which provides travel assistance to eligible pupils attending their catchment school.
- (e.i) ***Please note that following consultation this option has been removed in order to carry out a full mapping exercise of the impact on service users.***
- (f) An explanation of the difference between 'compulsory school leaving age' and the 'participation age' to provide clarity for families in respect of when the statutory duty to provide travel assistance ceases.
- (g) Additional information regarding types of 'travel assistance' and the options available to provide additional information to families.
- (h) Revision of the wording around 'dual registration' to provide increased clarity to families on the support available for those children registered at two qualifying schools.
- (i) Additional examples and clarity around occasions when we would not provide travel assistance to provide guidance for families.
- (j) Revision of the wording around the provision of travel assistance for families who have dual custody arrangements
- (k) Revision of the wording and the provision of additional information regarding the criteria for assessment of suitable or unsuitable walking routes
- (l) The addition of information in respect of the 'Post 16 Policy Statement' and where this is published. The Council has a duty to publish this statement by the 31st May annually to assist families with decisions regarding Post 16 education
- (m) Clarification and additional information on what support and in what circumstances travel assistance will or will not be provided to excluded pupils and pupils who are the subject of managed moves

- (n) The addition of information around requests for travel assistance on medical grounds
 - (o) The addition of information around parental preference of schools for pupils with Special Educational Needs and Disabilities (SEND) and how this might affect assistance with travel, to enable families to make an informed choice
 - (p) Clarification around requests from parents to access transport to school with pupils to attend meetings and the circumstances when this is and is not possible
12. A number of stakeholder engagement sessions were held with parents, carers and professionals both prior to and during the consultation process. Further details of the consultation are outlined in section 16 below.
13. As highlighted above, following a review of the feedback received during the consultation process, it was decided not to proceed with proposal b. To proceed with the request for a contribution from families towards Post 16 transport for students with SEND would be detrimental to many families who are already struggling with other cost of living increases. All other proposals are recommended for approval.

OPTIONS CONSIDERED

14. Option 1: Do nothing. This will mean that the existing policy, which is now outdated and does not provide as much information or clarity for families, will remain in place.
15. Option 2: Approve the revisions to the Home to School Travel Assistance Policy detailed above with the exception of the request for a contribution towards Post 16 Transport for students with SEND (Proposal b) and the removal of the catchment requirement (Proposal e).
This is the recommended option

REASONS FOR RECOMMENDED OPTION

16. The publication of the new Home to School Travel Assistance Policy will provide improved guidance and clarity for parents and carers when assessing their home to school travel options.

IMPACT ON THE COUNCIL’S KEY OUTCOMES

17.

	Outcomes	Implications
	<p>Doncaster Working: Our vision is for more people to be able to pursue their ambitions through work that gives them and Doncaster a brighter and prosperous future;</p> <ul style="list-style-type: none"> • Better access to good fulfilling work • Doncaster businesses are supported to flourish 	

	<ul style="list-style-type: none"> • Inward Investment 	
	<p>Doncaster Living: Our vision is for Doncaster's people to live in a borough that is vibrant and full of opportunity, where people enjoy spending time;</p> <ul style="list-style-type: none"> • The town centres are the beating heart of Doncaster • More people can live in a good quality, affordable home • Healthy and Vibrant Communities through Physical Activity and Sport • Everyone takes responsibility for keeping Doncaster Clean • Building on our cultural, artistic and sporting heritage 	
	<p>Doncaster Learning: Our vision is for learning that prepares all children, young people and adults for a life that is fulfilling;</p> <ul style="list-style-type: none"> • Every child has life-changing learning experiences within and beyond school • Many more great teachers work in Doncaster Schools that are good or better • Learning in Doncaster prepares young people for the world of work 	The publication of a new Travel Assistance Policy will contribute towards these outcomes
	<p>Doncaster Caring: Our vision is for a borough that cares together for its most vulnerable residents;</p> <ul style="list-style-type: none"> • Children have the best start in life • Vulnerable families and individuals have support from someone they trust • Older people can live well and independently in their own homes 	The publication of a new Travel Assistance Policy will contribute towards these outcomes
	<p>Connected Council:</p> <ul style="list-style-type: none"> • A modern, efficient and flexible workforce • Modern, accessible customer interactions • Operating within our resources and delivering value for money • A co-ordinated, whole person, whole life focus on the needs and aspirations of residents • Building community resilience and 	

	<p>self-reliance by connecting community assets and strengths</p> <ul style="list-style-type: none"> • Working with our partners and residents to provide effective leadership and governance 	
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RISKS AND ASSUMPTIONS

18. Whenever there is a change in policy there is a risk that decision could be challenged. Consequently, it is essential that adequate full consultation is undertaken to ensure that the process cannot be challenged only decision. A thorough consultation has taken place to mitigate this risk.
19. There is a risk that the removal of bus passes issued on the basis of no additional cost could lead to an increase in appeals for assistance from families who may have previously benefited from this exception, or a drop in attendance by pupils. Based upon the current number of passes issued this could impact upon an average of 20 families per year. It is very difficult to mitigate against this risk as families have the right to appeal if they wish their individual circumstances to be considered.
20. There is a risk that the removal of bus passes issued following a house move could lead to an increase in appeals for assistance from families who may have previously benefited from this exception, or a drop in attendance by pupils. Based upon the current number of passes issued this could impact upon an average of 7 families per year. It is very difficult to mitigate against this risk as families have the right to appeal if they wish their individual circumstances to be considered.
21. There is a risk that the removal of bus passes issued to the catchment school where this is not the nearest school could lead to an increase in appeals for assistance from families who may have previously benefited from this exception, or a drop in attendance by pupils. It is very difficult to mitigate against this risk as families have the right to appeal if they wish their individual circumstances to be considered. (This proposal has now been removed pending a mapping exercise to fully understand any impact).

LEGAL IMPLICATIONS

[Officer Initials: HMP Date: 03.03.22]

22. There are a number of statutory duties with regard to school transport. Section 508A of the Education Act 1996 places a general duty on local authorities to promote the use of sustainable travel and transport. Sections 508B and 508C of the Act make provision for local authorities to ensure that suitable travel arrangements are made, where necessary, to facilitate a child's attendance at school. Section 508C of the Act provides local authorities with discretionary powers to go beyond their statutory duties and provide transport for children who are not entitled to free transport and charges can be made. [Section 509AA](#) of the Act 1996 obliges Local Authorities to prepare, for each academic year, a transport policy statement specifying the arrangements for the provision of transport or otherwise that it considers necessary to make for facilitating the attendance of persons of sixth form age receiving education or training. [Section 508F](#) of the

Education Act 1996 requires Local Authorities' to make such arrangements for the provision of free transport as they consider necessary (or as the Secretary of State may direct) for the purpose of facilitating the attendance of:

- adults receiving education at an institution maintained or assisted by the LA and providing further or higher education or within the FE sector;
- relevant young adults (adults aged under 25 with learning difficulties) receiving education or training at institutions outside both the further education and higher education sectors where the LA has secured the education or training and boarding accommodation under section 514A.

23. Any change to our transport policies may be challenged by Judicial Review. The High Court recently ruled in the case of [Drexler, R \(on the application of\) v Leicestershire County Council](#) [2019] EWHC 1934 in favour of Leicestershire County Council in a challenge by a 17-year-old, severely disabled girl over proposed changes to its school transport policies. The case confirms the importance of ensuring we comply with the processes before implementing changes, including consultation.
24. The proposed changes are not services that we are legally required to provide and therefore their phased removal is legally justifiable.
25. In order to comply with the general duty on Councils to act fairly, when the Council is considering revising a policy such as this that proposes to remove benefits that are or might be conferred on members of the public, it is essential that the Council formally consults with relevant stakeholders. In order to undertake a lawful consultation exercise, sufficient reasons must be put forward for the proposals to allow for intelligent consideration and response by the stakeholders; adequate time must be given for consideration and response; and the product of the consultation must now be consciously taken into account by elected members before a final decision is made on the proposals. A robust consultation exercise has been undertaken in this matter as detailed in paragraph 16 of this report.
26. The decision maker must be aware of their obligations under section 149 Equality Act 2010, the Public Sector Equality Duty (PSED). It obliges public authorities, when exercising their functions, to have 'due regard' to the need to:
 - a. Eliminate discrimination, harassment and victimization and other conduct which the Act prohibits;
 - b. Advance equality of opportunity; and
 - c. Foster good relations between people who share relevant protected characteristics and those who do not.
27. The relevant protected characteristics under the Equality Act are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. The duty also covers marriage and civil partnerships, but only in respect of eliminating unlawful discrimination. The decision maker must ensure that they have seen the due regard statement. The duty must be exercised in substance, with rigour, and with an open mind and is not a question of ticking boxes. It is for the decision-maker to decide how much weight should be given to the various factors informing the decision, including how much weight should be given to the PSED itself.

The duty is a continuing one and there should be a record/audit trail of how due regard has been shown. It is not sufficient for due regard to be a “rear-guard action” following a concluded decision. The decision maker must also pay regard to any countervailing factors and decide the weight to be given to these, which it is proper and reasonable to consider; budgetary pressures, economics and practical factors will often be important.

FINANCIAL IMPLICATIONS

[Officer Initials: LS Date: 02/03/2022]

28. If the exception under the current policy that provides zero fare bus passes to pupils move address within the Doncaster Area during years 10 and 11 is removed, then this would save £8k over 3 years, 2023/24 – 2025/26.
29. If the exception under the current policy which provides zero fare bus passes to some pupils who have expressed a preference for a school other than their nearest available or allocated school and is no extra cost to the council is removed, then this will make a saving of £29k over 5 years, 2023/24 – 2026/27.
30. If a contribution from parents of pupils who attend Post 16 provision towards transport aged between 16 and 19 was introduced, then this would have saved £113k over 3 years 2022/23 – 2024/25, however it was decided not to proceed with this proposal at the current time. This proposal, along with the two above, were included in the Council’s Revenue Budget 2022/23 – 2024/25 report approved by Full Council on 28th February 2022, therefore the service, in consultation with the portfolio holder, will need to look at alternative options to deliver the remaining saving target of £113k.

HUMAN RESOURCES IMPLICATIONS

[Officer Initials: CR Date: 15/03/2022]

31. There are no direct HR Imps in relation to this report, but if in future staff are affected or additional specialist resources are required then further consultation will need to take place with HR.

TECHNOLOGY IMPLICATIONS

[Officer Initials: PW Date: 09/03/22]

32. There are no technology implications in relation to this report. The service has confirmed that there are no changes to the online form/application process.

HEALTH IMPLICATIONS

[Officer Initials: CW Date: 02/03/2022]

33. Pupils requiring specialist education provision have vulnerabilities that can often place them at a disadvantage with both educational and health outcomes. Programmes that aim to improve accessibility and attendance to education, and reduce the gap in educational attainment are likely to impact positively on reducing long-term health inequalities in Doncaster. It is reassuring that the new policy offers more clarity for parents of children requiring assisted transportation; however the decision to remove the option of bus passes in some cases could prove problematic. The author acknowledges this in the risk section; but other wider impacts to consider are the potential effects of increased vehicular traffic around the schools though carers being forced to drive their child to school; and the potential loss of freedom and independence of the child or young person.

EQUALITY IMPLICATIONS

[Officer Initials: KH Date: 17/02/2022]

34. The Council's duty under section 149 of the Equality Act 2010 when exercising its functions is to advance equality of opportunity and foster good relations between those who have a protected characteristic and those who do not share that protected characteristic, ensure fair access to learning for all Doncaster children and young people.
35. Due regard will be given to relevant and proportionate consideration to the duty, in that whenever significant decisions are being made or policies developed, consideration must (and will) be given to the impact/affect that implementing a particular policy or decision relating to this transfer will have in relation to equality before making that decision.
36. The revised policy will provide greater clarity around the provision of travel Assistance. This includes alternative travel assistance options to promote Independent travel training and enables families to consider the best options to meet their individual needs.
37. There are no concerns around equality implications at the time of writing this report

CONSULTATION

38. There has been a significant amount of consultation undertaken in the development of the revised Home to School Travel Assistance Policy. The review of the existing 'Home to School Transport' Policy commenced in August 2021 with analysis and assessment of current policy provision.
39. Four Pre-Consultation sessions were offered in November 2021 for families to talk about the future of 'home-to-school' transport for children with special educational needs and disabilities, and children accessing other provision. This provided the opportunity for early feedback on the proposed changes and also gave families the opportunity to discuss their views. It also offered an insight into their experiences. The discussions focused on:
 - The key areas proposed for change
 - The reasons behind the proposals
 - Any other suggestions for consideration
 - How to make this service more efficient whilst facing reducing budgets
40. Whilst the sessions were predominantly aimed at parents and children who currently use home-to-school transport, there was also attendance from professionals to gain their views. This also demonstrated that the review is actively engaging with families and the overall response supported the need to review current provision and promote independent travel assistance and other options.
41. Doncaster Council entered into a period of formal consultation on 29th November 2021. This ran until 31st January 2022 (9 weeks) offering the opportunity for Doncaster residents to comment upon the proposed changes to the existing 'Home to School Transport' policy. The consultation focused mainly on:

- A number of proposed service changes to the discretionary provision of bus passes
- The suggestion for a contribution towards Post 16 – 19 SEND Transport
- wording and content of the current policy,
- additional information and clearer wording to some of the key parts of the policy,

Full details are provided in the Consultation document (Appendix 1A).

42. To ensure that the widest possible audience was reached copies of the consultation document were issued to parents, carers & professionals who access transport services (including professionals, schools and other services both within the local authority and stakeholders in other authorities). This was also published on the Council's Website for the duration of the consultation period with regular updates and reminders published on the website, letters to families and through Doncaster Council's e-mail system via the Communications Team.
43. Following a slow initial response rate a short form electronic survey was also introduced to enable people to comment on four key areas of the consultation. Full details of this survey are included in the Survey Questions Document (Appendix 1B)
44. To maximise the return rate, a number of different methods of response were made available. These were:
 - Online – consultation documents available to complete and return digitally
 - E-mail – consultation documents / comments returned electronically.
 - Post – opportunity for printed consultation documents return by post or via Doncaster Council's Family Hubs
 - Telephone contact with the Doncaster Council's Transport Team
 - Face to Face – at a number of virtual events held via MS Teams
45. The virtual events were offered throughout the consultation period and were open to all to attend. These events were regularly promoted through the consultation documents, regular posts Doncaster Council's website and via schools. The events were offered on:
 - Friday 10th December at 10.00am
 - Tuesday 14th December at 6.00pm
 - Tuesday 11th January 2022 at 10.00am
 - Thursday 13th January 2022 at 6.00pm
 - Tuesday 18th January 2022 at 10.00am
 - Wednesday 19th January 2022 at 10.00am
 - Thursday 20th January 2022 at 6.00pm
46. By the close of the formal consultation period (31st January 2022), 13 consultation documents were completed and returned with an additional 80 electronic surveys being completed. All of the 17 questions requiring comment in the full survey were completed with most receiving multiple responses. Full details of all relevant feedback received is provided in the Consultation Feedback Document (Appendix 2)

BACKGROUND PAPERS

47.

- Appendix 1a Consultation Document
- Appendix 1b Survey Questions
- Appendix 2 Consultation Feedback
- Appendix 3 Draft Home to School Travel Assistance Policy 2022-2027
- Appendix 4 Home to School Transport Policy 2015
- Appendix 5 Travel Assistance Policy Due Regard Statement

GLOSSARY OF ACRONYMS AND ABBREVIATIONS

48. None

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Doncaster
Council

Home to School Transport Policy

Formal Consultation 2021/22



Home to School Transport Policy – Formal Consultation 2021/22

From Monday 29th November 2021, Doncaster Council will be entering a period of consultation around proposed changes to our existing 'Home to School Transport' policy.

This consultation document details the proposed changes and rationale for change which is open for public feedback for 9 weeks, closing on the 31st January 2022. The document has space for you to feedback on each proposed change.

How to provide feedback

There are a number of ways to provide feedback on the proposed changes to the Home to School Transport Policy

- **Online**

The consultation document is attached to this letter and is also available digitally at: www.doncaster.gov.uk/services/schools/education-transport

We are looking to arrange a number of virtual events to provide the opportunity to ask questions or give feedback directly. These will take place on the following dates and times via MS Teams:

1. Friday 10th December 10.00am -11.00am
2. Tuesday 14th December 6.00pm to 7.00pm

If you would like to attend one of these sessions then please e-mail transportconsultation@doncaster.gov.uk requesting your preferred date(s) and we will try to accommodate as many as possible.

You can complete the feedback sections and return via email to transportconsultation@doncaster.gov.uk or;

return your printed copy to any local Family Hub (a full list of Family Hubs is available at www.doncaster.gov.uk/services/schools/family-hubs-and-services).

Face-to-Face

We would like to also offer the opportunity for a face to face meetings to discuss these proposals further but are mindful of the ongoing Covid situation. We are monitoring this carefully and, if this does become possible in January, details will be added to the Council Website as follows:

www.doncaster.gov.uk/services/schools/education-transport

If this is not possible additional virtual meeting dates will be added.

Contact us

If you have any questions or queries about the consultation, please contact the Transport Team on 01302 736081/736080

Home to School Transport Policy - Proposed Changes

- [Changing the name of the policy](#)
- [The introduction of a monetary contribution towards the future provision of dedicated taxi and/or minibus transport for all Post 16 - 19 SEND \(Special Educational Needs and Disabilities\) pupils and students.](#)
- [Removal of bus passes issued on the basis that no additional expenditure is incurred to the Council](#)
- [Removal of bus passes issued to pupils whose families move house during Academic Years 10 and 11](#)
- [Removal of bus passes issued to pupils based on Catchment school if this is not the nearest school](#)
- [Clearer wording around 'compulsory leaving age' and 'participation age'](#)
- [Additional information regarding types of 'travel assistance'](#)
- [Clearer wording around 'dual registration'](#)
- [Additional information around occasions when we would not provide travel assistance](#)
- [Clearer wording around dual custody arrangements](#)
- [Additional information regarding criteria for suitable walking routes](#)
- [Cross Referencing the 'Post-16 Policy Statement'](#)
- [Clarification around excluded pupils and managed moves](#)
- [Addition of information around travel assistance on medical grounds](#)
- [Addition of information around parental choice of schools for pupils with SEND](#)
- [Clarification around requests for parents to travel](#)

Changing the name of the policy

PROPOSED CHANGE	REASON FOR CHANGE
<p>We are proposing to change the name of this policy from 'Home to School Transport Policy' to 'Home to School Travel Assistance Policy'</p>	<p>We feel that the name of the current 'Home to School Transport Policy' doesn't reflect the wide range of options around assistance that parent and carers can access to enable their children to get to and from school.</p>
<p>FEEDBACK/COMMENTS:</p>	

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The introduction of a monetary contribution towards the future provision of dedicated taxi and/or minibus transport for all Post 16 - 19 SEND (Special Educational Needs and Disabilities) pupils and students.

PROPOSED CHANGE	REASON FOR CHANGE
<p>We propose asking parents of pupils and students who attend Post 16 provision for a contribution towards Post 16 Transportation – specifically for those pupils and students aged between 16 and 19 who receive direct transport to school or college in a taxi or minibus paid for by the council.</p> <p>We are currently considering the equivalent cost of a single journey bus pass for pupils and students attending provision within Doncaster (or those at Dearne Valley College if this is closer than Doncaster College to their home). This would be around £294 per Academic Year</p> <p>We are also considering the equivalent cost of a double journey bus pass for those attending provision outside of Doncaster i.e. around £588 per academic year.</p> <p>We are also looking into the possibility of payments by instalment if this proceeds.</p> <p>We would be interested to know if families would be willing to make a contribution and any other feedback and comments that they have in response to this proposal.</p> <p>We are also proposing that consideration is given to low income families’ ability to fund a full contribution with a possible reduced contribution</p>	<p>There are a number of reasons for this proposal.</p> <p>One is to align this Policy with that of the majority of our neighbouring authorities.</p> <p>Government spending cuts and increasing requests for assistance have also led to increased costs and a significant overspend of the funds available. We are trying to find a solution which means we can continue to offer the best service possible to all.</p>
<p>FEEDBACK/COMMENTS:</p>	

Removal of bus passes on the basis that no additional expenditure is incurred to the Council

PROPOSED CHANGE	REASON FOR CHANGE
<p>We propose removing the current clause within the ‘Home to School Transport’ policy which provides travel assistance under an exception for pupils not attending their nearest school or allocated school.</p> <p>These pupils are instead attending an alternative school which is the statutory qualifying distance. On the basis that the Council does not incur any additional cost, a zero fare bus pass to enable the pupil to attend the alternative school is provided equivalent to that which the pupil would have received had they attended either the nearest or allocated, school as the case may be.</p> <p>We are suggesting the removal of this exception with effect from September 2023 for all pupils starting a new phase of education. Zero fare bus passes would no longer be provided. Pupils who receive assistance under this exception prior to September 2023 will continue to receive assistance until they finish their current phase of education (in most cases to the end of year 11)</p>	<p>Changes to bus services and the removal of some services has made this increasingly contentious and difficult to administer. It is an exception and provides an added benefit to pupils based purely on where they live that others cannot benefit from.</p> <p>Additionally cuts in funding have led to a significant overspend of the funds available for Home to School Transport</p>
<p>FEEDBACK/COMMENTS:</p>	

Removal of bus passes issued to pupils whose families move house during Academic Years 10 and 11

PROPOSED CHANGE	REASON FOR CHANGE
<p>We propose removing the current clause within the ‘Home to School Transport’ policy which provides travel assistance under an exception for pupils who</p>	<p>This is an exception which was originally introduced to assist pupils maintain</p>

<p>move house whilst during Academic Years 10 and 11.</p> <p>We are suggesting the removal of this exception with effect from the publication date of the new Policy in 2022 for all pupils and we would no longer provide a zero fare bus pass after this date. Pupils who receive assistance under this exception prior to that date will continue to receive assistance until they finish their current phase of education (in most cases to the end of year 11)</p>	<p>continuity during GCSE study. However these studies often start much earlier than Year 10 now and this has led to an increase in requests which fall outside of the exception. Additionally the house move is often as a result of family choice.</p> <p>Additionally cuts in funding have led to a significant overspend of the funds available for Home to School Transport</p>
<p>FEEDBACK/COMMENTS:</p>	

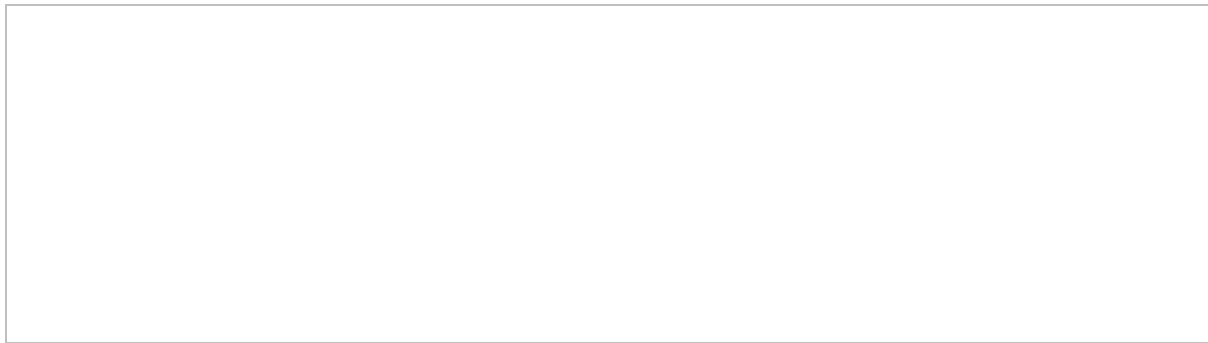
[Removal of bus passes issued to pupils based on catchment school, if this is not the nearest school](#)

PROPOSED CHANGE	REASON FOR CHANGE
<p>We propose removing the current requirement within the 'Home to School Transport' policy which provides travel assistance to pupils attending their catchment school. In future this will state their nearest available school only, if they meet the distance criteria for eligibility.</p> <p>In future travel assistance would only be provided to pupils meeting the distance criteria to the nearest school/nearest school within the Doncaster Boundary. Zero Fare bus passes would no longer be provided to the catchment school if this is different to the nearest available school.</p>	<p>In many cases the catchment school is also the nearest school but this is not always the case.</p> <p>The Catchment system is a model employed by schools, not by the Local Authority and most Local Authorities no longer recognise the catchment system.</p> <p>Removing reference to catchment from the Home to</p>

<p>We are suggesting the removal of this phrasing with effect from September 2023 for all pupils starting a new phase of education. Zero fare bus passes would no longer be provided. Pupils who receive assistance under this exception prior to September 2023 will continue to receive assistance until they finish their current phase of education (in most cases to the end of year 11)</p>	<p>School Transport Policy will bring the new policy in line with other authorities, whilst still adhering to our statutory responsibility.</p> <p>It is also an exception and provides an added benefit to pupils based purely on where they live as some families benefit from a choice of schools and others do not.</p>
<p>FEEDBACK/COMMENTS:</p>	

Clearer wording around ‘compulsory leaving age’ and ‘participation age’

<p>PROPOSED CHANGE</p>	<p>REASON FOR CHANGE</p>
<p>Change the wording in the current policy around the ‘compulsory school leaving age’ and the ‘participation age’ to read:</p> <p>“In 2013 the Government raised the Participation Age meaning that all pupils and students must continue in some form of education or training until at least their 18th birthday. However there was no change made to the statutory school age which remains at 5 to 16 years.</p> <p>This change does not extend the entitlement to free travel assistance beyond the age of 16, as the change to the participation age does not mean that a pupils or students must stay in school. They may choose to work fulltime and study part time, continue with full time study at school or college, be involved in part time training whilst volunteering or undertake an apprenticeship.”</p>	<p>In the existing policy, we talk about the impact of the raised ‘participation age’ however we feel that the difference between this and the ‘compulsory school leaving age’ is not clear for parents and carers. The clarification of the wording is needed to ensure readers are not confused by these terms</p>
<p>FEEDBACK/COMMENTS:</p>	



Additional information regarding types of 'travel assistance'

PROPOSED CHANGE	REASON FOR CHANGE
<p>Extend the existing section of the policy which details the various types of travel assistance</p>	<p>We feel that the current information available for parents and carers doesn't provide enough information about the wide range of options for travel assistance available for families, such as independent travel training, personal budgets and the option of mileage allowances in addition to transport options. This will allow parents and carers to make more informed choices that are better suited to their individual circumstances.</p>
<p>FEEDBACK/COMMENTS:</p>	

Clearer wording around 'dual registration'

PROPOSED CHANGE	REASON FOR CHANGE
<p>Amend wording around 'dual registration' with the addition of the below section:</p> <p><i>“Some pupils may be registered at more than one school. Where they are registered at two qualifying schools (which are not Pupil Referral Units or Alternative Provision), if eligible, travel assistance will be</i></p>	<p>We feel that the current wording may cause confusion for parents around the support available for those children registered at two qualifying schools.</p>

<p><i>provided to whichever of the schools the pupil is attending on any school day.</i></p> <p><i>Travel assistance will not be provided for transfers between schools during the school day”</i></p>	
<p>FEEDBACK/COMMENTS:</p>	

Additional information around occasions when we would not provide travel assistance

PROPOSED CHANGE	REASON FOR CHANGE
<p>We would like to add further examples of the times when travel assistance will not be provided such as:</p> <ul style="list-style-type: none"> • To access breakfast or after school clubs, including out of school activities • To and from work experience placements, taster or open days, or transition visits • To any provision off the school site organised by the school • For transfers between educational establishments during the school day • Following detention • At times to suit the convenience of family arrangements • At times when other siblings in the family have to be taken to other schools • For late arrivals or early departures, for example in the event of the pupil or student becoming ill • For shorter than normal days, for example during the exam season • For those whose level of attendance is a cause of concern, but for whom no eligibility criteria are met 	<p>We feel that the new policy would benefit from having additional examples of when we are unable to provide travel assistance to ensure parents and carers have clear information and guidance to refer to.</p>

<ul style="list-style-type: none"> • For students on exchange visits • Where the behaviour of a young person is not acceptable to the driver of the vehicle and places other travellers a risk. In these circumstances parents will be required to make alternative arrangements. 	
<p>FEEDBACK/COMMENTS:</p>	

Clearer wording around dual custody arrangements

Proposed change	Reason for change
<p>Amend wording around ‘dual custody arrangements’ with the addition of the below section:</p> <p><i>“For pupils whose parents/carers no longer live at the same address and who qualify for travel assistance, this will normally be to the address at which the pupil spends three or more school nights (Sunday–Thursday). Assistance to both homes will not be provided.</i></p> <p><i>Where the pupil spends an equal amount of time during the school week at both addresses and they would qualify for assisted travel to school from both addresses, the Council will provide assistance from one address only and this will be the address where child benefit is paid to.”</i></p>	<p>We feel that the current wording may not be clear enough for parents looking for information about travel assistance and dual custody arrangements, and requires additional clarification</p>
<p>FEEDBACK/COMMENTS:</p>	



Additional information regarding criteria for suitable walking routes

Proposed change	Reason for change
<p>Amend wording regarding criteria for walking routes:</p> <p><i>“This is the shortest route along which a child, “accompanied as necessary”, may walk with reasonable safety and may include footpaths, bridleways and other pathways, as well as recognized roads.</i></p> <p><i>This means that a route will be available even if the child would need to be accompanied along it by his or her parent.</i></p> <p><i>The assessment of the availability or otherwise of a route will be based on a child being accompanied by an adult. It will be irrelevant for the purposes of that assessment whether or not the child would or would not be so accompanied when attending the school or college.</i></p> <p><i>If the walking route, or alternative routes, to the school the pupil could reasonably be expected to take is/are not considered to be reasonably available even when accompanied by an adult, the Council will provide appropriate travel assistance which will normally be through the provision of a zero fare bus pass.</i></p> <p><i>Assessment of the comparative safety of a route will involve such factors as:</i></p> <ul style="list-style-type: none"> • <i>The age of the child; whether any potential risks might be mitigated if the child were accompanied by an adult</i> • <i>The width of any roads travelled along and the existence of pavements</i> • <i>The volume and speed of traffic travelling along any roads</i> • <i>The existence or otherwise of street lighting; and the condition of the route at different times of the year, at the times of day that a child would be expected to travel to and from school. “</i> 	<p>We feel that the current wording may not be clear enough when detailing the factors that were considered for identifying suitable or unsuitable walking routes.</p>

<p>FEEDBACK/COMMENTS:</p>	

Cross referencing the 'Post-16 Policy Statement'

Proposed change	Reason for change
<p>The addition of details regarding the 'Post-16 Policy Statement' and where this is published</p>	<p>We have a duty to publish the contents of the post-16 policy statement by the end of May each year. Providing a sign post to this within the 'home to school travel assistance policy' will assist parents/carers with decisions regarding Post 16 Education</p>
<p>FEEDBACK/COMMENTS:</p>	

Clarification around excluded pupils and managed moves

Proposed change	Reason for change
<p>Amendment of the section of the policy which provides travel assistance information related to excluded pupils and managed moves</p>	<p>We feel we need to provide clearer information in this policy around the circumstances for excluded pupils, including when they will or will not receive travel assistance and confirming the council's approach with regards to managed moves</p>

FEEDBACK/COMMENTS:

Addition of information around travel assistance on medical grounds

Proposed change	Reason for change
Addition of information for parents and carers around how they can apply for travel assistance on medical grounds where appropriate and details of the process around this	The current policy does not hold this information and we feel that parents and carers would find this information beneficial when considering their options for travel assistance.

FEEDBACK/COMMENTS:

Addition of information around parental choice of schools for pupils with SEND

Proposed change	Reason for change
Addition of information for parents and carers around parental preference of schools for pupils with SEND to include: <i>“Travel assistance will not be provided under this section where the Council has identified an institution or provider to meet a pupil or student’s need but</i>	We feel we need to provide clearer information in this policy around the council’s approach regarding parents who prefer to send their child/children to an alternative education provider, to ensure they have clear guidance to make an informed choice.

<p><i>the parents/carers choose to send their child to a more distant institution or provider of the same type. If the parents prefer the school or college that is further away, the Council may agree to name this provider in the Education Health and care Plan (EHCP) but parents/carers will need to provide transport themselves"</i></p>	
<p>FEEDBACK/COMMENTS:</p>	

Clarification around requests for parents to travel

Proposed change	Reason for change
<p>Addition of information around requests for parents to travel</p>	<p>We feel we need to provide additional clarification around circumstances when requests for parents might be agreed</p>
<p>FEEDBACK/COMMENTS:</p>	

ADDITIONAL FEEDBACK AND COMMENTS

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Survey Narrative and Questions**Home to School Transport Policy Consultation**

Doncaster Council has entered a period of consultation around proposed changes to our existing 'Home to School Transport' policy and we would now appreciate any feedback you would like to provide on our proposed changes.

In order to make this process as easy as possible we have created the attached survey which covers four of the key proposals and we would be grateful if you would take a few minutes to complete this so that we receive as many responses to our proposals as possible. The Consultation is open until Monday 31st January 2022.

If you would like the opportunity to review our other proposals or comment in more detail on our the ones in this survey then a copy of the full consultation and how to respond can be found on the Council Website at:

www.doncaster.gov.uk/services/schools/education-transport

Thank you for taking the time to complete this survey.

Proposal 1

We propose asking parents of pupils and students aged between 16 and 19 who require additional assistance due to their individual needs and receive direct transport to school or college in a taxi or minibus paid for by the council for a contribution towards the cost of this.

We are currently considering the equivalent cost of a single journey bus pass for pupils and students attending provision within Doncaster (or those at Dearne Valley College if this is closer than Doncaster College to their home). This would be around £294 per Academic Year. We are also considering the equivalent cost of a double journey bus pass for those attending provision outside of Doncaster i.e. around £588 per academic year.

We are also looking into the possibility of payments by instalment if this proceeds.

We would be interested to know if families would be willing to make a contribution and any other feedback and comments that they have in response to this proposal.

We are also proposing that consideration is given to low income families' ability to fund a full contribution with a possible reduced contribution

1. *Do you agree with asking for a contribution* Y/N
2. *Do you think the proposed level of contribution is reasonable* Y/N
3. *Do you think a higher cost for a longer journey is reasonable* Y/N
4. *Do you think a reduction for low income families is reasonable* Y/N
5. *What would be a reasonable adjustment*
 - a. 25%
 - b. 50%

- c. 75%
- d. It should be free for low income families

Proposal 2

We currently provide travel assistance under an exception in the policy for some pupils not attending their nearest school or allocated school on the basis that the Council does not incur any additional cost to that which it would have paid of the pupil attended either the nearest or allocated, school as the case may be. This provides additional choice for some families based on where they live

We are suggesting the removal of this exception with effect from September 2023 for all pupils starting a new phase of education. Pupils who receive assistance under this exception prior to September 2023 will continue to receive assistance until they finish their current phase of education (in most cases to the end of year 11)

6. Do you feel that this exception should be removed Y/N

7. If yes why

- e. To make things fair for everyone
- f. To prioritise Council spending
- g. Other

If you have chosen other please tell us why

8. If no, why

- a. This would incur extra cost to families when the cost of living is already high
- b. Pupils should receive free travel to school if they meet the distance criteria
- c. Other

If you have chosen other please tell us why

Proposal 3

We currently provide travel assistance under an exception for pupils who move house during Academic Years 10 and 11 provided that they meet the distance criteria.

We are suggesting the removal of this exception with effect from the publication date of the new Policy in 2022 for all pupils and we would no longer provide a zero fare bus pass after this date. Pupils who receive assistance under this exception prior to that date will continue to receive assistance until they finish their current phase of education (in most cases to the end of year 11)

9. Do you feel that this exception should be removed Y/N

10. If yes why

- a. Because they have chosen to move
- b. To make things fair for everyone
- c. Other

If you have chosen other please tell us why

11. *If no, why*

- a. *They may not have had a choice when moving house*
- b. *It may mean that pupils have to move schools if they cannot afford the bus fare*
- c. *Other*

If you have chosen other please tell us why

Proposal 4

We currently provide travel assistance to pupils attending their catchment school/nearest school. This provides additional choice for some families based on where they live. We are proposing that this will state their nearest available school only, if they meet the distance criteria for eligibility.

In future travel assistance would only be provided to pupils meeting the distance criteria to the nearest school/nearest school within the Doncaster Boundary. Zero Fare bus passes would no longer be provided to the catchment school if this is different to the nearest available school.

We are suggesting the removal of this phrasing with effect from September 2023 for all pupils starting a new phase of education. Zero fare bus passes would no longer be provided. Pupils who receive assistance under this exception prior to September 2023 will continue to receive assistance until they finish their current phase of education (in most cases to the end of year 11)

12. *Do you feel that this exception should be removed Y/N*

13. *If yes why*

- a. *To make things fair for everyone*
- b. *To help prioritise Council spending*
- c. *Other*

If you have chosen other please tell us why

14. *If no, why*

- a. *This would incur extra cost to families when the cost of living is already high*
- b. *Pupils should receive free travel if they meet the distance criteria*
- c. *Other*

If you have chosen other please tell us why

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Doncaster
Council

Home to School Transport Policy

Consultation Feedback 2021/22



Home to School Transport Policy – Consultation 2021/2022

A key part of the consideration of a new Home to School Transport Policy was the need for Consultation. This consultation was undertaken in a number of ways, both prior to and during the formal consultation process and comprised:

- Five Pre-Consultation Events (including one session with Doncaster Parents Voice) – comments and feedback are included in Section 1
- Seven Formal Consultation Events – comments and feedback are included in Section 2
- A formal Consultation Document for people to complete and return – comments and feedback are included in Section 3
- A short form survey with several questions on the key proposals within the Consultation Document – comments and feedback are included in Section 4
- Several one to one telephone conversations when requested – comments and feedback are included in Section 5

Section 1 – Pre-Consultation Events

A number of pre-consultation events were held to gauge initial reactions to the key proposals for change and to receive overall comment and suggestions to support the development of the Home to School Transport Policy. The outcome and feedback of these events are as follows:

Request for a contribution towards the future provision of dedicated taxi and/or minibus transport for all Post 16 - 19 SEND (SEND) pupils and students.
Education is compulsory for children up to 18 years so why do we need to start paying for this?
Unfair to ask for a contribution for travel costs when they have no choice and need to attend Education.
I am a working parent and would be concerned over more additional costs - because of work, I am unable to take my child to college and need this support.
Currently child travels approx. 50miles in one day - what would happen if needed to travel further to college?
Certainly appreciate and respect peoples circumstances are different but to pay a contribution for travel when in employment is Unfair.
If a contribution is approved, this will effect 'Parents Choice' of Post 16 provision to access the correct provision to meet the needs of the child. This will disadvantage parents & children in having to choose a closer school / college.
Will need to limit the distance from home to college to limit the cost required.
Is this the correct place to save money? If a great amount is not saved, is it worth the unfairness and upset to do this?
Group Consensus: No contribution to Post 16-19 should be required across the board !! Impact children in the future.
How much do other Authorities charge parents as a contribution for their child's travel?
One solution will not suit everybody !!
How will the contribution be calculated as this needs an explanation - will it be measured in Distance / Mileage etc.?

Provide greater Independent Travel Training opportunities (pending needs of the child) to build confidence at Post 16 level to use public transport & reduce the need of arranged minibus / taxis.
What is the expected amount which will be charged to parents as a contribution - detail to be made clear.
Exceptions to the proposed contribution policy need to be confirmed - more detail required.
Confirmation required to what Settings, Colleges and Universities will be impacted by this policy - will it be for Doncaster settings only or include Out of Area provision? (Needs to be clear).
Building aspirations for college students with SEND within the college setting is very limited and would struggle with ITT if offered - feel it's too late stage of their education as should be started at a much younger age both in Mainstream and SEND settings.
A contribution would be considered to ensure transportation of children - appreciate funding reductions from the Council.
Impact on children's / families choice of college provision to meet the needs of the child due to cost implications.

Removal of the clause which currently provides bus passes on the basis of parental preference in certain situations.

This policy suggestion is activated by parental choice.

Be clear this refers to Zero Fare Passes and not any other pass a child or student may have and use.

To no longer provide bus passes to pupils whose families move house during Academic Years 10 or 11

This policy suggestion is activated by parental choice.

Be clear this refers to Zero Fare Passes and not any other pass a child or student may have and use.

Additional Comments and Suggestions

Central coordination travel task: To establish the use of one minibus to pick up from one locality and drop off at other colleges instead of covering numerous localities for one college – potential to reduce costs

Would it be more effective and beneficial to pick-up / drop-off children at other schools on the same transport to one locality area instead of a number of buses arriving together in the same area locality to transport just to one school? Utilise school minibus fleets to do this

Policy changes will effect children in years to come. Confirmation when new Policy will be implemented would be beneficial to confirm (maybe include proposed date within consultation documentation?)

Keep parents & guardians informed throughout the overall process.

Advertising campaign to promote ALL current travel passes available for children & students !!

ITT in place at Stone Hill which is a great service from the school as child's independence and awareness has improved. This should be offered to SEND children with secondary mainstream schools to support their independence as unaware this is being offered on a regular and sustained basis within schools (recommended Y7 onwards). Early Intervention will improve child's confidence / independence over time reducing the need for arranged transport therefore reduced costs?

Work more closely in partnership with other agencies and services to provide support and advice as required. Example: Promote ITT and work closely with service who supply Free Bus Passes for Disabilities.

Section 2 – Formal Consultation Events

As part of the formal consultation two initial virtual events took place in December 2021 to seek further views on the Council’s proposals. A further five events were planned for January 2022. One of these was subsequently cancelled as no one registered to attend but four others took place. Whilst face to face meetings had been considered, due to the ongoing Covid situation it was decided to continue to hold these events virtually. The outcome and feedback of these events are as follows:

Request for a contribution towards the future provision of dedicated taxi and/or minibus transport for all Post 16 - 19 SEND (SEND) pupils and students.
Children which are placed by local authorities are entitled to free travel assistance if they are 3 or more miles away from the place of education
Reductions will be made to help people receiving universal credit or free school meals.
If my son is already in post 16 education and travel assistance is already in place will then this will continue as normal however, this may change when the child turns 18 yrs old and further advise will be required at that time
What happens if a parent can't or won't pay the contribution for transport?
There are no more than 100 post 16 students is this going to affect at a cost of circa £30K to £40K
Comments received around the benefits which should be used for reduction in costs. Should not use working tax credit but other benefits
Do not agree with this charge as it will hit the wrong families. Lots of families struggling at present
It will mean less money to spend on my son
I would have like the closer school where he could walk but that school cannot meet need so needs to go further away
Local school is not a choice and SEND is not a choice
We have to battle for services
Children might not go to post 16 if parents cannot afford transport
Could the mobility component of DLA be used towards transport
Family Allowance and other benefits stop at 18 –lose a lot of income
These children are still catching up at 16 and learning what others do at 8 or 9. Need more help in early adulthood
Think that we should promote independence more
Children need more support in later years rather than earlier years
Need more resources working together
We are struggling on universal credit. Husband works but I cannot as I need to be a carer for my children
Many families are on lower incomes or part time as they need to be at home when child gets home due to needs
Children have not chosen to be born with disabilities. They don't have the same options of sharing lifts with friends
Need to look at taxing everyone. Adult Social Care element is in Council Tax Bill, why not childrens
Taxi firms are invaluable to us
Parents of children with SEND are more likely to be carers

Should be means tested. Lowest income should not pay anything
These children have an EHCP for a reason
Last thing anyone needs is more financial worry
Shocked by the suggestion, these are the most vulnerable students
If that is what is needed we would have to pay but hopefully will reconsider

Removal of the clause which currently provides bus passes on the basis of parental preference in certain situations.
Which bus passes might be removed. Daughter has a disability pass

To no longer provide bus passes to pupils whose families move house during Academic Years 10 or 11
No comments made

Removal of bus passes issued to pupils based on Catchment school if this is not the nearest school
No comments made

Additional Comments and Suggestions
Transport for medical placements will be arranged however if its arranged between 2 schools then it becomes the responsibility of the schools to make their own arrangements.

Section 3 – Formal Consultation Document Responses

Thirteen responses were received to the full consultation and the feedback to each individual suggestion was as follows:

1. Changing the name of the policy: (3 comments received)
I have no objection to this change of name to the policy.
No Comment seems reasonable
We do not mind the change of name at all. The contents of the policy and provision are of greater importance to us.

2. The introduction of a monetary contribution towards the future provision of dedicated taxi and/or minibus transport for all Post 16 - 19 SEND (Special Educational Needs and Disabilities) pupils and students: (10 comments received)
Where do you expect us to find the £294 from? X is still in full time education until he is 19 as there is no alternative available, to suit X's needs. All special education children are different and it is unfair to put all post 16 Special Education children in the same box one cap does not fit all!.
I do not agree with this proposal due to the negative financial impact this will have on my family. This is almost £50 per month for us which is just not financially viable and will push us into hardship. We work full time and get a small amount of universal credit to top up our pay. My son attends an out of area specialist school because it is the nearest that can meet his specific needs. We have never been offered anything closer so I feel it is unfair that we

should have the financial burden of the council failing to provide appropriate schooling in area.

My son is doing 3 years post 16 at his school. He has no option to go to college because it cannot meet his needs. He cannot work because he has no qualifications. The only way he can get qualifications is to remain at school and do his qualifications over 3 years. I do not feel that it is fair that we are financially punished because my son needs extra time to achieve what mainstream children can achieve by year 11. It is not anybody's fault that he needs to stay in school, it is nature of his SEN.

I do not feel that it is fair that we will be charged more than children who are transported within the Borough. I would feel that it would be fairer if we were charged the same as children attending post in Doncaster.

This charge is totally related to my son's disability. If he did not have his disability, we would not be faced with these charges because he would not need to be transported to an out of area special school.

I'm emailing my feedback on the proposed changes to the policy. I.e. monetary contributions

Wow !!!! is all I can say, my son has attended north Lindsey college from 15 on an early entry as NO school in Doncaster could meet his needs he has a Ehcp and was massively failed by his secondary school he has remained post 16 as it's been very successful and is now happy and educated. The SEN also felt this was the best place to remain because of how successful it is. so according to the proposal because he is in a out of area provision that was the only one that could meet needs we would have to contribute around double £588 to continue there. How is that Fair? When a place in Doncaster wasn't an option?!. We are highly concerned, as you can also appreciate money is extremely tight and if my son could travel and was capable to do so he would. Obviously to Scunthorpe there isn't any other means to get there as buses don't run and the train station is too far away for him to safely arrive due to his Autism. My other concern is also his sister also SEN and has EHCP currently isn't accessing a school as her Sen school that was in Rotherham (also out of area) announced they couldn't meet her need any longer, so consultations out of area are also been done again and this will likely mean she will ALSO be out of area again as a Doncaster school isn't an option. So Approx. £588 per child! I appreciate other local authorities do charge for travel but they also have a lot more SEN schools to choose from to remaining inside the local authority.

Unfortunately we do not class as low income as £20 thousand a year take home is too much but to pay Over £1000 to pay towards taxi will financial hit us were unfortunately the like hood is my son wouldn't be able to continue when a place on Doncaster wasn't and isn't a option! And my daughter well this will definitely put additional pressure when NOTHING in Doncaster is an option!.

So How Is this remotely Fair when a school in Doncaster wasn't an option? And How on earth are we going to afford over £1000 ?!

This is deeply distressing when all factors were out of my parental control as to were my children accessed a successful education, as local authority COULDN'T provide one in the area. So we had to seek the best one and in fact North Lindsey was the closest one available, Barnsley and worksop was suggested.

I will be Waiting anxiously to see what happens with this proposal as money aside my children deserves an education, and due to Doncaster not having a place to meet need, we as parents should not be financially hit to ensure they are successful in achieving one.

I do not agree with the introduction of asking parents for a contribution to the costs of travel to a further education establishment.

My child is unable to travel safely alone on public transport, where she could use her bus pass. She needs someone to go with her to safeguard her, as like many others at her school she is vulnerable, she has SEND.

I do not like the idea of the provision of a taxi - but would consider this as a last resort.

She is due to attend college shortly so this proposal will affect us. As most colleges are now academies and so not under council support, surely in their privately sourced budgets funding would become available for transport and not solely rely on the council to supply this request?

Agreed - ESFA do provide 6th form Bursary funding which could be used to cover travel costs of those post 16 students that meet the criteria for a bursary – the bursaries are to cover specific financial barriers to participation including travel

I don't agree that SEN students should be charged in line with comparison to their non-SEN peers ability to travel to school as this strikes me as further discrimination and incompetent comparison. Like for like just does not work for several reasons - SEN students are far less likely to have achieved similar levels of qualification and independence at 16 than their mainstream peers and therefore post-16, while no longer compulsory, is likely to be far more essential to those with SEND. In terms of their travel ability, walking even supervised is rarely an option (due to physical and mental issues and dangers outdoors), again unlike their peers who would not necessarily need to spend on their post-16 transport. And at the very least would be doing so independently if transport is chosen to be used. The cost to a family of helping an SEND child to attend school is far greater as it is not simple the cost of the child themselves. And by cost I don't just mean financial, there is the time and therefore loss of income of the person supporting that child to/from school too. If you were to consider the saving that is making to the council in paid carer support, then to ask for a further monetary contribution is pretty damn unfair. It also doesn't consider the health of the parent/carer and their ability to walk or accompany a child. Most parents/carer are physically and mentally broken enough. In theory, yes, there should be relevant respite and other support systems in place across other council departments but as we all know, this is not happening and anything offered doesn't remotely bridge the gap.

In addition, the idea that those travelling outside of area should be charged more is outrageous. Parents do not choose for their child to travel further every day on a whim. The extra journey in itself can be stressful so this is only considered by a parent when there is no other option for that child. You note that the SEND department may identify a local school that can meet need for that child and it is the parents 'choice' to attend further afield but we all know what nonsense that is - the SEND system is totally broken and provision is ineffective and unavailable to meet the needs of so many children with SEND. No child should be shoved somewhere because it is convenient for the council's budget. To charge parents extra is further penalising them for the lack of provision within the authority area. Parents often have to pay ridiculous sums of money for legal help and external professionals to get the right provision for their child and disprove the SEN departments manipulation and lies. To then charge them double to get there is a disgraceful idea and discriminatory

It seems unfair to penalise 16-19 year olds who are still accessing education, in a manner which does not apply to under 16s. We should be supporting children with SEN/D who are continuing to engage with education and training, not making this more financially challenging for their families.

There has educationally been a big shift in supporting young people with SEN/D to gain employment and be better prepared for adulthood and this particular proposal would present a clear barrier to this. I feel this would be ethically questionable.

This is heartbreaking to read. My child is in a post 16 placement, however he is not at that level emotionally or intellectually. My son does not qualify for any extra money or benefit from the government once he turned 16. It is not his fault or his parents that he is unable to go to the nearest post 16 provision (which is on the street he lives on) yet he would have to pay out to get to one of the only provision available to him. If this amendment went ahead many parents including myself would find it extremely difficult to pay this out. I am already financially impacted due to my son's special needs as I have had to significantly

reduce my work hours in order to care for him. I would not be classed as a low income family, but this does not mean I could just find an extra £300 a year for my son's transport. Once again it's children with disabilities and there parents that are being penalized because local schools are not providing appropriate provisions for their special needs.

3. Removal of bus passes issued on the basis that no additional expenditure is incurred to the Council: (3 comments received)

Surely when a school place was originally allocated to a pupil it was under the grounds of the school being the nearest to where the pupil lived?

I am supportive of children walking 2 miles to school, as this will address the obesity issue in Doncaster – unless it is unsafe for a child to do so, such as SEND.

Agreed – this is integral to ensuring where possible pupils attend their catchment school. Pupils should not receive free transport if they are attending schools out of area

SYMCA support the removal of discretionary spend so that these discretionary/"at no additional cost" Zoom Zero passes are not issued as a result of changes in the commercial bus market that create a legacy issue and pressures on home+D9 to school transport budgets.

4. Removal of bus passes issued to pupils whose families move house during Academic Years 10 and 11: (4 comments received)

I agree with this change, as this is from the perspective of choice/want not need, the only exception should be if the move was to keep the child safe under safeguarding if domestic abuse was the reason for the house/dwelling move.

Agreed

Where moving house is by the choice of the parents, this seems reasonable. I would like to think that cases could be put together where families have to move for reasons beyond their choice however.

Surely there should be a clause in this that if they have to move and are unable to start at a new school until the start of a new term/school year dependant on the school's policy.

5. Removal of bus passes issued to pupils based on Catchment school if this is not the nearest school: (3 comments received)

I agree with this.

Agreed – It is sensible that pupils should attend their nearest school and that funding should be removed for travel to schools further away irrespective of catchment.

SYMCA would like to discuss the implications of this in more detail including the implications for the transition period. Details of how "nearest" will be measured and if this is crow flies or using the road network (ITN).

6. Clearer wording around 'compulsory leaving age' and 'participation age': (4 comments received)

Surely this should be reviewed case by case and not a blanket change? i.e. every child is different and have different needs. X for example, there was no choice for him other than

him to stay in full time education until he is 19. Therefore X's school leaving age should be officially 19.

While the child is in further education – especially with regard to SEND then transport should be provided – free – if it is unsafe for the child to travel independently.
If the child was in an apprenticeship or work placement and therefore earning a wage then I would expect them to pay towards their travel, but not whilst a full time student.

Agreed

SYMCA would like to continue dialogue on home to school transport for Y12 and Y13 where they continue at the same establishment and use funded/commercial dedicated home to school buses. Capacity is provided for these students currently but they fall outside of the available funding.

7. Additional information regarding types of 'travel assistance': (2 comments received)

Mileage allowance?

SYMCA anticipates that parents' need for information will not stop at the scope of DMBC's provision of travel assistance. Concessionary fares and commercial public transport ticket products are likely to be relevant to parents' and students' decision-making. SYMCA would expect to be involved in discussions with DMBC as to how best parents and students can be informed about their options.

8. Clearer wording around 'dual registration': (3 comments received)

I agree transfers between schools should not be funded during the school day.

Yes agreed schools should pay any costs of transporting pupils to alternative provision

SYMCA are not aware that the volume of Zoom Zero passes issued for dual registration generates additional costs for SYMCA home to school services but would like to understand any risks associated with this and additional transport provision that may be required.

9. Additional information around occasions when we would not provide travel assistance: (4 comments received)

I agree with this. Breakfast clubs and after school clubs are again a 'choice' and therefore should be funded by parents, but not essential going to and from school which is mandatory, which I feel should be funded.

Yes agreed

SYMCA would recommend that additional specifics are added

- Shorter than normal days where the school closes early – for example at the end of term
- Where there is a temporary change in the school day, such as for Covid-19, and additional funding from central government is not provided
- Where industrial action results in local bus services or dedicated school buses not operating.

These kind of examples should be within the policy. The last point in particular should be clearly presented to ensure continued safety for the drivers and passengers, with no 'grey areas'.

10. Clearer wording around dual custody arrangements: (3 comments received)

X is in shared care, between ourselves and the Local Authority, therefore he has two address's and needs to be picked up/dropped off by school transport at both these address's for the consistency of X's well being.

If this change is implicated, it will have a massive impact on my ability to work. We will be forced to either put X into full time care before we are ready to do so, or I will be forced to pack my job in, creating bigger financial implications and stress.

Again these proposed changes appear to be blanket changes and need to be reviewed on a case by case basis, every Special Education receiving child will have different needs and requirements and it is very unfair to implement a one cap fits all change, like you are proposing.

This is causing unnecessary stress for us as a family, when life is hard enough with a severely disabled child

I agree with this. Wherever the child spends the most nights should be the prominent address. If the custody is 50/50 split then the payments should be halved to each parent to make it fair.

Agreed

11. Additional information regarding criteria for suitable walking routes: (2 comments received)

I feel unable to comment on this section, as my daughter is unable to walk far, so this suggestion doesn't really apply to us.

Yes agreed

12. Cross Referencing the 'Post-16 Policy Statement': (1 comment received)

I look forward to reading this.

13. Clarification around excluded pupils and managed moves: (1 comment received)

If a child is excluded then the responsibility of collecting that child safely from school and its return should fall under the responsibility of the parents and not the school/council. This may assist the school on working with the parents on why the child was excluded in the first place. This then places onus on the parent (s) to take responsibility for the child's absence and (hopefully) address the behaviour that instigated the exclusion in the first instance.

14. Addition of information around travel assistance on medical grounds: (1 comment received)

I agree with this.

15. Addition of information around parental choice of schools for pupils with SEND: (4 comments received)

I agree with this. It comes back to my earlier comment about a child attending the nearest school – unless the places were full and an alternative catchment area was offered – but not at the suggestion of the parent's sole preference of a choice of school.

This is a disgusting idea. Parents do not choose a school for their child on a whim from a plethora of suitable options. Sadly the SEND department is totally broken at best and corrupt at worse. The reality is that parents (who know their child best) have a long, exhausting and stressful time finding a school for their child in which they feel they have the best chance of thriving. It is so common for the SEN department to name a school for a child that is completely inappropriate and would actually do their child damage emotionally or educationally, just because they have no other options. Even in the face of advice from external professionals, the council will take parents to tribunal and submit them to horrendous trauma and mind games (as well as massive financial outlay for the parents) in order to avoid admitting that their provision is not acceptable.

When parents are finally able to get funding the placement for what is in reality the only suitable placement for their child, to refuse to transport that child to school is nothing short of disgusting. It is nothing less than looking for another loophole to save money in an already corrupt system with one team's corruption supporting another team (yours) money saving attempts. At the end of all of this is a child and a very vulnerable one at that. They are usually also surrounded by a very broken family - broken not by their child but by 'the system' and you are then asking them, yet again, to mitigate for the council's shortfall in money.

The cost to a family of helping an SEND child get to school is far greater as it is not simply the cost of the child's transport themselves. And by cost I don't just mean financial, there is the time and therefore loss of income of the person supporting that child to/from school too. If you were to consider the saving that is making to the council in paid carer support, then to ask for a further monetary contribution is pretty damn unfair. It also doesn't consider the health of the parent/carers and their ability to walk or accompany a child. Most parents/carers are physically and mentally broken enough. In theory, yes, there should be relevant respite and other support systems in place across other council departments but as we all know, this is not happening and anything offered doesn't remotely bridge the gap

School allocations for children with SEND should be focused on the best meeting of needs for the child, not proximity. Provision and facilities across schools varies greatly and where children have an SEN Support Plan or an EHCP they have been identified as having challenges beyond that of their typical peers.

Legislation supports that reasonable adjustments should be made to ensure that children with SEN/ D should not be put at a disadvantage to their peers and accessing a school with suitable facilities and resources should be seen as the most basic way of supporting access.

I understand that budgets can be challenging, but the best way to support the development of children and young people with SEND is to ensure they can access the best suited provision to meet their needs (without causing financial stress to families), not simply the setting which is most convenient for the Local Authority.

16. Clarification around requests for parents to travel: (2 comments received)

Surely, this should come down to an agreement between the school and the parents?

SYMCA will continue to allow parents to travel on dedicated home to school services where there is capacity and the relevant fare is paid. Travel at times other than for the school movement of the child will not be provided.

17. Additional Comments and Suggestions: (6 comments received)

These proposed changes to School Transport feel like a simple money saving exercise at the expense of the already stressed and pressured parents of the children with Special Education needs. Surely it would be better to maintain the current transport policies rather than risk the additional cost of parents of children with special education needs having no choice and being pushed into placing their children into full time care, as they feel there will be no alternative if these changes come into place. Lots of parents rely on receiving respite to help them manage their children at home. If transport will no longer take their children to respite as well as home, this will add unnecessary stress and strain on the families. As I have previously stated these blanket changes will not work and need to be done on a case by case basis.

I hope I have answered the questions as truthfully as I can. If you would like further clarification on the reasons for the answers, I have supplied then please do not hesitate to contact me.

In relation to the Home to School Transport consultation we would like to put on record our agreement of all proposals put forward. We are particularly glad to see that you are proposing to remove any travel assistance to pupils attending their catchment school where this is not the nearest school to where they live. We agree that travel assistance should only be provided where distance criteria is met for attending your nearest school.

This proposed change should hopefully encourage parents to choose schools close to where they live.

Due to my maternity leave, we are selling one car. Dad working 10hrs a day.

My daughter badly needs transport from home to school and school to home as I am a single parent with two children. Children start and finish school at the same time and it is impossible to get the other end of the city at such a busy time to pick up my other child from school. I am asking for help with school transport because we need it. Also my daughter is safe with the people who look after her in the bus and she is very happy when she returns home by bus. Thank-you

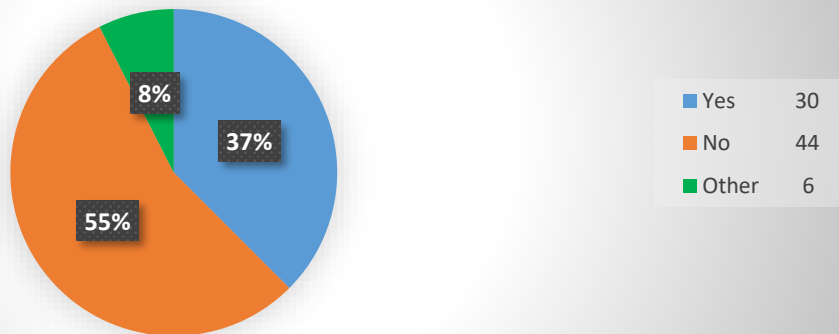
Section 4 – Survey Responses

A short form survey was created during the formal consultation to enable people to consider the key proposals and respond to these. 80 responses were received and the outcome was as follows:

Post 16 contribution towards SEND Transport

This proposal would affect approximately 82 students per annum

Q1 Do you agree with asking for a contribution?



Other Comments

The young is fostered by us and has a disability/complex needs

I think peoples situations are different and it may be too expensive for people to contribute.

Only if you have allocated a school place as per the parents request. IE if a child has been given a place in a distant school, then the council should not ask for a contribution

These people require assistance for a reason. If reason is a disability then this already impacts financially on family /parents ability to earn due to caring responsibilities. Having to pay more out when already sacrificed a lot financially is unfair and the child may have to forgo the education/training they prefer due to financial cost. Non disabled people have more choice to start with. Many families not considered low income but who are financially restricted due to caring responsibilities will be hit by this.

I do but i think the cost is rather high

My son gets a free bus pass so transport should be free

Q2 Do you think that the proposed level of contribution is reasonable?



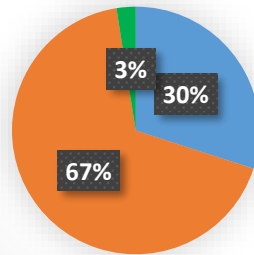
Other Comments

Our

I think all disabled people should always have transport provided free

Seems a lot for those on low income but if taken month at 24.00 that's reasonable, especially for those who use a taxi

Q3 Do you think a higher cost for a longer journey is reasonable?



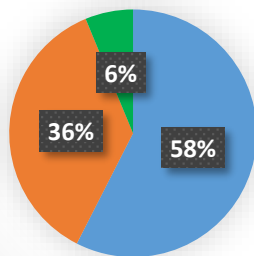
Yes	24
No	54
Other	2

Other Comments

Again, it depends whether the family have chosen a school this far away. If it is due to allocation or need, then no

Only if it's their choice to be out of area. If it's the only available place then it's not reasonable

Q4 Do you think a reduction for low income families is reasonable?



Yes	46
No	29
Other	5

Other Comments

I think it should be free for all

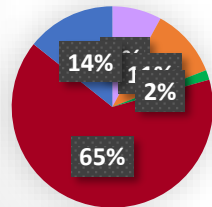
School travel needs to remain funded for these families.

Do not agree with it full stop shouldn't have to pay

if they are only on UC, if they receive other benefits as well then maybe less of a reduction

It depends, often low income families receive benefits to top up there income. Maybe introduce a tier system depending on income of family & include benefits in this, so amount contributed will differ taking into consideration total households income including benefits.

Q5 If you replied 'Yes' to Q4, what would be a reasonable adjustment in the contribution cost?



25%	5
50%	7
75%	1
Free for Low Income	41
Other	9

Other Comments

Free for all , these families have enough worries for a lifetime

Should be dependant on individual circumstances

People with additional needs that require transport assistance should not be asked to contribute. Financially many of these families are already restricted due to parents being unable to earn as much as they probably could if their child didn't need assistance. So every penny counts. While required to do education or training transport should be paid for otherwise the person who needs assistance is disadvantaged compared to a child that doesn't need assistance. Choices of school/college/training will be restricted without the assistance.

None

My son did not ask to have LD. He should be supported by the local authority to be able to access transport to education for free. Unacceptable to expect him to pay . Discriminating him. Cut services to individuals who have chosen their addictions not my son who has no choice.

If a young adult age over 16 is in receipt of enhanced motability then it should be free as that shows that travel is difficult for the person, although pip/dla cannot be used as income it shows level of need for young person

Maybe a tier system depending on household income depends on amount of reduction.

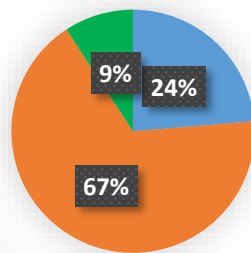
It should be free for all send children

It should be free for low income

Provision of Bus Pass based on “No Extra Cost”

This proposal would affect approximately 100 pupils

Q6 Do you feel that this exception should be removed?



Yes	18
No	51
Other	7

Other Comments

I dont think pupils should be penalised for finding the best choice of school or college for themselves

Yes If it a parental choice. No if it is a LEA allocation.

Is this question deliberately hard to understand? Again the council needs to do better at allocating school places as per parents wishes. Help should only be given if the school was not a parent's choice

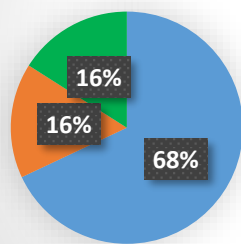
Don't understand the question!

Depends on the reason

Need examples of such exemptions to be able to decide.

yes but all efforts should be made to get a child into their nearest school if applicable

Q7 If you answered 'Yes' to Q6 what is your reason?



To make things fair for everyone	17
To prioritise Council spending	4
Other	4

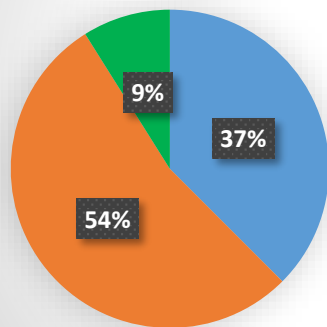
Other Comments

Our child is fostered and has complex needs/disability as above

The fact that people can make the council pay because they don't want to go to their closest school is a joke

to help families get their children into a closer school so no need for public transport, unless they live a distance away

Q8 If you answered 'No' to Q6 what is your reason?



- This would incur extra cost to families when the cost of living is already high 21
- Pupils should receive free travel to school if they meet the distance criteria 30
- Other 5

Other Comments

It depends whether the child has to travel due to being allocated a distant school place, or due to the families choice

some children cannot go locally because the schools do not meet individual childrens needs. so this is no fault of the parents where the childs needs will be met.

If families are buying new properties with no school provision available so forced to attend schools further away this should not be their cost. LA should be building more capacity first

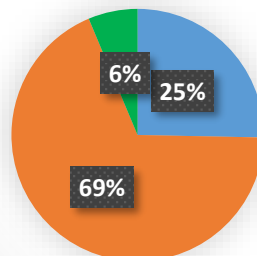
Families should not be Penalized for attending special schools when local schools can not provide adequate education or support.

Pupils should receive free travel to school if they have a need to be at a different school. Not all schools can meet all children's needs.

Provision of Bus Pass based on house move in Years 10 and 11

This proposal would affect approximately 14 pupils

Q9 Do you feel that this exception should be removed?



- Yes 20
- No 54
- Other 5

Other Comments

again I feel this would be another worry for people , so transport should still be provided

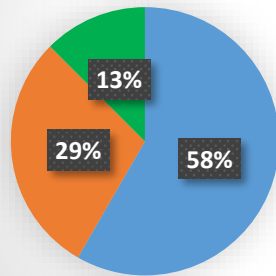
le
It depends why they moved - if was by choice then it should be removed . If moving is a necessity then should not be removed

Each family will have different reasons for moving. Sometimes you may be financially penalizing families when there is an important reason that they need to move. Eg maybe they need to move due to disabilities of another child that mean they need to move nearer to relatives or a hospital. Having to decide what's best for both members of the family is cruel.

Depends on reason for move

If a child is moving to get away from domestic violence or any other family split then the child should not have this removed

Q10 If you answered 'Yes' to Q9 what is your reason?



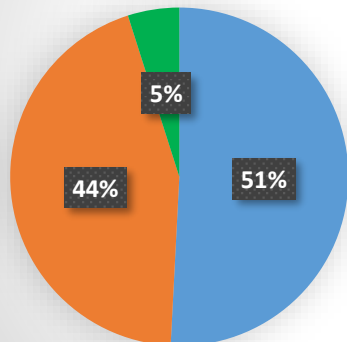
- Because they have chosen to move 14
- To make things fair for everyone 7
- Other 3

Other Comments

Disability/complex needs our child is also fostered as above

If they still meet the criteria they should not be punished

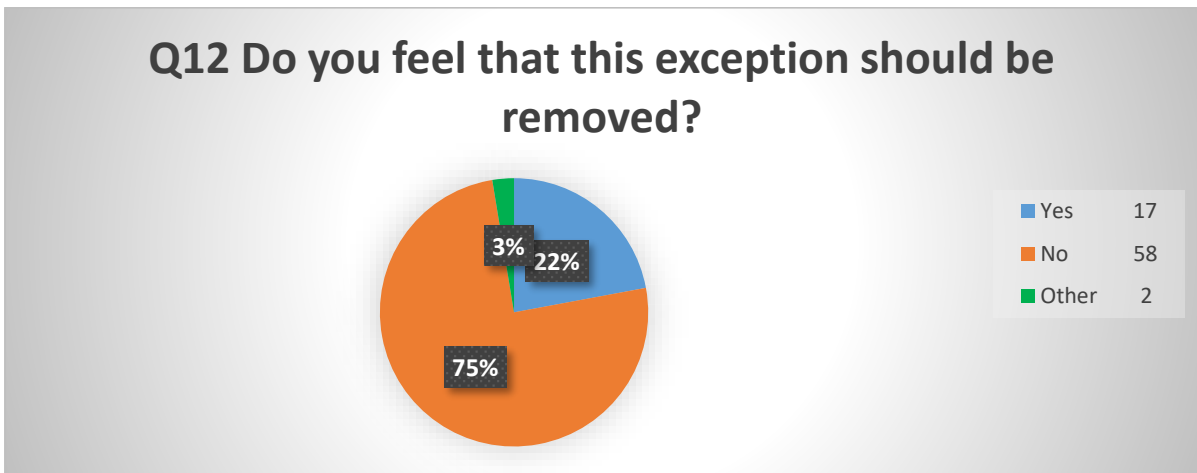
Q11 If you answered 'No' to Q9 what is your reason?



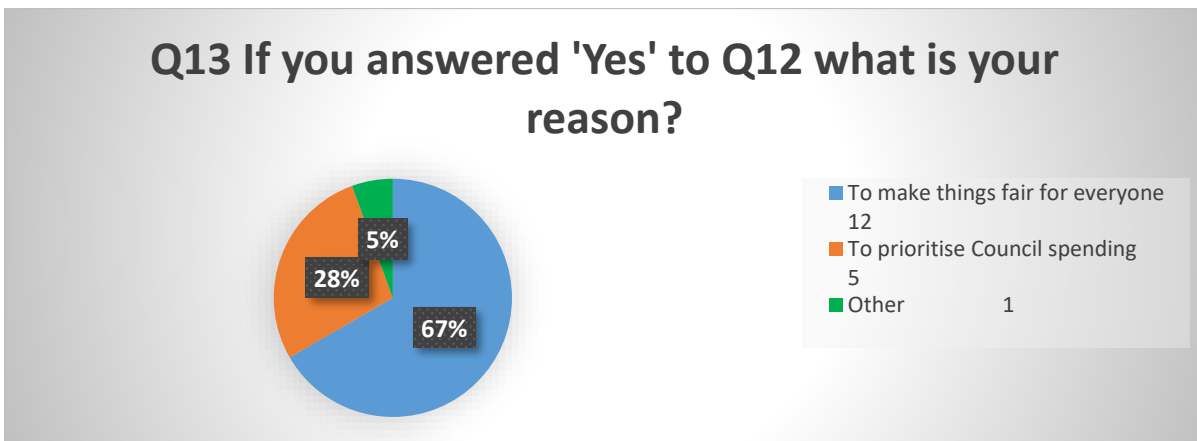
- They may not have had a choice when moving 31
- It may mean they have to move schools if they cannot afford the bus fare 27
- Other 3

Other Comments
Both above reasons, they may not have a choice and not good for th child to move schools at this point in their education for the sake of bus fare. Could create more costly issues for council such as school refusal and then many other services need to get involved. Short sighted in the long run to potentially upset education.
If they still meet the criteria they should not be punished
Depends on the reason for the move, children's education should not be disrupted by having to move schools if it can be avoided.

Provision of Bus Pass based on Catchment criteria

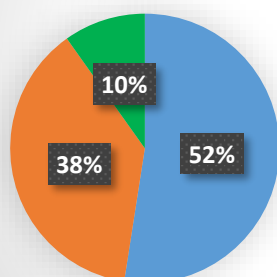


Other Comments
I cannot understand the question - this is a very unfair survey as it is written to confuse
It would depend if they were offered a place at their nearest school. If their offer was for the catchment school then it is reasonable they receive payment



Other Comments
Again, students should attend their closest school. Simple.

Q14 If you answered 'No' to Q12 what is your reason?



- This would incur extra cost to families when the cost of living is already high 32
- Pupils should receive free travel to school if they meet the distance criteria 23
- Other 6

Other Comments

Na

Unless you are guaranteeing the nearest school has a place and is minimum of good ofsted rating then they should receive free travel, also there may be individual reasons why the family do not choose the nearest school. May not qualify for EHCP but one particular school might meet child needs better.

Disgusted that vulnerable children's access to education will be comprised to save a few pounds.

Family circumstances need to be considered on individual basis

Again not all schools are able to meet all children's needs. The 'nearest' school may not be a suitable school.

Both of the above reasons. Plus making it so they can only travel to the nearest local school is ridiculous and not an option for many reasons for some children.

Section 5 – One to One Telephone Conversations

There were a few families who were unable to attend one of the booked events and separate discussions were undertaken with them on a one to one basis. The outcome and feedback from these one to one telephone conversations are as follows:

One to One Telephone Conversations - Comments and Suggestions

Preferred face to face consultation at Stonehill school with encouragement from parent to make sure other parents to attend.

If 125 parents took their children to school individually it would create mayhem.

If children need a taxi to go to a mainstream school there is a reason why they get a taxi.

The consultations are not as good as we could have made them.

Get everyone round a big table and get parents to put in suggestions how we can save money.

All this is doing is to save the council money which is a shame on the back of our children.

It is a cost cutting exercise that's all !!

Transport system is not fit for purpose anyway. Had son allegedly spat at, had to get off the bus because of behaviour. Buses are now worse than they were 18 months ago. The bus driver was going to kick son off bus because he had his headphones on and the music was loud.

<p>If son needed to go on public transport he would have to change in the bus station. If they go to catch a specific time bus and the bus doesn't turn up his anxiety would go through the roof. What would he do? He would not know what to do and where to turn. He would be anxious. He would not know how to react. He would worry, overthink, not be able to react to the situations. Factors to be taken into account.</p>
<p>Buses don't turn up, would leave children in the interchange. E.g.. Bus didn't turn up to Don Valley the other week and children had to walk from Toll Bar.</p>
<p>Children not safe on buses and on transport.</p>
<p>What price is the safety of our children. It is an awful situation to be in. We are no longer safe.</p>
<p>The post-16 charge is discriminatory.</p>
<p>It doesn't make allowances for the fact that parents of children with SEND have less choice as to where to send their children and often it is much further.</p>
<p>Low income – parents are often carers for their children, therefore low income, often not able to work as less access to after school support.</p>
<p>Young people less likely to be able to travel independently.</p>
<p>If I have to pay, my child won't be able to access post 16.</p>
<p>Not sufficient educational access in localities.</p>
<p>Would this affect mileage payment. My child cannot travel on bus so I take him and receive mileage</p>
<p></p>

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Doncaster
Council

HOME TO SCHOOL TRAVEL ASSISTANCE POLICY 2022-2027



Pupil Support and Passenger Transport Section
www.doncaster.gov.uk

Updated February 2022 V1.1

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Information can be made available in other languages, on other formats such as Braille or Audio Tape, on request. Please contact the Pupil Support and Transport Team on 737325 for more information, or if you need any other help or advice.

INTRODUCTION AND GENERAL PRINCIPLES

This document outlines the policy of Doncaster Council (“the Council”) in relation to the provision of travel assistance and home to school transport for pupils and students. The provision of travel assistance is a contributing factor to the

The primary responsibility for ensuring pupils and students attend school or college is always that of the parent or carer. In exceptional circumstances, however, in order to ensure attendance, Doncaster Council can help with travel arrangements. This policy details the responsibilities of the Council, and provides a guide to those circumstances under which support would be given to eligible pupils and students.

The Legal Framework

This Policy is prepared in response to duties of the Council (see note 1), under section 508B of the Education Act 1996, (amended by Education and Inspections Act 2006).

Schedule 35B of the Act defines eligibility with regard to children in an authority’s area for whom special travel arrangements will always be required.

Under section 508B when applicable, these arrangements must be provided free of charge.

A condition of each category is that they are of compulsory school age.

Compulsory School Leaving Age

In 2013 the Government raised the Participation Age meaning that all pupils and students must continue in some form of education or training until at least their 18th birthday. However, there was no change made to the statutory school age which remains at 5 to 16 years.

This change did not extend the entitlement to free travel assistance beyond the age of 16, as the change to the participation age does not mean that a pupil or student must stay in school. They may choose to work fulltime and study part time, continue with full time study at school or college, be involved in part time training whilst volunteering or undertake an apprenticeship.

Further information about raising the Participation age can be found on the Department of Education website at:

www.gov.uk/government/collections/raising-the-participation-age

Types of Travel Assistance

Travel assistance for those deemed eligible will normally comprise of one of the following:

- A Zoom Zero Fare Travel Pass to enable the pupil to travel to and from school on public transport
- a refund of travel expenses in accordance with the cheapest available public transport route for pupils able to access public transport services
- Independent Travel Training for pupils who are not currently able to access public transport but have the capability to do so with appropriate support and training

- The payment of a personal travel budget to allow parents/carers to make any arrangements they deem necessary to enable them to take their child to school. The amount of the budget will be determined by the Council in order to ensure best value
- The payment of a personal mileage allowance in accordance with the Council's current rate, in certain circumstances for pupils unable to access public transport services
- Free or subsidised travel on a bus, coach, mini-bus or taxi/private hire or similar vehicle for pupils identified as having Special Educational Needs or Disabilities (SEND) or other needs which mean that they are unable to access public transport and no other form of travel assistance is suitable. The type of transport will be determined by the Council as appropriate to meet the child's individual needs during the journey if required

This is not an exhaustive list and other options may also be considered dependent upon the circumstances at the time.

Qualifying Schools

Where mentioned in this policy, qualifying schools are:

- Community, foundation or voluntary schools
- Community or foundation special schools
- Non-maintained special schools
- Pupil Referral Units
- Academies, city technical colleges or city colleges for the technology of the arts

References to "nearest qualifying school" are to be taken to mean the nearest qualifying school with places available which provide education appropriate to the age, ability and aptitude of the child taking into account any special educational needs the child might have.

If a pupil is attending an independent school which is not a qualifying school that school will be deemed to be a qualifying school if it is the nearest school to their residential address at which the child can become a registered pupil.

Dual Registration

Some pupils may be registered at more than one school. Where they are registered at two qualifying schools (which are not Pupil Referral Units), if eligible, travel assistance will be provided to whichever of the schools the pupil is attending on any school day.

Travel assistance will not be provided for transfers between schools during the school day.

Occasions when Travel Assistance will not be provided

This policy applies to home to school travel arrangements at the start and end of the school day. The school day is deemed to be the session times approved by the Governing Body of the qualifying school. Account will however be made for those children for whom their particular needs mean that they have a variable school day. Such circumstances will be considered on an individual basis.

Other than where exceptionally agreed by the SEND Resource Panel/Travel Assistance Panel/ Doncaster Children's Services Trust no assistance will be provided with travel:

- To access breakfast or after school clubs, including out of school activities
- To and from work experience placements, taster or open days, or transition visits
- To any provision off the school site organised by the school
- For transfers between educational establishments during the school day
- To and from medical, dental, psychiatric, speech therapy or similar appointments
- Following detention
- At times to suit the convenience of family arrangements
- At times when other siblings in the family have to be taken to other schools
- For late arrivals or early departures, for example in the event of the pupil or student becoming ill
- For shorter than normal days, for example during the exam season
- For those whose level of attendance is a cause of concern, but for whom no eligibility criteria are met
- For students on exchange visits
- Where the behaviour of a young person is not acceptable to the driver of the vehicle and places other travellers a risk. In these circumstances parents will be required to make alternative arrangements. Please see Section 11 for more details

Responsibility for travel in the above circumstances will rest with either the school, college or parent/carer.

PLEASE NOTE: In all cases, the Council cannot guarantee travelling arrangements to any school; such arrangements are entirely in the hands of the providers of bus services and/or South Yorkshire Passenger Transport Executive (SYPTTE).

In addition, it is the responsibility of parents/carers to ensure their child's safety by making appropriate arrangements for their child to be accompanied to and from the nearest bus stop if necessary.

Dual Custody Arrangements

For pupils whose parents/carers no longer live at the same address and who qualify for travel assistance, this will normally be to the address at which the pupil spends three or more school nights (Sunday – Thursday) providing that this is within the Doncaster area. Assistance to both homes will not be provided.

Where the pupil spends an equal amount of time during the school week at both addresses and they would qualify for assisted travel to school from both addresses, the Council will provide assistance from one address only and this will be the address where child benefit is paid to. This must also be within the Doncaster area.

2 ELIGIBLE PUPILS

Pupils aged under 4

As a general rule, no assistance with transport shall be given to any nursery age child unless they have a statement of SEN or Education Health Care Plan (EHP) and have had travel assistance approved by the Travel Assistance Panel.

Pupils aged between 4 and 7

For pupils less than 8 years of age (on 1st September), free travel assistance will be provided if they live more than two miles from and are attending their nearest qualifying school school/catchment school or an alternative school allocated by the Council.

Pupils aged between 8 and 16

For pupils who are aged 8 years or older (on 1st September) and still of compulsory school age free school travel assistance will be provided if they live more than three miles from and are attending their nearest qualifying school school/catchment school or an alternative school allocated by the Council.

Pupils from Low Income Families

The Education and Inspections Act 2006 introduced free travel assistance for pupils from low income families. Pupils meeting the following criteria will receive free travel assistance usually in the form of a zero fare bus pass:

- **Pupils aged between 8 and 11 years (Primary aged Pupils)**

For pupils who are on free school meals or whose parents are in receipt of the maximum level of Working Tax Credit free school travel assistance will be provided if they are attending their nearest qualifying school/catchment school or an alternative school allocated by the Council and live more than two miles from school

- **Pupils aged between 11 and 16 years (i.e. Years 7 to 11 inclusive)**

For pupils who are on free school meals or whose parents are in receipt of the maximum level of Working Tax Credit free school travel assistance will be provided if they are attending one of their three nearest qualifying schools which are more than two miles but not more than 6 miles from their home address

- **Pupils attending School on Grounds of Religion or Belief**

For pupils in years 7 to 11 who are on free school meals or whose parents are in receipt of the maximum level of Working Tax Credit free school travel assistance will be provided up to 16 years of age (end of Year 11) if they are attending their nearest appropriate denominational school on grounds of religion or belief, where the distance between home and school is more than two miles but not more than fifteen miles

PLEASE NOTE: Free travel assistance on denominational grounds will not be provided unless families qualify under the low income criteria below.

Once eligibility has been determined and confirmed, the pupil will remain eligible until the end of the school year for which the assessment has been made. Parents/Carers will need to re-apply for assistance annually.

Distance Measurements

Distances referred to in this section are measured as follows:

- Up to two miles – as per the statutory walking distance, along the nearest available walking route
- Up to three miles – as per the statutory walking distance, along the nearest available walking route
- The six mile/fifteen mile upper limits – along road routes passable by suitable motorised transport.

All measurements are made according to the “nearest available walking route” which is not necessarily the shortest distance by road.

For the purposes of this policy, the walking distance will be measured from the front gate of the address where the Council has accepted the pupil or student is ordinarily resident, to the nearest designated entrance of the school or college to which assistance is being considered under the relevant clause of the policy. i.e. at the entrance to the grounds/boundary of the school or college.

The route will be measured using a computerised Geographical Information System. The Council considers this as an exact measure and cannot be considered marginal. If the Council considers it necessary a route may also be measured by calibrated pedometer. These are the only forms of measurement the Council will take into account in determining the distance between home and school for the purposes of this Policy.

Available Walking Routes

This is the shortest route along which a child, “accompanied as necessary”, may walk with reasonable safety and may include footpaths, bridleways and other pathways, as well as recognized roads. This means that a route will be available even if the child would need to be accompanied along it by an adult.

The assessment of the availability or otherwise of a route will be based on a child being accompanied by an adult. It will be irrelevant for the purposes of that assessment whether or not the child would or would not be so accompanied when attending the school or college.

If the walking route, or alternative routes, to the school the pupil could reasonably be expected to take is/are not considered to be reasonably available even when accompanied by an adult, the Council will provide appropriate travel assistance which will normally be through the provision of a Zoom Zero Fare Travel Pass.

Assessment of the comparative safety of a route will involve such factors as:

- the age of the child;
- whether any potential risks might be mitigated if the child were accompanied by an adult;
- the width of any roads travelled along and the existence of pavements;
- the volume and speed of traffic travelling along any roads;
- the existence or otherwise of street lighting; and
- the condition of the route at different times of the year, at the times of day that a child would be expected to travel to and from school.

Pupils not attending their nearest qualifying/catchment school

Under the 1996 Education Act parents are able to express a preference for their choice of school, and the Council both recognises this and has responsibilities under the same Act in respect of those preferences. However, in order to ensure the efficient use of its resources, the Council will normally only provide free travel to pupils meeting the relevant eligibility conditions attending the school designated as the nearest qualifying school or catchment school for the area in which the LA has determined the pupil is ordinarily resident for the purposes of admissions to schools

Exceptions to the above

Assistance in the form of a Zoom Zero Fare Travel Pass will only be offered for pupils in the following exceptional, age appropriate circumstance:

- Where the Council is unable to make a place available at the pupil's nearest qualifying school/catchment school and makes a place available at the next nearest school (the allocated school), which is the statutory qualifying distance.

PLEASE NOTE: *The Council previously provided travel assistance under the following exceptions for pupils not attending their catchment school or allocated school:*

- *Pupils attending an alternative school which was the statutory qualifying distance. On the basis that the Council would not incur any additional cost, a zero fare bus pass to enable the pupil to attend the alternative school was provided equivalent to that which the pupil would have received had they attended either the nearest/catchment, or allocated, school as the case may be.*
- *A further exception was also previously provided when pupils moved home within the Doncaster Area whilst in Years 10 or 11, and wished to remain at the school they had been attending to complete their course, free travel assistance was provided where the distance between their new home and their school was more than the statutory qualifying distance.*

Following a Consultation in 2021/22, these exceptions were removed and the following pupils will not qualify for assistance under these exceptions:

- *Pupils whose families request an in year school transfer after the date of publication of this policy*
- *All pupils starting a new phase of education after 1st September 2023.*

Pupils who were already in receipt of assistance prior to 1st September 2023 will continue to receive assistance (if they remain eligible) until they finish their current phase of education (in most cases the end of Year 11).

General information

When selecting alternative schools, parents/carers must do so in the knowledge that, unless they qualify under the above exception, free transport, or assistance with transport costs, will not be available, regardless of the distance involved.

Additionally, the Council cannot guarantee travelling arrangements to any school: such arrangements are entirely in the hands of the providers of bus services and/or South Yorkshire Passenger Transport Executive (SYPT). Therefore, as an additional factor in making their decision parents/carers, should also consider the consequences of possible future alterations to bus services.

Parents/carers should ensure their child's safety by making appropriate arrangements for their child to be accompanied to and from the nearest bus stop and during the journey if required.

3 POST 16 – SIXTH FORM/FURTHER EDUCATION STUDENTS

Unless a pupil qualifies for assistance due to Special Educational Needs or Disabilities (SEND) there is no provision of free travel assistance for Post 16 students entering into further education at Sixth form or College for the first time or undertaking new courses.

However the Council does have a duty to publish a Post 16 Policy Statement by the 31st of May each year. This statement is reviewed and published on the Council website annually and covers the following areas:

- Details of concessionary fares, tickets, discounts, subsidies, passes or travel cards available for Post 16 students attending sixth form at school, college or other places of learning or training
- The 16-19 Bursary Fund
- Help for learners with learning difficulties and/or disabilities or students facing difficulties in following their courses
- Information on travel assistance for Special Educational Needs Students over the age of 19
- Independent Travel Training
- Cross Boundary Travel/Transport
- Residential Education Placements
- Care to Learn funding
- How to appeal against a decision made on transport assistance
- How to make a complain
- Useful contacts, links and further information

The policy and further details can be found at:

at: www.doncaster.gov.uk/services/schools/transport-policy-statement

4 EXCLUDED PUPILS AND STUDENTS

Pupils of Compulsory School Age Attending Schools

Where a pupil has been excluded from his/her school, and the Council allocates an alternative school which is the statutory qualifying distance appropriate to the age of the pupil from where the pupil is ordinarily resident, a zero fare bus pass to enable attendance will be provided.

Where the parents/carers of the pupil choose for him/her not to attend the allocated school and accept a place at an alternative school then the Council will not provide assistance with travel costs.

When selecting alternative schools, parents/carers must do so in the knowledge that, unless they qualify under the above exceptions, free transport, or assistance with transport costs, will not be available, regardless of the distance involved. As an additional factor in making their decision, they should also consider the consequences of possible future alterations to bus services.

Pupils of Compulsory School Age attending other Provision

Where a pupil has been excluded from his/her school, and the Council arranges education provision for the pupil at institutions other than a school, assistance with travel will be considered as if the alternative provision was a school in line with existing protocols.

Managed Moves

Travel assistance will not be provided for a pupil or student when a move between schools is agreed between two schools. In this case parents/carers will need to speak to the schools concerned if they require assistance with travel costs. Assistance will not be provided if as a result of parental preference the child is moved to a school that is not the nearest suitable school.

5 TRAVEL ASSISTANCE ON MEDICAL GROUNDS

Pupils in Reception and Years 1 to 11 with a medical condition who are fit to attend school, but are unable to do so because they are unable to walk or are unable to travel by their normal means of transport, may be temporarily considered for free travel assistance to school whilst that condition persists.

Parents/carers will need to complete an Application for Travel Assistance form. This form should be requested via the school in the first instance. Further information can be obtained from the Travel Assistance Service either by e-mail at: Transport@doncaster.gov.uk or by telephone on 01302 736027/736002

The request for assistance on medical grounds must be supported by a medical practitioner. Officers may request additional information and evidence from the parent/carer.

All requests will be referred to the Travel Assistance Panel for review and the Panel will either uphold or refuse the request based upon the evidence provided. In the event of a refusal parents/carers will have the option to appeal against the decision.

6 PUPILS & STUDENTS WITH SPECIAL EDUCATIONAL NEEDS & DISABILITIES (SEND)

General

Each pupil or student identified by the Council as having Special Educational Needs and Disabilities (SEND) will have their individual travel assistance needs assessed against set agreed criteria, taking into account their age, mobility and the effect of their SEND on their ability to travel. If it is concluded that a pupil or student does not require transport assistance under this section, then consideration will be given under the other sections of this policy as appropriate.

Parental Preference

Travel assistance will not be provided under this section where the Council has identified an institution or provider to meet a pupil or student's need but the parents/carers choose to send their child to a more distant institution or provider of the same type. If the parents

prefer the school or college that is further away, the Council may agree to name this provider in the Education Health and Care Plan (EHCP) but parents/carers will need to provide transport themselves.

Type of Travel Assistance Provided

The type of travel assistance provided will be the most appropriate to the child's age, safety and needs and will normally be one of the following:

- A Zoom Zero Fare Travel Pass to enable the pupil to travel to and from school on public transport. Parents/carers must ensure their child's safety by making appropriate arrangements for their child to be accompanied to and from the nearest bus stop if required
- A refund of travel expenses in accordance with the cheapest available public transport route for pupils able to access public transport services
- Independent Travel Training for pupils who are not currently able to access public transport but have the capability to do so with appropriate support and training
- The payment of a personal travel budget to allow parents/carers to make any arrangements they deem necessary to enable them to take their child to school. The amount of the budget will be determined by the Council in order to ensure best value
- The payment of a personal mileage allowance in accordance with the Council's current rate in certain circumstances for pupils unable to access public transport services (full details are outlined in Section 1 of this Policy)
- Free or subsidised travel on a bus, coach, mini-bus or taxi/private hire or similar vehicle for pupils identified as having Special Educational Needs or Disabilities (SEND) or other needs which mean that they are unable to access public transport and no other form of travel assistance is suitable. A pupil or student will normally be expected to share a vehicle with other pupils and/or students, individual transport will only be provided in exceptional circumstances where such a need has been clearly identified. Pupils and students who are assessed as requiring travel on a coach, mini-bus, taxi/private hire or similar vehicle, will be picked up and dropped off at the most convenient designated point nearest to their home address, with due regard to their needs and safety. Pupils will only be guaranteed collection and drop-off from outside their home address if their needs are assessed to require this

Independent Travel Training

Independent travel training is vitally important to prepare young people for further education, and life after education, by giving them the independence and confidence to travel on public transport and opening up opportunities for employment in the future.

All secondary age pupils and students over compulsory school age with SEND previously assessed as requiring travel assistance, will receive support with independence training as part of their school/college curriculum with the aim of reducing their reliance on individual transport in preparation for adult life.

This will require plans to encourage independent travel to be put in place by the school/college and parents/carers working in partnership, to mutually agreed targets. Progress should be evidenced at each annual review. There is a specific duty on schools and Councils to begin planning for the transition to adulthood formally from Y9.

The Council has an Independent Travel Training Team who can help with travel training and provide advice support and guidance on this important skill. Further information can be obtained from the team by e-mail at ITT@doncaster.gov.uk or by telephone on 01302 736316 .

School and parents/carers should encourage their children to take up public/community travel options at the earliest opportunity – this will be regarded as a positive achievement towards the pupil or student’s attainment in becoming an independent traveller. Where transport is ceased under this section, pupils and students may be eligible for support under other sections of this policy as appropriate.

Personal Budgets

In order to qualify for a personal budget a pupil must satisfy the following criteria:

- the pupil must have an EHC Plan, or
- be assessed as requiring additional assistance by the Travel Assistance Panel and
- must fall into one of the four categories of ‘eligible child’ (please see Note 7 for definition of ‘eligible child’) and
- there is no suitable transport running in the area so that the daily cost of the budget is less than the cost of transport to the Council

Parents/Carers wishing to use a personal budget to assist them in making their own travel arrangements for their child will need to request this option in discussion with the SEND team/ Travel Assessment Officer when looking at travel assistance to school.

Where appropriate, the Council may ask for evidence that the amount requested is proportionate and to be used solely for the purpose specified.

Personal budgets will generally be paid at the end of each month based on the rate agreed by the Council, although in certain circumstances it may be possible to pay a proportion of this in advance.

PLEASE NOTE: If paid in advance, this payment is based on the assumption that the pupil will attend school regularly in order for this payment to continue. Any long term absence, will result in a corresponding deduction in any future termly payments and/or a request for repayment to the Council, as deemed appropriate in the circumstances.

Mileage Allowance

In order to qualify for a Mileage Allowance a pupil must satisfy the following criteria:

- the pupil must have an EHC Plan, or
- be assessed as requiring additional assistance by the Travel Assistance Panel and
- must fall into one of the four categories of ‘eligible child’ (please see Note 7 for definition of ‘eligible child’) and
- there is no suitable transport running in the area so that the daily cost of the budget is less than the cost of transport to the Council

Parents/Carers wishing to use a mileage allowance to assist them in making their own travel arrangements for their child will need to request this option in discussion with the SEND team/Travel Assessment officer when looking at travel assistance to school.

Mileage allowances will generally be paid at the end of each month based on the rates below although in certain circumstances it may be possible to pay a proportion of this in advance. :

Circumstances		Suggested Rate Per Mile
1	Parents offer to undertake transport but pupil can fit on existing transport at nil or reduced cost.	Nil – Request refused
2	Parents transport their own child and any alternative is more expensive than the agreed mileage rate	45p per mile – this is the current Council mileage rate. Any change to this rate will also result in a change to the amount paid to parents/carers

The payment will be calculated using the mileage between home and school E.g. 10 miles between home and school = 40 miles (2 return journeys) x 45p x 20 days (January) = £360. The mileage will be determined by the Travel Assistance Service along the shortest route using an appropriate mileage calculation system.

PLEASE NOTE: If paid in advance, this payment is based on the assumption that the pupil will attend school regularly in order for this payment to continue. Any long term absence, will result in a corresponding deduction in any future termly payments and/or a request for repayment to the Council, as deemed appropriate in the circumstances.

What if a Budget/Allowance is not agreed?

The Council will explain in writing if they do not agree with a parental or eligible young person's request in relation to a personal budget or mileage allowance. Parents and/or the eligible young person can ask for a review of the decision where:

- an aspect of provision in the EHCP has not been offered as a Personal Budget or mileage allowance and they would like to have this reconsidered;
- a personal budget or mileage allowance has not been offered at all;
- it is felt that the personal budget is insufficient to meet the identified needs and outcomes.

The Council will confirm the outcome of a review in writing and will not reconsider a decision more than once.

Travel not Eligible for a Budget/Allowance

The payment of a Personal Budget for travel will only be paid to support a pupil's attendance at school or College.

The responsibility for the following type of travel lies with the School, College or parent/carer and will not be covered by the personal budget:

- travel to and from work placements

- travel to and from medical, dental, psychiatric, speech therapy or other similar appointments
- travel to and from extra-curricular activities, after school clubs, where this is in addition to home to school transport.

Parents and carers who require assistance to get their child to and from school will need to request an Application for Travel Assistance form from the SEND Team/ Travel Assessment Officer at the Council. This must be completed and returned to the SEND Officer/Travel Assessment Officer who will review the contents of this request and discuss the most appropriate form of Travel Assistance with parents/carers. The type of assistance will be determined by the Council as the most appropriate to meet the pupil/student's individual needs during the journey.

In some circumstances this request may also be referred by officers to the Travel Assistance Panel for a decision.

Any travel assistance agreed to meet a pupil's need will be in accordance with the provisions of this section and will be reviewed and, if necessary, reassessed at each annual review of the EHCP. Where it is decided that the type of travel assistance needs modification or travel assistance is no longer required then the pupil's records will be amended accordingly and changes made.

Equipment

Any special equipment or supervision arrangements required because of the pupil/student's needs will normally be arranged by the Council.

PLEASE NOTE: Out of hours activities, parents/carer work commitments and other Social reasons are not valid factors in determining the type of transport assistance for a child.

It is the responsibility of parents/carers to ensure their child's safety by making appropriate arrangements to accompany their child to and from the designated stop/pick-up point, or see them safely onto and off the vehicle.

Where a parent/carer consistently fails to deliver/receive their child at the pick-up/drop-off point at the agreed time, the provision of transport will be reviewed and may be withdrawn

Changes to Travel Arrangements

Approval will not be given for ad hoc or occasional variations to the arrangements determined by the Council. If parents/carers request a variation to the arrangements, for example, for their child to be collected from, or dropped off at a relative/neighbour/child-minder's address, an amendment to the agreed travel arrangements will only be given where:

- the request is for a permanent change on each school day; and
- no change to the transport provider will be required; and
- no additional cost will be incurred by the Council; and
- the request would not add unreasonable additional travelling time for any other pupils in the vehicle.

Where these requirements cannot be met the request will be declined.

Travel Assistance for Boarding Arrangements

The type of travel assistance provided will be the most appropriate to the child's age, safety and needs. Any assistance or help with the costs of travel will be as follows:

- For pupils/students who board for 5 days assistance will be provided at the start and end of each school/college week
- For pupils/students who board for 7 days assistance will be provided at the start and end of each school/college term and half term. In addition pupils who are in the National Curriculum Year Group 7 or below i.e. who have not yet had their twelfth birthday, and who board for 7 days, will be provided with additional return journeys for two weekends per half-term.

Pupils and Students with SEND but no EHCP

For pupils and students with SEND but without an EHCP, an assessment of transport need will be undertaken by the appropriate Officer(s) at the time a decision is taken. Where it is determined that the provision of a Zoom Zero Fare Travel Pass would not be appropriate to meet the needs of the pupil or student, the provision of transport will be in accordance with the provisions of this section and will be reviewed and, if necessary, reassessed annually by the appropriate Officer(s).

Requests for Parents to Travel

From time to time the Council receives requests from parents to accompany their child on the home-to-school journey. As a general rule this will not be agreed, but there may be special circumstances which merit consideration.

These may include where a parent has to attend the annual review and has no transport and they live a considerable distance from the school. Such cases will be exceptional and the Council will consider what is reasonable in the circumstances.

For such a request to be agreed, there must always be an escort present on the vehicle if other pupils/students are travelling, sufficient room for the parent so as not to disturb the normal travel arrangements and there must be no additional cost to the Council.

7 PUPILS AND STUDENTS WITH SEND AGED UP TO 16 (END OF YEAR 11)

The Policy outlined in Section 6 above will apply.

8 PUPILS AND STUDENTS WITH SEND AGED 16-19 (YEARS 12-14)

General

Parents/Carers who require travel assistance to and from school/college for Post 16 students will need to request an Application for Travel Assistance form from the

SEND/Participation and Transition Service at the Council. This must be completed and returned to the SEND/Participation and Transition Service at the Council who will review the contents of this request and discuss the most appropriate form of Travel Assistance with parents/carers. The type of assistance will be determined by the Council as the most appropriate to meet the pupil/student's individual needs during the journey.

This may also involve an assessment for Independent Travel Training if it is felt that this is an option for the pupil/student. . Failure to attend assessment could mean transport is not provided. Where assistance with transport is deemed necessary it will be provided in accordance with the provisions of this section. Assistance with transport will, if necessary, be subject to an annual review and/or reassessment.

College Transport

Where a college has several sites at which the student is required to attend, transport will be provided to one designated site agreed between the Council, the student and the college authorities. Any inter site transfer will be the responsibility of the college to provide.

Where attendance at a college other than Doncaster College (or Dearne Valley College if that is nearer to the student's permanent address) has been agreed and the student could attend by boarding but elects to travel daily, no transport will be arranged. Instead, the student will be assisted by a payment towards the cost of travel, which will be calculated as follows:

- i) The total cost of daily travel for the academic year will be calculated as if it had been arranged by the Council in accordance with this policy;
- ii) from this figure shall be deducted the residential costs that would otherwise have been payable by, or on behalf of, the student.

9 STUDENTS WITH SEND POST 19

General

Individual transport needs will be assessed against set agreed criteria, by the appropriate Officers for students who are;

- over the age of 19 and under 25 years of age on 1 September each year; and
- ordinarily resident in the borough; and
- have (or have had) a S139a, an EHCP and a Social Services Assessment of Need which has a specific requirement for transport; and
- be registered (or registerable) as disabled under the Chronically Sick and Disabled Persons' Act 1970; and
- attending a course funded by the Education Funding Agency at a local FE College agreed as appropriate to meet the needs of the student, unless attendance on a course at another institution has been agreed as more appropriate to meet a specific educational and/or social need of the student.
- Progression in learning must be evidenced against outcomes in the EHCP. Lack of progression will mean that transport will no longer be approved. Funding will not normally be provided where a student repeats a course or studies at the same academic level as one previously studied

Assessment may include undertaking a specialist transport assessment. Failure to attend assessment could mean transport is not provided. Where assistance with transport is deemed necessary it will be provided in accordance with the provisions of this section either until the completion of the course for which it was approved or the end of the academic year in which the student attains the age of 25 years, whichever is the earlier. Assistance with transport will, if necessary, be subject to an annual review and/or reassessment.

College Transport

Where a college has several sites at which the student is required to attend, transport will be provided to one designated site agreed between the Council, the student and the college authorities. Any inter site transfer will be the responsibility of the college to provide.

Where attendance at a college other than Doncaster College (or Dearne Valley College if that is nearer to the student's permanent address) has been agreed and the student could attend by boarding but elects to travel daily, no transport will be arranged. Instead, the student will be assisted by a payment towards the cost of travel, which will be calculated as follows:

- i) The total cost of daily travel for the academic year will be calculated as if it had been arranged by the Council in accordance with this policy;
- ii) from this figure shall be deducted the residential costs that would otherwise have been payable by, or on behalf of, the student.

10 APPEALS

Parents/carers will have the right to appeal against any determination made on assistance with transport by Officers of the Council under this policy. This will be a 3 stage process as follows:

The Stage One Review

This Review will be undertaken by a Senior Officer of the Council.

- Parents/carers will have 20 working days from receipt of the Council's decision to refuse their application to complete and return a Notice of Appeal Form requesting a review. This form should be completed by the parent/carer and give details of any personal or family circumstances that the parent/carer believes should be taken into account when the decision is reviewed.
- Within 20 days of receipt of this form, the Senior Officer will review the case and send out a letter notifying the parent/carer of the decision.
- The letter should explain how the review was conducted, information about other Departments or Agencies that have been consulted as part of the process, the rationale for the decision reached and information about how the parent can escalate their case to stage 2 if necessary.

The Stage Two Review

This Review will be undertaken by an Assistant Director of the Council.

- Parents/carers will have 20 working days from receipt of the Council's decision to refuse their application to complete and return a Notice of Appeal Form requesting a review. This form should be completed by the parent/carer and give details of any personal or family circumstances that the parent/carer believes should be taken into account when the decision is reviewed.
- Within 20 days of receipt of this form, the Assistant Director will review the case and send out a letter notifying the parent/carer of the decision.
- The letter should explain how the review was conducted, information about other Departments or Agencies that have been consulted as part of the process, the rationale for the decision reached and information about how the parent can escalate their case to stage 3 if necessary.

The Stage Three Review

This Review will be undertaken by an independent appeal panel (the Awards Grants and Transport Appeals Committee)

- A parent/carer will have 20 working days from receipt of the Stage 2 decision to make a written request to escalate the matter to Stage 3.
- Democratic Services will be informed that an appeal has been received, they will arrange a date for the Hearing and will send out Agendas and invites to the meeting.
- Within 40 working days of receipt of the parent/carer's request The Awards Grants and Transport Appeals Committee will consider written and verbal representations from both the parent and Officers involved in the case
- Democratic Services will send out notification of the outcome of the appeal within 5 working days which will set out:
 - i) The nature of the decision reached.
 - ii) How the review was conducted, information from other agencies or departments consulted, what factors were considered, the rationale for the decision reached and information about the parent's right to put the matter to the Local Government Ombudsman.
 - iii) It will be made clear that a referral of a complaint to the Local Government Ombudsman should only be made if the complainant considers that there was a failure to comply with the procedural rules or if they consider that there have been any irregularities in the handling of the appeal.

All hearings of the Panel will be conducted in accordance with the approved protocol.

11 CEASING ASSISTANCE WITH TRANSPORT

The Council has adopted a Code of Practice for the safety and behaviour of pupils on Home to School transport. If any pupil endangers their own safety or that of others by not adhering to this code, consideration will be given to ceasing their transport assistance and parents/carers will then be expected to make alternative arrangements to ensure their child attends school.

In addition to the Code of Practice the Council has, in conjunction with the other 3 South Yorkshire Authorities and SYPTE, produced a policy for managing criminal and unacceptable behaviour on public transport. Any breach of this policy may result in the

withdrawal of the Zoom Zero Fare Travel Pass and/or further measures being taken as appropriate.

In cases where individual transport is provided by taxi or minibus, parents are requested to cancel transport when not required i.e. in case of holidays or illness. Repeated failure to cancel transport when not required may lead to a recharge of the cost or, ultimately, cancellation of the transport.

NOTES

1 **Parent/Carer**

Reference to parent and/or carer in this policy means any person having parental responsibility for the child (for who assistance with transport is being sought) within the meaning of the Children Act 1989.

It is the responsibility of those applying for assistance with transport to satisfy the Council that they have parental responsibility for the child for whom assistance is being sought.

2 **Ordinarily Resident**

Reference in this policy to 'ordinarily resident' means where a pupil or student is habitually and normally resident at their address other than for occasional absences and for a settled purpose, which is not solely to receive education i.e. the residence at which the child resides during the normal school week at the closing date for receiving applications for admission to school during the normal admission round.

It is the responsibility of those applying for assistance with transport to provide such information as the Council requires in order to be satisfied as to where the pupil or student is ordinarily resident.

3 **Full-Time Course**

References in this policy to a 'full-time course' is a reference to a course of which the student is required to study for at least 12 guided learning hours per week.

4 **Closing date for applications for Bus Passes**

No refunds will be made for travel expenses incurred as a result of a late application for travel assistance. The closing date for new bus pass applications is 30th June. Whilst we can process bus pass applications at any time we cannot guarantee that they will be available for the start of term unless received by the closing date.

5 **Definition of Eligible Child**

The following are examples of an Eligible Child:

i **Children who attend schools beyond the statutory walking distance**

These children are eligible for free school travel assistance, provided that the Council has made no "suitable arrangements" for boarding accommodation or attendance at a nearer school and the children live beyond walking distance and attend their nearest suitable

school/catchment school. The statutory walking distance is 2 miles for children under 8 years old and 3 miles for children of 8 or over.

ii Children with SEND or mobility problems

These children may live within the statutory walking distance and have special educational needs, a disability or mobility problem which means that they cannot reasonably be expected to walk to their school and no suitable arrangements have been made by the LA to enable them to attend a nearer school.

iii Children whose route to school is unsafe

These children may live within the statutory walking distance but they cannot reasonably be expected to walk to their nearest suitable school because the route is not deemed an available walking route, even when accompanied.

iv Children from low income families

- Secondary school age children who attend schools over 2 and up to 6 miles from their home, even if the school they attend is not their nearest suitable school, providing there are not three or more suitable schools which are nearer to their home, or
- Secondary age children from low income families who attend a school over 2 miles but under 15 miles away from home, if their parent has expressed a wish for them to be educated at that particular school based on the parent's religion or belief and, having regard to that religion or belief, there is no nearer suitable school. This applies to parents with a particular religious or philosophical belief, including those with a lack of religion or lack of belief.
- Primary age children (aged 8 – 10) from low income families who live more than 2 miles (rather than 3) from their nearest suitable school.

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Doncaster
Council

HOME TO SCHOOL TRANSPORT POLICY

Pupil Support and Passenger Transport Section

[Doncaster Council Website](#)

Updated July 2015
Revised September 2020



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Information can be made available in other languages, on other formats such as Braille or Audio Tape, on request. Please contact the Pupil Support and Transport Team on 737325 for more information, or if you need any other help or advice.

1 GENERAL

1.1 This Policy is prepared in response to duties of the Local Authority (LA) (see note 1), under section 508B of the Education Act 1996, (amended by Education and Inspections Act 2006) which deals with the duty of Local Authorities in England to ensure that suitable travel arrangements as it considers necessary are made to facilitate attendance at school for eligible children or students.

1.2 The primary responsibility for ensuring pupils and students attend school or college is that of the parent or carer (see note 2). However, section 444(3B) provides a parent with a defence if he or she proves that:

- the LA has a duty to make travel arrangements in relation to the child under section 508B and has failed to discharge that duty.

Schedule 35B of the 1996 Act (amended by the Education and Inspections Act 2006) defines “eligible children” as those categories of children in an authority’s area for whom travel arrangements will always be required. A condition of each category is that they are of compulsory school age. Under section 508B, these arrangements must be provided free of charge.

1.3 Unless otherwise specified, transport assistance will normally comprise of one of the following:

- a zero fare bus pass purchased by the LA from South Yorkshire Passenger Transport Executive (SYPTTE) which allows a pupil to travel free of charge between the bus stop nearest to their home address, and the school/college or the nearest bus stop to the school/college they attend, on commercial or tendered bus services;
- free travel on a bus, coach, mini-bus or taxi/private hire or similar vehicle for pupils identified as having Special Educational Needs (SEN) (see section 10/11) and as determined by the LA as appropriate to meet the child’s individual needs.

1.4 Other than where exceptionally agreed for pupils and students who receive assistance with transport under section 10/11, no assistance will be provided with travel:

- to and from work-experience placements;
- to and from medical, dental, psychiatric, speech therapy or similar appointments;
- from school, college or other provision in event of the pupil or student becoming ill; or
- to and from extra-curricular activities or any other educational provision or arrangements made for pupils and students by schools or colleges.

Responsibility of the above circumstances will rest with either the school, college or parent/carer.

2 PUPILS UNDER THE AGE OF 4 YEARS

Other than for a child with a statement of SEN or Education Health Care Plan (ECHP) who has had transport approved in accordance with Section 10, no assistance with transport shall be given to a nursery aged child.

3 PUPILS AGED 4-7 ATTENDING THEIR CATCHMENT SCHOOL

3.1 For pupils less than 8 years of age (on 1 September), free transport will be provided where the distance between their home and catchment school is 2 or more miles, measured by the nearest available walking route (hereafter referred to as statutory qualifying distance – see note 4). Free transport will normally be facilitated through the provision of a zero fare bus pass for the child.

3.2 Pupils living less than the statutory qualifying distance may be eligible for free travel if the LA determines that they qualify under section 7.

3.3 Parents/carers should ensure their child's safety by making appropriate arrangements for their child to be accompanied to and from the nearest bus stop and during the journey if required.

4 PUPILS AGED 8-16 ATTENDING THEIR CATCHMENT SCHOOL

4.1 For pupils who are aged 8 years or older (on 1 September) and still of compulsory school age, free transport will be provided where the distance between their home and catchment school is 3 or more miles measured by the nearest available walking route (hereafter referred to as the statutory qualifying distance – see note 4). Free transport will normally be facilitated through the provision of a zero fare bus pass.

4.2 For pupils who move home within the Doncaster Metropolitan Borough Area whilst in Years 10 or 11, and who wish to remain at the school they have been attending to complete their examination course, free transport will be provided where the distance between their new home and their school is more than the statutory qualifying distance. Free transport will normally be facilitated through the provision of a zero fare bus pass.

4.3 For pupils from low income families please refer to section 8.

4.4 Parents/carers should ensure their child's safety by making appropriate arrangements for their child to be accompanied to and from the nearest bus stop and during the journey if required.

5 PUPILS ATTENDING DENOMINATIONAL SCHOOLS

5.1 Please note that as a result of the Council having to prioritise expenditure in other areas from September 2010 no free transport will be provided on denominational grounds for pupils entering new phases of education ie starting primary or secondary schools. Unless they qualify under the low income category. (Please see Section 8)

5.2 Pupils who were entitled to free transport on denominational grounds prior to September 2010 will continue to receive a free bus pass until they reach the end of their phase of education ie until the end of primary education (year 6) or until the end of statutory schooling (year 11).

5.3 Where a child attends a school for denominational reasons, free transport will be provided where:

- the school is the nearest maintained school of the faith to which the parent adheres and in which the pupil has been baptised; and
- the distance between the pupil's home and the school is the statutory qualifying distance appropriate to the age of the pupil but not more than 20 miles.

Free transport will normally be facilitated through the provision of a zero fare bus pass.

5.4 Pupils meeting the qualifying conditions in 5.2 but living less than the statutory qualifying distance may be eligible for free travel if the LA determines that they qualify under Section 7.

5.5 Parents/carers should ensure their child's safety by making appropriate arrangements for their child to be accompanied to and from the nearest bus stop and during the journey if required.

6 PUPILS NOT ATTENDING THEIR CATCHMENT SCHOOL

6.1 The LA recognises the rights of parents given under the Education Act, 1996 to express a preference for their choice of school and the duties on the LA under the same Act in respect of those preferences expressed. However, in order to ensure the efficient use of its resources, the LA will normally only provide free travel to pupils meeting the relevant eligibility conditions attending:

- the school designated as the catchment school for the area in which the LA has determined the pupil is ordinarily resident for the purposes of admissions to schools.
- 6.2. An exception to this policy is made, and assistance in the form of a zero fare bus pass will be offered for pupils in the following circumstances:
- a) Where the parents/carers have chosen for their child not to attend the catchment school and have accepted a place for him/her at an alternative school, which is the statutory qualifying distance appropriate to the age of the pupil from where the pupil is ordinarily resident but is nearer than the catchment school.
 - b) Where the LA is unable to make a place available at the pupil's catchment school, and makes a place available at the next nearest school (the allocated school), which is the statutory qualifying distance appropriate to the age of the pupil from where the pupil is ordinarily resident.
 - c) Where the parents/carers have chosen for their child not to attend his/her catchment school, or the allocated school and have accepted a place for their child at an alternative school, which is the statutory qualifying distance appropriate to the age of the pupil from where the pupil is ordinarily resident, providing the LA does not incur additional expenditure. A zero fare bus pass to enable the pupil to attend the alternative school will be provided equivalent to that which the pupil would have received had s/he attended either the catchment, or allocated, school as the case may be.
- 6.3 Where a pupil qualifies for assistance with transport under these exceptions, the parents/carers should ensure their child's safety by making appropriate arrangements for their child to be accompanied to and from the nearest bus stop if required.
- 6.4 The LA is not in a position to guarantee travelling arrangements to any school, such arrangements are entirely in the hands of the providers of bus services and/or SYPTE.
- 6.5 When selecting alternative schools, parents/carers must do so in the knowledge that, unless they qualify under the above exceptions, free transport, or assistance with transport costs, will not be available, regardless of the distance involved. They should also consider, as a factor in making their decision, the consequences of possible future alterations to bus services.

7 EXCEPTIONS

For pupils who do not qualify for free transport under sections 3, 4, 5 or 6.2(a),6.2(b) or 6.2(c) because they live less than the statutory qualifying distance appropriate to their age, assistance with transport will be considered in circumstances where:

- a) the LA determines that, because of injury or medical condition the pupil is unable to access their normal method of reaching school. It is the responsibility of parents/carers to provide such information, as the LA may request to enable a decision to be made on whether, and in what form, assistance will be offered.

- b) having had regard to the age of the child, the walking route, or alternative routes, to the school the pupil could reasonably be expected to take is/are not considered to be reasonably safe and available even when accompanied by an adult. The LA has established criteria for the assessment of the availability of a walking route to School and will determine the availability or otherwise of a route in accordance with the approved criteria. Where the LA determines assistance with transport should be made it will normally be through the provision of a zero fare bus pass.

8 PUPILS FROM LOW INCOME FAMILIES

8.1 The Education and Inspections Act 2006 introduced free transport assistance for pupils from low income families. Pupils who qualify under this legislation are pupils in receipt of Free School Meals (FSM) or whose families are in receipt of Maximum Working Tax Credit (MWTTC). Pupils meeting the following criteria will receive transport usually in the form of a zero fare bus pass.

8.2 Primary Pupils

Pupils aged 8 to 10 who are attending their nearest qualifying school* and the distance between home and school is more than 2 miles

8.3 Secondary School Pupils

Pupils aged 11 to 16 attending any 1 of their 3 nearest qualifying schools* where the distance between home and school is more than 2 miles but not more than 6 miles from their home address

8.4 Pupils attending School on grounds of Religion or Belief

Pupils up to 16 years of age attending their nearest appropriate denominational school on grounds of religion or belief, where the distance between home and school is more than 2 miles but not more than 15 miles

8.5 Distances referred to in this section are measured as follows:

- Up to 2 miles – as per the statutory walking distance, along the nearest available walking route.
- The 6 miles upper limit or the 15 miles upper limit – along road routes passable by suitable motorised transport.

*The nearest qualifying school is one with places available that provides education appropriate to the age, ability and aptitude of the child.

8.6 Once eligibility has been determined and confirmed, the pupil will remain eligible until the end of the school year for which the assessment has been made.

9 POST 16 – SIXTH FORM/FURTHER EDUCATION STUDENTS

9.1 Please note that as a result of the Council having to prioritise expenditure, with effect from September 2010, the LA will no longer provide free transport for Post 16 students entering into further education at Sixth form or College for the first time or undertaking new courses.

10 SPECIAL EDUCATIONAL NEEDS : PUPILS AND STUDENTS (UP TO THE AGE OF 19)

10.1 General

Each pupil or student identified by the LA as having Special Educational Needs (SEN) (under the four overarching types of need: Communication and Interaction, Cognition and Learning, Sensory and/or Physical or Social, Emotional and Mental Health), will have their individual transport needs assessed against set agreed criteria, taking into account their age, mobility and the effect of their special educational needs on their ability to travel. If it is concluded that a pupil or student does not require transport assistance under this section, then consideration will be given under the other sections of this policy as appropriate.

10.2 **Pupils and Students with a Statement of Special Educational Needs or Education Health care Plan**

10.2.1 For pupils and students being considered for an Education Health Care Plan or with an existing statement of SEN, an assessment of transport need will be undertaken by the SEN Assessment Officers at the draft EHCP or amended EHCP or amended statement of SEN stage. This will be shared with parents/carers who are encouraged to express their views about all aspects of their child's SEN provision, including transport. Transport is not routinely included in a Statement of SEN but may be included in an EHCP Plan exceptionally, for example if transport provision is agreed as part of a Personal Budget. Statements of SEN will cease by April 2018 and children will either have their needs met at the SEN Support Stage or with an EHCP.

10.2.2 The provision of transport to meet a pupil or student's need will be in accordance with the provisions of this section and will be reviewed and, if necessary, reassessed at each annual review of the statement or EHCP. Where it is decided that:

- a transport need is now required; or
- a transport need previously identified should be modified; or
- transport is no longer required

The pupil or student's statement or EHCP will be amended accordingly.

10.3 **Pupils and Students with Special Educational Needs but no Statement**

For pupils and students with SEN but without a statement or EHCP, an assessment of transport need will be undertaken by the appropriate Officer(s) at the time a decision on the provision to be made for the pupil or student to meet their need is taken. Where it is determined that the provision of a zero fare bus pass would not be appropriate to meet the needs of the pupil or student, the provision of transport will be in accordance with the provisions of this section and will be reviewed and, if necessary, reassessed annually by the appropriate Officer(s).

10.4 **Independence Training**

10.4.1 All secondary age pupils, and students over compulsory school age, with SEN who have previously been assessed as requiring transport assistance under this section, will receive support for independence and mobility training as part of their school/college curriculum with the aim of reducing their reliance on individual transport in preparation for adult life. This will require plans to encourage independent travel to be put in place by the school/college and

parents/carers working in partnership, to mutually agreed targets. Progress should be evidenced at each annual review. There is a specific duty on schools and LAs to begin planning for the transition to adulthood formally from Y9.

10.4.2 School and parents/carers will encourage their children to take up public/community transport options at the earliest opportunity – this will be regarded as a positive achievement towards the pupil or student’s attainment in becoming an independent traveller. Where transport is ceased under this section, pupils and students may be eligible for support under other sections of this policy as appropriate

10.5 **Provision of Transport for pupils and students with SEN**

10.5.1 The type of transport assistance provided will be the most appropriate, taking into account the child’s age, safety and needs as assessed in accordance with the approved assessment criteria. A pupil or student will normally be expected to share a vehicle with other pupils and/or students. Individual transport will only be provided in exceptional circumstances and where the need for individual transport has been clearly identified from the assessment under the approved assessment criteria. Social reasons such as out of hours activities or parents/carers work commitments will not be regarded as valid reasons for determining the type of transport assistance for their child.

10.5.2 A zero rated bus pass will operate from the bus stop nearest to the pupil’s home. Parents/carers should ensure their child’s safety by making appropriate arrangements for their child to be accompanied to and from the nearest bus stop if required.

10.5.3 Pupils and students who are assessed as requiring travel on a coach, mini-bus, taxi/private hire or similar vehicle, will be picked up and dropped off at the most convenient designated point nearest to their home address, having due regard to their needs and safety. Pupils will only be guaranteed collection and drop-off from outside their home address if their needs exceptionally require this arrangement. Social reasons such as out of hours activities or parents/carers work commitments will not be regarded as valid reasons for such an arrangement. In either circumstance, it is the responsibility of parents/carers to ensure their child’s safety by making appropriate arrangements to accompany their child to and from the designated pick-up point, or see them safely onto and off the vehicle.

10.5.4 Approval will not be given for ad hoc or occasional variations to the arrangements determined by the LA under 10.5.3. If parents/carers request a variation to the arrangements for example, for their child to be collected from, or dropped off at, a relative/neighbour/child-minder’s address,

consideration to an amendment to the agreed travel arrangements will only be given where:

- the request is for a permanent change on each school day; and
- no change to the transport provider will be required; and
- no additional cost will be incurred by the LA; and
- the request would not add unreasonable additional travelling time for other pupils in the vehicle

Where these requirements cannot be met the request will be declined.

10.5.5 Arrangements will be made to transport pupils with SEN as follows:

- a) day pupils/students - at the start and end of each school/college day;
- b) pupils/students who board for 5 days - at the start and end of each school/college week;
- c) pupils/students who board for 7 days - at the start and end of each school/college term and half term.

In addition pupils who are in the National Curriculum Year Group 7 or below ie who have not yet had their twelfth birthday, and who board for 7 days, will be provided with additional return journeys for two weekends per half-term.

10.5.6 Any special equipment or supervision arrangements required because of the child's needs will normally be arranged by the LA.

10.5.7 No assistance with transport will be provided under this section where the LA has identified an institution or provider to meet a pupil or student's need but the parents/carers preference is to send their child to a more distant institution or provider of the same type. For pupils and students with a statement of SEN or EHCP, this will apply irrespective of whether the institution or provider is named in the statement or EHCP, which will make clear there will be no support with transport.

11 SPECIAL EDUCATIONAL NEEDS STUDENTS OVER THE AGE OF 19

11.1 Individual transport needs will be assessed against set agreed criteria, by the appropriate Officers of the Learning Opportunities and Skills Children Young People Directorate for students who are;

- over the age of 19 and under 25 years of age on 1 September each year; and

- ordinarily resident in the LA area; and
- have, or have had previously, a S139a, a statement of SEN, an EHCP and a Social Services Assessment of Need which includes, or included, in order to meet the needs of the student, a requirement for transport; and
- be registered or registerable as disabled under the Chronically Sick and Disabled Persons' Act 1970; and
- attending a course funded by the Education Funding Agency. at a local FE College) which has been agreed as appropriate to meet the needs of the student, unless attendance on a course at another institution has been agreed as more appropriate to meet a specific educational and/or social need of the student.
- Progression in learning must be evidenced against outcomes in the EHCP. Lack of progression will mean that transport will no longer be approved. Funding will not normally be provided where a student repeats a course or studies at the same academic level as one previously studied.

11.2 Assessment may include undertaking a transport assessment with trained travel trainers, failure to attend assessment could mean transport is not provided. Where assistance with transport is deemed necessary it will be provided in accordance with the provisions of this section until the completion of the course for which it was approved or the end of the academic year in which the student attains the age of 25 years whichever is the earlier. Assistance with transport will, if necessary, be subject to an annual review and/or reassessment.

11.3 **Provision of Transport**

11.3.1 Students will normally be provided with a zero fare bus pass to enable them travel free of charge between the student's place of ordinary residence and the college. Where a college has several sites at which the student is required to attend, free travel will be provided to one designated site only which is agreed between the LA, the student and the college authorities.

11.3.2 Where the LA has determined that transport using a zero fare bus pass is not appropriate, the type of transport assistance provided will be the most appropriate taking into account the student's age, safety and needs as assessed in accordance with the approved assessment criteria. A student will normally be expected to share a vehicle with other students. Individual transport will only be provided in exceptional circumstances and where the need for individual transport has been clearly identified from the assessment under the approved assessment criteria. Social reasons such as out of hours activities or parents/carers work commitments will not be regarded as valid reasons for determining the type of transport assistance.

11.3.3 Students who are assessed as requiring travel on a coach, mini-bus, taxi/private hire or similar vehicle, will be picked up and dropped off at the most convenient designated point nearest to their home address, having due regard to their needs and safety. Students will only be guaranteed collection and drop-off from outside their home address if their needs exceptionally require this arrangement. Social reasons such as out of hours activities or parents/carers work commitments will not be regarded as valid reasons for such an arrangement. It is the responsibility of parents/carers to ensure the student's safety by making appropriate arrangements to accompany them to and from the designated pick-up point, or see them safely onto and off the vehicle.

Where a college has several sites at which the student is required to attend, transport will be provided to one designated site only which is agreed between the LA, the student and the college authorities, any inter site transfer will be the responsibility of the college to provide.

11.3.4 Approval will not be given for ad hoc or occasional variations to the arrangements determined by the LA under 11.3.3. If the student/parents/carers request a variation to the arrangements for example, for their child to be collected from, or dropped off at, a relative/neighbour's address, consideration to an amendment to the agreed travel arrangements will only be given where:

- the request is for a permanent change on each college day; and
- no change to the transport provider will be required; and
- no additional cost will be incurred by the LA; and
- the request would not add unreasonable additional travelling time for other students in the vehicle.

Where these requirements cannot be met the request will be declined.

11.3.5 Any special equipment or supervision arrangements required because of the student's needs will normally be arranged by the LA.

11.3.6 Arrangements will be made to transport students as follows:

- | | | |
|----------------------------------|---|--|
| a) day students | - | at the start and end of each college day; |
| b) students who board for 5 days | - | at the start and end of each college week; |
| c) students who board for 7 days | - | at the start and end of each college term and half term. |

11.3.7 Where attendance at a college other than Doncaster College (or Dearne Valley College if that is nearer to the student's permanent address) has been agreed and the student could attend by boarding but elects to travel daily, no transport will be arranged. Instead, the student will be assisted by a payment towards the cost of travel, which will be calculated as follows:

- i) The total cost of daily travel for the academic year will be calculated as if it had been arranged by the LA in accordance with paragraph 11.3.2;
- ii) from this figure shall be deducted the residential costs that would otherwise have been payable by, or on behalf of, the student.

12 PUPILS AND STUDENTS IN PUBLIC CARE (UP TO THE AGE OF 19)

The LA recognises its duties and responsibilities in respect of pupils and students in Public Care. For the purposes of determining any assistance with transport, pupils and students in public care will be considered under the appropriate section of this policy.

13 EXCLUDED PUPILS AND STUDENTS

13.1 Pupils of Compulsory School Age Attending Schools

13.1.1 Where a pupil has been excluded from his/her school, and the LA allocates an alternative school which is the statutory qualifying distance appropriate to the age of the pupil from where the pupil is ordinarily resident, a zero fare bus pass to enable the pupil to attend the allocated school will be provided.

13.1.2 Where the parents/carers of the pupil choose for him/her not to attend the allocated school and accept a place at an alternative school, which is the statutory qualifying distance appropriate to the age of the pupil from where the pupil is ordinarily resident, to the extent that the LA does not incur additional expenditure, a zero fare bus pass to enable the pupil to attend the alternative school will be provided equivalent to that the pupil would have received had s/he attended either the catchment, or allocated, school as the case may be.

13.1.3 Where a pupil qualifies for assistance with transport under this section, the parents/carers should ensure their child's safety by making appropriate arrangements for their child to be accompanied to and from the nearest bus stop if required.

13.1.4 The LA is not in a position to guarantee travelling arrangements to any school – such arrangements are entirely in the hands of the providers of bus services and/or SYPTTE.

- 13.1.5 When selecting alternative schools, parents/carers do so in the knowledge that, unless they qualify under the above exceptions, free transport, or assistance with transport costs, may not be available, regardless of the distance involved. They should also consider, as a factor in making their decision, the consequences of possible future alterations to bus services.

13.2 Pupils of Compulsory School Age attending other Provision

Where a pupil has been excluded from his/her school, and the LA arranges provision for the pupil at institutions other than a school, assistance with transport will be considered under Section 13.1 of this policy.

14 APPEALS

- 14.1 Parents/carers will have the right to appeal against any determination made on assistance with transport by Officers of the LA under this policy. This will be a 3 stage process as follows:

14.2 The Stage One Review

This Review will be undertaken by a Senior Officer of the Council.

- Parents/carers will have 20 working days from receipt of the local authority's decision to refuse their application to complete and return a Notice of Appeal Form requesting a review of the decision. This form should be completed by the parent/carer and give details of any personal or family circumstances that the parent/carer believes should be taken into account when the decision is reviewed.
- Within 20 days of receipt of this form, a Head of Service will review the case and send out a letter notifying the parent/carer of the decision.
- The letter should explain how the review was conducted, information about other Departments or Agencies that have been consulted as part of the process, the rationale for the decision reached and information about how the parent can escalate their case to stage 2.

14.3 The Stage Two Review

This Review will be undertaken by an Assistant Director.

- Parents/carers will have 20 working days from receipt of the Stage 1 decision to make a written request to escalate the matter to Stage 2.
- Within 20 days of receipt of this form, an Assistant Director will review the case and send out a letter notifying the parent/carer of the decision.
- The letter should explain how the review was conducted, information about other Departments or Agencies that have been consulted as part of the process, the rationale for the decision reached and information about how the parent can escalate their case to stage 3.

14.4 The Stage Three Review

This Review will be undertaken by an independent appeal panel (the Awards Grants and Transport Appeals Committee)

- A parent/carer will have 20 working days from receipt of the Stage 2 decision to make a written request to escalate the matter to Stage 3.
- Democratic Services will be informed that an appeal has been received, they will arrange a date for the Hearing and will send out Agendas and invites to the meeting.
- Within 40 working days of receipt of the parent/carer's request The Awards Grants and Transport Appeals Committee will consider written and verbal representations from both the parent and Officers involved in the case.
- Democratic Services will send out notification of the outcome of the appeal within 5 working days which will set out:
 - The nature of the decision reached.
 - How the review was conducted, information from other agencies or departments consulted, what factors were considered, the rationale for the decision reached and information about the parent's right to put the matter to the Local Government Ombudsman.
 - It will be made clear that a referral of a complaint to the Local Government Ombudsman should only be made if the complainant considers that there was a failure to comply with the procedural rules or if they consider that there have been any irregularities in the handling of the appeal.

14.5 All hearings of the Panel will be conducted in accordance with the approved protocol.

15 REQUESTS FOR PERSONAL BUDGETS

15.1 Eligibility

In order to qualify for a Personal Budget a pupil must satisfy the following criteria:

- the pupil must have an EHC Plan, and
- must fall into one of the four categories of 'eligible child' (please see Note 7 for definition of 'eligible child') and
- the Local Authority must not have suitable transport running that the pupil could fit on at no additional cost or at less than the mileage allowance payable in the personal budget.

15.2 Payment of Personal Budget

Personal Budgets will be paid termly in advance based on the actual mileage allowance multiplied by the number of days the pupil is expected to attend. Payment will be paid by BACS transfer, parents will need to supply bank account details to enable this to take place.

The payment of the Personal Budget will be paid at the following rates in accordance with the Officer Decision 10/11 139 taken on 23 December 2010 which is:

Circumstances	Suggested Rate Per Mile
Parents offer to undertake transport but pupil can fit on existing transport at nil cost.	Nil – Request refused
Parent offers to transport their own child no other run in place.	23p (taken from AA motoring costs mid point) NB: Rate based as at July 2014 will need to be reviewed on an annual basis as rates change.
Local Authority requests parents to transport own child as LA is unable for whatever reason to provide transport (eg Health and Safety).	45p (current LA car mileage rate)

The payment will be calculated using the mileage between home and school
 Eg 10 miles between home and school = 40 miles (2 return journeys) x 23p x 50 days (January – March) = £460. The mileage will be determined by the shortest route using the Council's Geographical Information System.

NB: Please note that this payment is based on the assumption that the pupil will attend school regularly in order for this payment to continue. Any long term absence, will result in a corresponding deduction in any future termly payments and/or a request for repayment to the Council, as deemed appropriate in the circumstances.

15.3 Disagreement Resolution

The Council will explain in writing if they do not agree with a parental or an eligible young person's request in relation to a Personal Budget and parents and or the eligible young person can ask for a review of an the decision and make representations where:

- an aspect of provision in the EHCP has not been offered as a Personal Budget and they would like to have this reconsidered;
- a Personal Budget has not been offered at all;
- it is felt that the Personal Budget is insufficient to meet the identified needs and outcomes.

The Council will confirm the outcome of a review in writing and will not reconsider a decision more than once.

15.4 Examples of Travel not Eligible for Personal Budgets

The payment of a Personal Budget for travel will only be paid to support a pupil's attendance at school or College.

The responsibility for the following type of travel lies with the School, College or parent/carer and will not be covered by the personal budget:-

- travel to and from work placements;
- travel to and from medical, dental, psychiatric, speech therapy or other similar appointments;
- travel to and from extra-curricular activities, after school clubs, where this is in addition to home to school transport.

16 CEASING ASSISTANCE WITH TRANSPORT

16.1 The LA has adopted a Code of Practice for the safety and behaviour of pupils on Home to School transport. If any pupil persistently endangers their own safety or that of others by not adhering to the Code of Practice, consideration will be given to ceasing their transport assistance and parents/carers will then be expected to make alternative arrangements to ensure their child attends school.

16.2 In addition to the Code of Practice the LA has, in conjunction with the other 3 South Yorkshire Authorities and SYPTE, produced a policy for managing criminal and unacceptable behaviour on public transport. Any breach of this policy may result in the withdrawal of the zero fare bus pass and/or further measures being taken as appropriate.

16.3 In cases where individual transport is provided by taxi or minibus, parents are requested to cancel transport when not required ie in case of holidays or illness. Repeated failure to cancel transport when not required may lead to a recharge of the cost or ultimately cancellation of the transport.

NOTES

1 The LA

References in this policy to the 'LA' are a reference to Doncaster Metropolitan Borough Council and references to the 'LA's area' is to the administrative area of the Borough.

2 Parent/Carer

Reference to parent and/or carer in this policy means any person having parental responsibility for the child (for who assistance with transport is being sought) within the meaning of the Children Act 1989.

It is the responsibility of those applying for assistance with transport to satisfy the LA that they have parental responsibility for the child for whom assistance is being sought.

3 Ordinarily Resident

Reference in this policy to 'ordinarily resident' means where a pupil or student is habitually and normally resident at their address other than for occasional absences and for a settled purpose, which is not solely to receive education ie the residence at which the child resides during the normal school week at the closing date for receiving applications for admission to school during the normal admission round.

Any reference to the pupil or student's 'home', or to where they 'live' or 'reside' shall refer to where they are ordinarily resident.

It is the responsibility of those applying for assistance with transport to provide such information as the LA requires in order to be satisfied as to where the pupil or student is ordinarily resident.

4 Statutory Qualifying Distance

The walking distances are:

- a) for pupils of less than 8 years of age (on 1 September) 2 miles; and
- b) for pupils aged 8 years or older and still of compulsory school age (on 1 September) 3 or more miles.

Each case is measured by the nearest available walking route.

For the purposes of this policy, the walking distance will be measured from the front gate of the address where the LA has accepted the pupil or student is ordinarily resident, to the nearest designated entrance of the school or college to which assistance is being considered under the relevant clause of the policy. i.e. at the entrance to the grounds/boundary of the school or college.

The route measured will be the nearest direct available walking route, having had regard to the age of the child, the walking route, or alternative routes, to the school the pupil could reasonably be expected to take. The LA has established criteria for the assessment of the safety of a walking route to school and will determine the availability or otherwise of a route in accordance with the approved criteria. The assessment of the availability or otherwise of a route will be based on a child being accompanied by an adult. It will be irrelevant for the purposes of that assessment whether or not the child would or would not be so accompanied when attending the school or college.

In the case of a pupil qualifying for free travel on the grounds of 'low income' ie they are in receipt of FSM or their family receives MWTC the distances will be measured as follows:

- Up to 2 miles – as per the statutory walking distance along the nearest available walking route.
- The 6 mile or 15 mile upper limit – along road routes passable by suitable motorised transport.

The route will be measured using a computerised Geographical Information System. The LA considers this as an exact measure and cannot be considered marginal. If the LA considers it necessary a route may be measured by calibrated pedometer.

5 Full-Time Course

References in this policy to a 'full-time course' is a reference to a course of which the student is required to study for at least 12 guided learning hours per week.

6 Closing date for applications for Bus Passes

No refunds will be made for travel expenses incurred as a result of a late application for transport. The closing date for new bus pass applications is 30 June. Whilst we will process bus pass applications at any time we will not guarantee that they will be available at the start of term unless received by the closing date.

7 Definition of Eligible Child

The following are examples of an Eligible Child

- i Children who attend schools beyond the statutory walking distance**
These children are eligible for free school transport, provided that the local authority has made no “suitable arrangements” for boarding accommodation or attendance at a nearer school and the children live beyond walking distance and attend their nearest suitable school. The statutory walking distance is 2 miles for children under 8 years old and 3 miles for children of 8 or over.
- ii Children with SEN, disabilities or mobility problems**
These children may live within the statutory walking distance and have special educational needs, a disability or mobility problem which means that they cannot reasonably be expected to walk to their school and no suitable arrangements have been made by the Local Authority to enable them to attend a nearer school.
- iii Children whose route to school is unsafe**
These children may live within the statutory walking distance but they cannot reasonably be expected to walk to their nearest suitable school because the route they could reasonably be expected to take is not deemed an available walking route, accompanied as necessary.
- iv Children from low income families**

 - Secondary school age children who attend schools over 2 and up to 6 miles from their home, even if the school they attend is not their nearest suitable school, providing there are not three or more suitable schools which are nearer to their home, or
 - Secondary age children from low income families who attend a school over 2 miles but under 15 miles away from home, if their parent has expressed a wish for them to be educated at that particular school based on the parent’s religion or belief and, having regard to that religion or belief, there is no nearer suitable school. This applies to parents with a particular religious or philosophical belief, including those with a lack of religion or lack of belief.
 - Junior age children (aged 8 – 10) from low income families who live more than 2 miles (rather than 3) from their nearest suitable school.

EQUALITY, DIVERSITY AND INCLUSION

DONCASTER METROPLITAN BOROUGH COUNCIL

Due Regard Statement

How to show due regard to the equality duty in how we develop our work and in our decision making.

Due Regard Statement

A **Due Regard Statement** (DRS) is the tool for capturing the evidence to demonstrate that due regard has been shown when the council plans and delivers its functions. A Due Regard Statement must be completed for all programmes, projects and changes to service delivery.

- A DRS should be initiated at the beginning of the programme, project or change to inform project planning
- The DRS runs adjacent to the programme, project or change and is reviewed and completed at the relevant points
- Any reports produced needs to reference “Due Regard” in the main body of the report and the DRS should be attached as an appendix
- The DRS cannot be fully completed until the programme, project or change is delivered.

<p>1 Name of the ‘policy’ and briefly describe the activity being considered including aims and expected outcomes. This will help to determine how relevant the ‘policy’ is to equality.</p>	<p>The policy is a revised Doncaster Council Home to School Transport Policy 2022–2027.</p> <p>The primary responsibility for ensuring pupils and students attend school or college is always that of the parent or carer. In certain circumstances however, in order to ensure attendance, Doncaster Council can help with travel arrangements. The new proposal has been the subject of a thorough consultation.</p> <p>Key changes that affect users are:</p> <ol style="list-style-type: none"> 1. Request for a contribution towards the future provision of dedicated taxi and/or minibus transport for all Post 16 - 19 SEND (Special Educational Needs and Disabilities) pupils and students. <i>Updated 21 Feb 22: This change is no longer being taken forward following feedback from the consultation</i> 2. Removal of the clause which currently provides bus passes on the basis of no extra cost in certain situations meaning increased preference for some people 3. To no longer provide bus passes to pupils whose families move house during Academic Years 10 or 11 4. Removal of the current requirement within the ‘Home to School Transport’ policy which provides travel assistance to pupils attending their catchment school. In future this will state their nearest available school only, if they meet the distance criteria for eligibility, regardless of whether or not this is catchment. <i>Updated 10 June 22: This change has been put on hold and will not be taken forward at this time as initial work on the scope of this change indicates that this will impact a greater number of pupils than originally thought and there is a need for more comprehensive scoping to assess impact and solutions before this can be considered further.</i> <p>There are a number of other suggestions for refreshing and changing within the Policy which were proposed and included in the Consultation Document. An opportunity to discuss these was also provided..</p>
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		The new version of the Home to School Travel Assistance Policy will outline the responsibilities of the Council and provide a clear and transparent guide for families to the instances when travel assistance will be provided. It will also detail the types of travel assistance available to eligible pupils and students.								
2	Service area responsible for completing this statement.	Travel Assistance Service Learning & Opportunities: Children & Young People								
3	Summary of the information considered across the protected groups. Service users/residents Doncaster Workforce	<p>In the majority of cases, the policy is applied to children and young people aged between 4 and 25 years of age. We hold information about their age, disability, gender, race and religion and belief. Only age, address, disability and religion and belief are considered in terms of eligibility for support, and this is supported by the current legislation.</p> <p>There are currently approximately 1000 children and young people who receive direct transport assistance with a further 1100 in receipt of a zero fare bus pass. Although the revision of policy applies to all, the following estimated numbers would be affected by the key changes if approved, and the policy has been revised in such a way to limit impact as much as possible.</p> <table border="0"> <tr> <td>1. Post 16-19 SEND Students</td> <td>Approximately 82</td> </tr> <tr> <td colspan="2"><i>longer impacted as removed post consultation)</i></td> </tr> <tr> <td>2. Pupils received bus passes on the basis of No extra cost</td> <td>Approximately 100</td> </tr> <tr> <td>3. Pupils who move house during years 10 and 11</td> <td>Approximately 14</td> </tr> </table> <p>The majority of the statements within the consultation document were not changes to the Policy but updates and clarification of the Policy already in place</p> <p>The main assessment criteria for help with travel arrangements is the distance between home and nearest suitable school. Where the distance between the two is equal to or more than 2 miles (4-8 year olds) or 3 miles (over 8-16), free travel assistance will be provided. This will normally be facilitated through the provision of a zero fare bus pass for the child.</p> <p>Although distance between home and school remains the central tenet of the policy there are additional exceptions based on low income and, in terms of protected characteristics, disability and religion and belief.</p>	1. Post 16-19 SEND Students	Approximately 82	<i>longer impacted as removed post consultation)</i>		2. Pupils received bus passes on the basis of No extra cost	Approximately 100	3. Pupils who move house during years 10 and 11	Approximately 14
1. Post 16-19 SEND Students	Approximately 82									
<i>longer impacted as removed post consultation)</i>										
2. Pupils received bus passes on the basis of No extra cost	Approximately 100									
3. Pupils who move house during years 10 and 11	Approximately 14									

		For Children with Special Educational Needs and Disabilities the provision of travel assistance takes into account their individual needs and is not dependent upon the mileage above.
4	Summary of the consultation/engagement activities	<p>There has been a significant amount of consultation undertaken in the development of the revised Home to School Travel Assistance Policy. The review of the existing 'Home to School Transport' Policy commenced in August 2021 enabling a full analysis and assessment of current policy provision.</p> <p>Four Pre-Consultation sessions were held on:</p> <ul style="list-style-type: none"> • Tuesday 16th November 10:00am – 11:00am • Thursday 18th November 6:00pm – 7:00pm • Monday 22nd November 6:00pm – 7:00pm • Tuesday 23rd November 10:00am – 11:00am <p>These sessions were provided for parents and carers to talk about the future of 'home-to-school' transport for children with special educational needs and disabilities, and children accessing other travel provision. Before we started a formal consultation process, we were keen to gather some initial thoughts and feedback on our suggestions. To ensure everyone's safety with the on-going coronavirus pandemic, the sessions were held virtually via the Microsoft Teams platform with opportunities to write or email any feedback or speak on the telephone on a 1 to 1 basis.</p> <p>A separate consultation session was held on 29th November 2021 with the Doncaster Parents Voice to discuss the policy suggestions, promote collaborative working and understand the views and comments from this group.</p> <p>Doncaster Council entered into a period of formal consultation on 29th November 2021. This ran until 31st January 2022 (9 weeks) offering the opportunity for Doncaster residents to comment upon the proposed changes to the existing 'Home to School Transport' policy.</p> <p>Full details are provided in the Consultation document (Appendix 1).</p> <p>To ensure that the widest possible audience was reached copies of the consultation document were issued to parents, carers & professionals who access transport services (including professionals, schools and other services both within the local authority and stakeholders in other authorities). This</p>

was also published on the Council's Website for the duration of the consultation period with regular updates and reminders published through Doncaster Council's social media provision and Communications Team.

To maximise the return rate, a number of different methods of response were made available. These were:

- Online – consultation documents available to complete and return digitally
- E-mail – consultation documents / comments returned electronically.
- Post – opportunity for printed consultation documents return by post or via Doncaster Council's Family Hubs
- Direct contact with the Doncaster Council's Transport Team and Projects & Transformation Team

Seven formal consultation events were offered during the consultation period and were open to all to attend. These events were regularly promoted through the consultation documents and regular posts Doncaster Council's social media. The events were provided on:

- Friday 10th December 10:00am – 11:00am
- Tuesday 14th December 6:00pm – 7:00pm
- Tuesday 11th January 2022 10:00am – 11:00am - cancelled as no requests to attend
- Thursday 13th January 2022 6:00pm – 7:00pm
- Tuesday 18th January 2022 10:00am – 11:00am
- Wednesday 19th January 2022 10:00am – 11:00am
- Thursday 20th January 2022 6:00pm – 7:00pm

To ensure everyone's ongoing safety these sessions were also held virtually via the Microsoft Teams platform with opportunities to write or email any feedback or speak on the telephone on a 1 to 1 basis.

By the close of the formal consultation period (31st January 2022), Thirteen consultation documents were completed and returned.

5	<p>Real Consideration:</p> <p>Summary of what the evidence shows and how has it been used</p>	<p>All <u>16</u> questions within the main consultation document received at least one response. The most responses to any one question was 10 responses to question 2, with <u>13 questions</u> receiving more than one response.</p> <p>An additional 80 responses were received from the short form survey launched to cover the key proposals within the consultation.</p> <p>These responses together with additional comments from the Consultation Events are included in Appendix 2</p> <p>Saving has never been the prime consideration, but value for money considerations provide extra impetus to make the change. The main focus of revising the policy is to ensure that it is clear and transparent about the principles, process and services available, and all changes made have been considered in terms of impact on all users, including those of protected characteristics.</p> <p><i>Following analysis of the feedback from the consultation and listening to the thoughts and views of families, the decision was taken not to proceed with the proposal to charge a contribution to families in receipt of Post 16 -19 transport. It was recognised that this would put some already struggling families into further hardship and we want to support our most vulnerable families.</i></p> <p>It was decided to proceed through the governance process with the remaining proposals.</p> <p><i>Updated 10 June 2022: The proposed removal of provision of bus passes to catchment schools has now been put on hold as initial work on the scope of this change indicates that it will impact a greater number of pupils than originally thought. A more detailed scoping process is required to fully assess the impact and review current public transport availability in some areas is needed before this can be considered further.</i></p>
6	<p>Decision Making</p>	<p>Due Regard Statement will accompany the agenda item at Cabinet meeting on 20th July 2022</p> <p>The cabinet report provides greater detail around the consultation process and how consideration of protected characteristics / due regard has been an ongoing concern throughout the revision process. Regular updates on due regard and the overall process have been provided to the decision maker throughout.</p>

7	Monitoring and Review	Following publication of the Policy, monitoring of Travel Assistance Appeals will be undertaken on an ongoing basis in respect of the key change proposed to assess the impact of this.
8	Sign off and approval for publication	Kim Holdridge, Service Manager, Pupil Support & Passenger Transport



Doncaster Council

Report

To the Chair and Members of the CABINET MEETING 20th July 2022

Stainforth Town Deal – All projects

Relevant Cabinet Member(s)	Wards Affected	Key Decision
Cllr Glyn Jones Portfolio Holder for Housing and Business.	Stainforth	Yes

EXECUTIVE SUMMARY

- 1.1 This report seeks approval to the Business Cases for the Stainforth Town Deal Projects, and seeks to delegate approval to the Director of Economy and Environment and the Director of Corporate Resources in consultation with the portfolio holder for Housing and Business to award future contract appointments relating to the delivery of the projects.
- 1.2 The Government Department for Levelling Up, Housing and Communities (DLUHC) released the Grant Offer Letter for the Stainforth Town Deal in December 2021, confirming £21.60m towards the Stainforth Town Deal Projects which included the following ten projects;

- (i) Restoration and lighting of Colliery Headstocks (£4.235m)
- (ii) Enabling Employment uses (£1.211m)
- (iii) New Country Park (£2.151m)
- (iv) New Station Footbridge (£3.080m)
- (v) Station access improvements (£4.166m)
- (vi) Public Realm Improvements (£1.235m)
- (vii) Activating Derelict Site (£0.552m)
- (viii) Safer Streets (£0.095m)
- (ix) New Community Hub (£3.134m)
- (x) East Lane Gateway (£1.740m)

EXEMPT REPORT

2.0 Whilst this report is not exempt, it does contain an exempt Appendix 1. Appendix 1 is not for publication because it contains exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972, as amended, as it contains exempt information relating to the financial or business affairs of any particular person (including the authority holding that information).

RECOMMENDATIONS

3.0 Cabinet is recommended to:

- (i) approve the submission to the Department for Levelling Up, Housing and Communities (DLUHC) of the Project Business Case Summary Documents for the ten projects confirming the intention of Doncaster Council to secure a combined £21.60m Town Deals funding for Stainforth;
- (ii) accept the £21.60m Town Deal funding for use on the ten projects, subject to satisfactory review of the Summary Business Cases by the DLUHC and in accordance with the conditions and requirements of the funding which are set out in this report;
- (iii) delegate authority to the S151 Officer in consultation with the Mayor, to accept and agree the funding if there are any further terms and conditions or associated funding agreements issued as part of the formal approval of funding;
- (iv) approve the use of Council borrowing to fund £1.27m of the project costs in advance of receipt of S106 funds.

- (v) add the projects as detailed in the report to the relevant part of the Council's Capital Programme;
- (vi) note that, the S151 Officer will confirm the project and expenditure, as per the Business Case, represents value for money, in consultation with the relevant portfolio holder, and sign the Project Business Case Summary Documents for the ten projects;
- (vii) Delegate authority to the Director of Economy and Environment, in consultation with the Director of Corporate Resources and the portfolio holder for Housing and Business, to procure and award Contracts, in compliance with the Council's Contract Procedure Rules (CPR's), on the basis that decisions will not commit the Council to additional costs beyond the scheme affordability envelope
- (viii) Delegate authority to the Director of Economy and Environment and the S151 Officer, in consultation with the portfolio holder for Housing and Business, to submit project change requests where there are significant changes to the projects or projects cannot be progressed to delivery, on the basis that decisions will not commit the Council to additional costs beyond the scheme affordability envelope
- (ix) Delegate to the Director of Economy and Environment and Corporate Resources and the portfolio holder for Housing and Business, to accept and agree the terms for any match funding (external grant or private sector match) that can be secured to support the projects to deliver as outlined.
- (x) Delegate authority to the Director of Economy and Environment, in consultation with the Director of Corporate Resources, to award grants to outside bodies and enter into the necessary funding agreement with Network Rail who may deliver the project on behalf of the Council

WHAT DOES THIS MEAN FOR THE CITIZENS OF DONCASTER?

- 4.1 The overarching aim of the Stainforth Town Deal is to help to increase economic growth with a focus on regeneration, improved transport, skills and culture.
- 4.2 The implementation of the projects will re-invigorate Stainforth through transformational change to the areas benefitting from the Town Deal investment. The delivery of a new greenspace and country park in Stainforth will improve the current opportunities related to wellbeing and leisure for residents and visitors. The Station projects will strengthen a key asset providing access to Hatfield and Stainforth railway station from Stainforth, a new footbridge and combined with a park and ride facility will improve access to employment opportunities. The new community hub will offer potential employment opportunities and wider economic benefits to the area.
- 4.3 Working closely with a range of stakeholders, the ten projects have been

identified to deliver against a range of Stainforths needs in terms of providing better access for residents to employment, improving the town centre, creating safer streets, providing green space for healthy living and restoring headstocks.

- 4.4 The key benefits of the projects, as outlined in the Project Business Cases are as follows;
- Active travel benefits
 - Employment benefits
 - Crime reduction
 - Improved Health and Well-being
 - Direct land value uplift

BACKGROUND

- 5.1 On the 6th September 2019 the Ministry for Housing, Communities and Local Government (MHCLG) announced the establishment of a £3.6 billion Towns Fund to support economic regeneration, with 100 places invited to develop proposals for up to £25 million of investment per place. Doncaster was identified by government as a place for which this opportunity would be available.
- 5.2 Following extensive development with the Stainforth Town Deal board (STDB), consultation with key stakeholders and members of the public, the Town Investment Plan (TIP) for Stainforth was submitted to MHCLG in January 2021. The TIP effectively contained the 'bid' for Towns Deal £25m funding with the selection of projects prioritised by the STDB after feedback from public consultation.
- 5.3 Following submission of the TIP, MHCLG released the Heads of Terms (HoT) for Stainforth with a funding envelope of £21.60m. The HoT contained the provisional 'offer' to Stainforth, including constraints, conditions and expected outcomes/outputs. The Heads of Terms were accepted by Stainforth Town Deal Board and returned to MHCLG on 5th August 2021.
- 5.4 The next stage was for Stainforth Town Deal Board to confirm which projects would be taken through to full business case development. Stainforth Town Deal project confirmation documentation was submitted to DLUHC on 5th October 2021.
- 5.5 Following review of the project confirmation documentation, DLUHC released the Grant Offer Letter for the Stainforth Town Deal on 3rd December 2021 for a total £21.60m allocated to the projects.
- 5.6 The provisional funding offers are subject to satisfactory review by DLUHC of the Project Summary Business Cases. As previously indicated to DLUHC by

Doncaster Council, the Project Summary Business Cases will be submitted by 5th August 2022.

5.7 The Grant Offer Letter contained the following detail and conditions:

- a) DLUHC agreed to allocate funding up to £21.60million across financial years 2021/22 to 2025/26;
- b) First payments for projects will be subject to DLUHC's review and approval of Summary Documents and monitoring & evaluation plan;
- c) Payments in future years will only be made subject to satisfactory spend and progress against agreed project milestones, outputs and outcomes;
- d) The agreed funds will be issued annually as non-ring-fenced grant payments under Section 31 of the Local Government Act 2003;
- e) Section 151 officers to determine eligible project expenditure, but this must be within the total Town Deal award and must support the projects agreed by DLUHC.

In addition to outputs and outcomes, the following projects have conditions attached:

Restoration and lighting of the Colliery Headstocks:

- Provide confirmation of match funding status, with analysis of project risks if match funding cannot be secured;
- Provide estimated quantities for stated outcomes such as visitor numbers and jobs created.

Public Realm Improvements:

- Provide evidence of business support for contributing to the shop front grant scheme;
- Provide a more detailed delivery plan for the shop front grant scheme that covers risks, interdependencies and mitigation measures;
- Provide further analysis of costings, including a breakdown of costs for each element of the project.

The Projects

5.8 Major Projects have been working with external partners ARUP and AECOM to develop the full business cases, Network Rail for the station improvement projects, Willmott Dixon for initial feasibility work and internal partners to undertake feasibility and design work and costings.

- 5.9 In order to progress the projects in line with the overarching project delivery programme, the Council has engaged with ARUP, AECOM, Willmott Dixon and Network Rail. When the projects progress to the next stage to develop the schemes, procurement will be carried out in compliance with the Council's Contract Procedure Rules (CPR's).
- 5.10 The completed Summary Business Cases attached as Appendix A to this report have been produced for submission to DLUHC as per the terms of the Grant Offer letter.
- 5.11 The Stainforth projects are in principle the original schemes that were included in the Town Investment Plan (TIP) and were subject to the award of a combined £21,600,000 Town Deal funding.

Headstocks Park

- 5.12 The Headstocks Park vision is a combination of the Restoration and lighting of the colliery Headstocks, Enabling Employment use and Country Park projects. The town fund is an opportunity to kick-start the regeneration of this key historic area in Stainforth and act as a catalyst to further development in the headstocks area.
- 5.13 The aspiration is to rejuvenate the former colliery site whilst acknowledging the historic and heritage aspect of the headstocks making them a feature for the area. The main outputs of these projects include:
- remediating two listed headstocks;
 - 2.76 acres of derelict land developed;
 - new public space delivered.

Wider outcomes include the improved, enhanced perception of place and increased health and well-being for residents.

- 5.14 Restoration and lighting of Colliery Headstocks (£4.235M):

Both headstocks are in a poor condition and significant investment is required to restore them. This project will focus on moderate remediation of the two listed headstocks to address the poor condition and make them safe and provide bespoke lighting features to illuminate them creating a focal point. The project also includes the removal of asbestos and lead paint in the wheelhouse and powerhouses to make them safe.

In addition to the Town Deal grant of £4.234m there is match funding required. At this stage the bid for £2.0m match funding from the Heritage Lottery Fund for the headstocks remediation will not be submitted. The project will be value engineered to ensure the Town Deal funding outputs are achieved. The asbestos and lead paint removal work will not be undertaken as the priority is to make the headstocks safe.

- 5.15 Enabling Employment uses (£1.211m)

This project will provide the new access road on the pithead site and statutory services, which will enable new employment space for start-ups and SMEs. Delivered in tandem with the proposed new community hub with its skills programme and employment support, this co-ordinated approach offers additionality to capitalise on the appetite for start-ups in the wider Doncaster area and secure improved prospects for the residents of Stainforth.

5.16 New Country Park (£2.151m)

The new country park will provide new open green space and pathways on the former colliery site land to the north of headstocks. It will help to integrate the town with the Unity proposals, improving health outcomes and forming part of the active travel network that will connect Unity Life with Stainforth. The town fund grant allocation for the new country park will provide the foundation of the longer term country park vision and will support the objectives of improved wellbeing and connection to nature.

Station Gateway

5.17 The Station Gateway scheme is key for the development of Hatfield and Stainforth railway station, delivering the new footbridge and access improvements for the people of Stainforth. Combined they will create the transformational change to strengthen a key asset in Stainforth. The main outputs for the Station Gateway include:

- an upgraded station;
- new pedestrian connection.

5.18 New Station Footbridge (£3.080m)

The new station footbridge will connect to Waggons Way connecting the station to Stainforth, including the Town Centre Hub and the Headstock Park projects. On the southern side, the bridge will connect to the existing station approach, which will be integrated with Unity town in the future.

5.19 Station access improvements (£4.166m)

This project provides two key elements; access to the station and connectivity with Stainforth and the new development Unity Town which when developed will provide retail, schools, housing.

The new station forecourt and access to the station from Waggons Way will improve access and safety. The improvements will provide a high quality arrival experience as a gateway to the town and provide linkages between different elements of the Station Gateway. The project also includes a new park and ride facility designed to Park Mark standard to encourage use of sustainable travel, reduce the length of journey made by car for residents of Stainforth and the surrounding areas. Works include new bus stop provision, drop off, and pick up provision for private cars and taxis.

5.20 The addition of the park and ride on Waggons Way will improve car parking

provision at the railway station and potentially an increase in the number of rail passengers, with additional improvements to the wider public realm and connectivity to pedestrian and cycle routes.

- 5.21 The Station Gateway is primarily delivered on Network Rail property. The improvements made to the station will be adopted by Network Rail and will then be part of the ongoing maintenance for the Train Operator, which is currently Northern Trains. The works for this is intended to be carried out by Network Rail through their procurement procedures which not only makes the approval process less onerous but also negates any warranty issues when transferring to them upon completion.

Town Centre Hub

- 5.22 The Town Centre Hub scheme incorporates the Public Realm Improvements, Activating derelict site and Safer Streets projects to provide an improved public realm to the key town centre, land value uplift and a safer environment for the residents of Stainforth.

- 5.23 The Town Centre Hub outputs include:

- delivery of 5,772 m2 public realm work with potential land uplift value of 10%,
- green space in key location in the town centre
- Installation of CCTV cameras in key locations to provide a safer environment.

- 5.24 Public Realm Improvements (incl shop front improvement scheme) (£1.235m)

This project will contribute to consolidating the town centre by improving the public realm in the main shopping area. Works will include new paving, lighting, CCTV, to provide an improved and more attractive retail area creating the uplift to ensure sustainability when Unity Town development is delivered.

Businesses inside the public realm boundary will be offered grant funding to improve shop frontages, which will include repainting, repairs and signage. Improving the environment will allow existing businesses to grow, encourage new enterprise and support regeneration.

The HoT has a match fund contribution of £0.046m from business owners towards the grant offer for shop front improvements. Engagement with businesses has shown whilst there is support for the shop front improvement scheme, there is no appetite for contributions due to the recent Covid pandemic and impact on businesses. The shop front improvements will be delivered within the Town Deal funding allocation.

- 5.25 Activating Derelict Site (£0.552m)

Following Stainforth Town Deal Board reprioritisation exercise to meet the Town Deal funding envelope of £21,600,000, this project was revised down and will now to deliver a green space in the town centre hub for use by

residents and visitors to Stainforth.

This site has recently been sold and the proposal is not to progress with this project. We have submitted a change request with the proposal to transfer this Town Fund grant allocation to the New Community Hub project and the Safer Streets project.

5.26 Safer Streets (£0.095M)

Safer Streets will provide a new CCTV network in key locations across Stainforth creating a safer and more attractive environment for residents, deterring crime and anti-social behaviour. The CCTV network includes Station Road, Church Road, Field Road, Princess Avenue and will provide CCTV coverage to the railway station.

5.27 The Town Deal grant covers the CCTV cameras only and there will be additional costs associated with new lighting columns needed to structurally support the CCTV cameras. A number of funding options are being explored to fund this, potentially including the costs within the scope of the Public Realm project and funding allocation.

5.28 The Safer Streets project was taken to Technology Governance Board (TGB) meeting on 9th May 2022 and approval was given for the installation of CCTV, subject to Cabinet approval.

New Community Hub

5.29 New Community Hub (£3.134m)

The new community hub will bring forward Stainforth Town Council and Stainforth for All's (S4ALL) aspiration for a new hub providing skills for employment, self-employment and digital skills. Supporting skills development and access to employment the new hub will enable greater self-employment and enterprise through targeted programmes securing improved prospects for the residents of Stainforth.

5.30 New Community Hub will provide a bespoke centre for the benefit of the Stainforth community with outcomes including skills facilities, digital access for residents. The outputs are:

- New skills facilities
- New employment opportunities
- Increased access to digital services

5.31 The TIP refers to the Miners Welfare Grounds as the approved site for the new community hub. S4ALL have identified an alternative preferred site to the rear of Hatfield Main Working Club. This site is owned by Waystones who have agreed in principle to gift the land required for the new community hub, subject to being deliverable on the site. This is derelict landlocked land with access from the new East Lane link road.

5.32 A workshop was carried out with Stainforth Town Deal Board members and

there was overwhelming support for this new location, subject to it being within the funding envelope. This preferred location is subject to ratification by Stainforth Town Deal Board. Initial costs for the provision of the new community hub at this location is expected in early July.

- 5.33 In advance of Town Deal funding, S4ALL secured match funding of £0.600m from a number of grant funding providers with delivery milestones and conditions attached. Sport England grant funding of £0.150m has been removed due to Sport England delivery milestones not being met, reducing the match funding to £0.450m. Major Projects are working with S4ALL funding providers to ensure the grant funding remains secured.
- 5.34 If the Derelict Land Use change request is agreed by DLUHC, the repurposed grant funding will contribute towards the loss of Sport England match funding and delivery costs for the new community hub at the alternative location
- 5.35 The TIP refers to Stainforth Town Council owning the new community hub and S4ALL entering into a long lease agreement on the Miners Welfare Ground site. If the new site is agreed by the Town Deal Board the ownership and liabilities for the ongoing maintenance will be transferred to S4All with a covenant to retain the building as a community building.

East Lane Gateway

- 5.35 East Lane Gateway (£1.740M)

This new link road will connect East Lane to the new Unity Way Road, providing a new gateway to Stainforth, better access to opportunities for residents, reducing journey times and access to the Headstocks Park and the new Station Gateway.

- 5.36 The outputs are:
- 1 new road, 440m in length
 - reduction of approximately 5 minutes journey time to access the new link road.
- 5.37 The Economic Benefits of the projects will be calculated in the Economic Business Case which will form part of the Full Business Cases for the five themes and includes indirect land value uplift, Active Travel Benefits, Employment Benefits and Crime Reduction.
- 5.38 It is concluded that the overall projects represent Value for Money, based on the funding being requested, the outputs that will be delivered and wider social considerations of impact.
- 5.39 The submission of the Summary Business Cases will enable further drawdown of the Town Deal grant funding, subject to review and approval by DLUHC.

OPTIONS CONSIDERED

- 6.1 The following options have been identified for each of the recommended

actions:

6.2 Summary Business Case Submission

Do not submit Project Summary Business Cases to DLUHC for the ten projects.

The inclusion of Stainforth in the Towns Deal recipients list is an opportunity, not a directive. Whilst a decision not to proceed with the Business Case is an option, it would mean that Doncaster miss a significant opportunity to kick-start the regeneration of Stainforth and the identified key social and economic benefits that the Towns Deal could deliver.

This is not the recommended option.

- (i) **Submit Project Summary Business Cases to DLUHC for the ten projects by 5th August 2022:**

Submission of the ten project summary business cases will conclude the Council's bid to secure £21.60m Town Deal Grant Investment towards the delivery of the identified Stainforth Projects. **This is the RECOMMENDED OPTION**


REASONS FOR RECOMMENDED OPTION

7.1 Summary Business Case Submission


- (i) The Stainforth Towns Deal projects provide an exciting opportunity for Stainforth to benefit from significant regeneration of the key areas as identified in the TIP. The schemes identified within the Summary Business Cases have been carefully identified, assessed and selected using robust criteria and the Project outcomes and recommendations have been reviewed and approved by the Town Deal Board. The approval and submission of the Summary Business Cases for Stainforth projects will lead to significant transformation and act as a catalyst for potential future redevelopment.

IMPACT ON THE COUNCIL'S KEY OUTCOMES


8.

Great 8 Priority	Positive Overall	Mix of Positive & Negative	Trade-offs to consider – negative overall	Neutral or No implications
 Tackling Climate Change	✓			


Community Hub building will be designed as an energy efficiently as possible
Country Park will help develop green space for Stainforth and the wider community


 Developing the skills to thrive in life and in work	✓			
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- Increases opportunities for Stainforth residents to travel by train to access employment.
- Improves shop frontage supporting businesses to flourish.
- Supports the wider regeneration of Stainforth town hub following the economic shock of Covid-19 and previous observed town centre trends
- Community Hub is looking to provide childcare facilities supporting parents being able to start/continue working


 Making Doncaster the best place to do business and create good jobs	✓			
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Investment in Stainforth will help to provide regeneration opportunities in the existing settlement but also with the new developments in and around Unity

 Building opportunities for healthier, happier and longer lives for all				✓
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 Creating safer, stronger, greener and cleaner communities where everyone belongs	✓			
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- Country Park will provide green spaces
- Public Realm will create a welcoming environment along the High Street
- East Lane connection will provide a key Gateway into Stainforth from the new link road with Motorway Network
- Railway Station will have an access onto Waggon Way providing the community with easy access to public transport connections
- Safer Streets project will provide significant CCTV coverage for Stainforth to help reduce crime in the area

 Nurturing a child and family-friendly borough	✓			
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<ul style="list-style-type: none"> Community Hib project is looking to provide space for childcare facilities as part of the overall offer 				
 Building Transport and digital connections fit for the future		✓		
 Promoting the borough and its cultural, sporting, and heritage opportunities		✓		
<ul style="list-style-type: none"> The headstocks park will build on the heritage of Stainforth and will provide green space for the community to enjoy. The new station gateway will encourage people to use public transport and feel safe and welcome. The sense of 'arrival' at the town centre hub raises the aspiration for the community and increased perception of the town as a great place to visit and of which to be rightly proud. 				
Fair & Inclusive				

RISKS AND ASSUMPTIONS

- 9.1 The project cost estimates are subject to tender and could therefore increase beyond the current estimates. The Major Projects Team are committed to seeking efficiencies and will undertake value engineering on the construction and public realm elements to reduce costs, where possible, without compromising the objectives of the scheme. Costs exceeding identified budget sums to carry out the projects may result in redefining the projects downwards or not completing projects.
- 9.2 The allocated combined budget from the Town Deal funding for the projects is £21,600,000 based on estimated costs calculated in 2020 for submission of the Town Investment Plan (TIP).

- 9.3 Definitive project costs are not available at this time however, the projects will be developed based on the funding submission in the TIP and grant awarded in the Heads of Terms. Project delivery will be based on the Town Deal funding envelope and match funding if secured. The TIP included an additional match funding of £3.565m, some of which had not been secured. If project costs exceed this grant allocation and match funding (where match funding is not secured or lost due to funders timescales for delivery not met) the projects will be value engineered to meet the funding envelope.
- 9.4 The projects will be delivered over a four-year programme and it is difficult to be definitive on the costs due to inflationary increases and unknown ground condition risks. However, focus will be on delivery within the funding envelope with value engineering applied where necessary. Where costs cannot be controlled in this manner then there would need to be a re-prioritisation of the projects to deliver within the funding available in the Towns Deal Fund.
- 9.5 There are three S106 contributions associated with the Station Footbridge and Station Access and Park and Ride projects with a combined total of £1.267m. Until the S106 trigger points are reached the council would need to fund the equivalent costs. The Town Deal outputs of replacing the footbridge and improving access to the station cannot be delivered in sections and it would be inefficient to deliver elements at a later date. The TIP refers to using Council borrowing to cover the S106 contributions until such time the trigger points are reached. Approval is required to borrow to cover these S106 contributions in advance of the trigger points being met. Without approval the loss of this match funding will impact on the delivery of the Station Gateway projects.
- 9.6 The process has begun to establish a Stainforth Neighbourhood Plan. The plan includes the Stainforth Neighbourhood Development Order (NDO) which is focussed around the former colliery site. Whilst the proposals in the NDO are in line with the Stainforth Towns Deal projects, the area of the NDO is much wider than the Towns Deal and may restrict development opportunities. This may impact on the land availability for a number of projects where land is currently being offered as a contribution which may result in them not being delivered
- 9.7 Ownership of the new community hub, country park and headstocks following completion has not been confirmed. The aim is to have these assets owned by Stainforth Town Council and leased to relevant community groups or owned by relevant community groups. However, should this not be achieved, there is a risk that asset ownership will revert to the council with associated costs for ongoing maintenance and security of these assets reverting to the council. Should the assets revert the Council, a further decision will need to be taken once the Council had a full understanding of the costs and liabilities.
- 9.8 As with all new infrastructure, green and open spaces there will be an increase in the call on the future routine maintenance and replacement

budgets, therefore the council will need to ensure there is sufficient revenue and whole life replacement resources in place to maintain the assets for their lifetime, for which there is no funding currently set aside. This may also include the new Community Hub, Country Park and Headstocks, should they enter into council ownership following completion of those projects.

- 9.9 Changes to the ten projects agreed in principle by DLUHC will require a change request. There is no guarantee the changes will be accepted by DLUHC and could result in loss of funding for that project reducing the overall Town Deal grant.
- 9.10 Match funding from the Heritage Lottery Fund for the headstocks remediation is not being sought and the loss of Sport England match funding means that the level of match funding will have significantly dropped since the TIP submission. This could impact the assessments made by DLUHC on the summary business case submissions..

LEGAL IMPLICATIONS [Officer Initials NJD Date...16th June 2022..]

- 10.1 Section 1 of the Localism Act 2011 provides the Council with a general power of competence, allowing the Council to do anything that individuals generally may do. Section 111 of the Local Government Act 1972 gives the Council the power to purchase goods and services.
- 10.2 The Towns Deal is a two stage process, stage one covered the preparation and submission of the Town Investment Plan. The Councils successfully completed stage one and received heads of terms and a 5% advance payment. For stage 2, the Council will now complete and submit a business case summary for DLUHC's consideration.

- 10.3 Once the Council has submitted their Stainforth Town Deals business case summary, DLUHC will undertake a review. If the business case summary is accepted, payment of the funding will be made to the Council as accountable body. Further legal advice will be given should formal terms and conditions be attached to the funding.
- 10.4 The funding must be spent on the purpose for which it has been given, in accordance with the summary business case and the Towns Fund guidance issued from time to time by DLUHC
- 10.5 The Council will procure and award various contract to deliver the Stainforth Towns Deal projects. The procurement for these contracts must be carried out in accordance with the Public Contracts Regulations 2015 and the Councils Contract Procedure Rules.
- 10.6 Should the Council secure additional match funding, further legal advice will be provided.
- 10.7 Prior to the making the decision to award grants to outside bodies, a subsidy analysis will be undertaken. Legal will advise and prepare the associated grant agreements in compliance with the Councils financial procedure rules.
- 10.8 The combined s106 contributions of £1.267m is to be drawn from the s106 agreement for the Unity development, planning permission for which was granted under reference 15/01300/OUTA. The s106 Agreement provides that the contributions shall be paid and used as follows:
- Pedestrian Footbridge Improvement Contribution – £150k payable to the Council prior to the occupation of the 1,608th dwelling, for the provision of a new or improved pedestrian crossing of the railway line;
 - Park and Ride Contribution - £198k payable to the Council prior to the occupation of the 1,608th dwelling, for the provision of a marked or fully serviced car park facilitating an operational park and ride service adjacent to the pedestrian access to the railway station serving Hatfield and Stainforth;
 - Rail Station Improvement Contribution - £919k payable to the Council prior to the occupation of the 2,000th dwelling, for the improvement of rail passenger facilities as the Council may deem necessary following receipt of the Rail Station Improvement Contribution.
- 10.9 The specified purposes for use of the contributions set out in the s106 Agreement broadly align with their intended uses for the town deal projects, however it should be noted that the triggers for payment are some considerable way off and occur late in the development.
- 10:10 As set out in the report, the Council will borrow £1.27m of the project costs in advance of receipt of S106 funds. Section 1 of the Local Government Act 2003 gives the Council the power to borrow money for any purpose relevant

to its functions under any enactment or for the purposes of the prudent management of its financial affairs.

10.11 The decision maker must be aware of their obligations under section 149 Equality Act 2010, the Public Sector Equality Duty (PSED). It obliges public authorities, when exercising their functions, to have 'due regard' to the need to:

- a. Eliminate discrimination, harassment and victimization and other conduct which the Act prohibits;
- b. Advance equality of opportunity; and
- c. Foster good relations between people who share relevant protected characteristics and those who do not.

10.12 The relevant protected characteristics under the Equality Act are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. The duty also covers marriage and civil partnerships, but only in respect of eliminating unlawful discrimination. The decision maker must ensure that they have seen the equality impact assessment/ due regard statement. The duty must be exercised in substance, with rigour, and with an open mind and is not a question of ticking boxes. It is for the decision-maker to decide how much weight should be given to the various factors informing the decision, including how much weight should be given to the PSED itself. The duty is a continuing one and there should be a record/audit trail of how due regard has been shown. It is not sufficient for due regard to be a "rear-guard action" following a concluded decision. The decision maker must also pay regard to any countervailing factors and decide the weight to be given to these, which it is proper and reasonable to consider; budgetary pressures, economics and practical factors will often be important.

10.13 Further legal advice and assistance will be given as the Stainforth Towns Deal projects progress.

FINANCIAL IMPLICATIONS [CA..... Date.....20.06.22.....]

11.1 A total of up to £21.6m Towns Fund grant funding from DLUHC for Stainforth Town Deal Projects has been provisionally offered, subject to successfully completing Phase 2 of the Towns Fund process, which requires detailed project development and business case assurance at local level.

11.2 In the absence of a funding agreement, reliance is on the relevant funding requirements set out in the Grant Offer Letter and Heads of Terms, which are set out in the body of the report. All Towns Fund grant must be spent by March 2026. The agreed funds will be issued as non-ring fenced grant payments under Section 31 of the Local Government Act 2003. The Council's internal delivery team will need to report on this funding and should maintain an audit trail to support the reporting requirements.

11.3 The funding profile is set out below:

Project:	Towns Fund Grant					Other Funding		
	2022/23 £'000	2023/24 £'000	2024/25 £'000	2025/26 £'000	Total TF grant £'000	S106 (borrowing) £'000	Other Match (TBC) £'000	Provisional Scheme Value £'000
Restoration and lighting of Colliery Headstocks	573.40	1,201.60	1,980.00	479.94	4,234.94			4,234.94
Enabling employment uses	55.00	550.00	606.19	0.00	1,211.19			1,211.19
New country park	168.40	533.37	1,450.00	0.00	2,151.77			2,151.77
New station footbridge	245.00	1,400.00	1,435.86	0.00	3,080.86	150.00		3,230.86
Station access improvements	215.00	1,280.00	1,280.00	1,390.87	4,165.87	1,117.00		5,282.87
Public realm improvements	75.00	1,159.68	0.00	0.00	1,234.68		46.00	1,280.68
Activating derelict site	315.00	237.00	0.00	0.00	552.00			552.00
Community hub building	235.00	750.00	1,088.68	1,060.00	3,133.68		450.00	3,583.68
East Lane Gateway	95.00	914.70	730.00	0.00	1,739.70			1,739.70
Safer streets	31.60	63.70	0.00	0.00	95.30			95.30
Total	2,008.40	8,090.05	8,570.74	2,930.81	21,600.00	1,267.00	496.00	23,363.00

11.4 The above schemes will be added to the relevant parts of the Council's capital programme. As the projects are further developed and match funding contributions are confirmed, these will also be added to the relevant scheme in the capital programme. If match funding cannot be secured, DLUHC will need to be made aware and a project change request will be required for approval to progress with a reduced or varied project scope in order to deliver within the funding available. There is no guarantee that project change requests will be accepted.

11.5 Detailed costing are expected in July from various sources as outlined in the report. Estimates will need to include sufficient contingency for inflationary increases and other unknowns such as adverse ground conditions to the extent these cannot be accurately estimated prior to tender. The Major Projects Team are committed to seeking efficiencies and will undertake value engineering, however, final costs will be subject to tender and project change requests will need to be submitted to DLUHC if projects have to be re-scoped and reduced to meet the funding envelope.

- 11.6 There will be ongoing revenue costs from the project such as maintenance of new public realm which will need to be quantified following discussion with the relevant service area and factored in to future budget setting.
- 11.7 In some cases the ownership of newly created and existing assets is still to be determined. The costs relating to the ongoing maintenance and security of assets could be significant, particularly in the case of the Headstocks. There is no budget set aside for ongoing costs, including for operating the CCTV therefore these costs will need to be met from other organisations within the locality.
- 11.8 It is proposed to use Council borrowing in advance of receiving S106 contributions to the value of £1.27m. For illustrative purposes, the cost of borrowing £1.27m would range between £0.096m and £0.157m per annum based on borrowing from PWLB at 2.59% over 20 years or 2.36% over 10 years respectively. In reality the S106 contributions may be received over a different timeframe and there is a risk that the contributions will not be received at the level anticipated. If approved, the cost of borrowing will need to be factored in to future budget setting.
- 11.9 The Shop Fronts scheme may involve grants to outside bodies. The Council's Financial Procedure Rules E.16 – E.18 cover Grants to Outside Bodies and these procedure rules will need to be complied with, including record keeping, monitoring requirements and legally binding agreements being in place between the Council and the recipient(s).
- 11.10 Project expenditure or commitment to expenditure from Towns Fund grant should follow formal approval of the Summary Business Case by DLUHC. In 2021/22 DLUHC released an Early Payment representing 5% of the total funding offer to support early stage delivery of projects. A Key Decision was taken to accept the funding and add the amount to the capital programme (£1.08m for Stainforth Town Deal). The deployment of the Early Payment was delegated to the Director of Economy & Environment in consultation with the Section 151 Officer and the Portfolio Holder for Housing and Business. Costs may become abortive if DLUHC do not approve the business cases and the benefits of spend in advance of formal approval will need to be weighed up against the risks.
- 11.11 If the projects identified for funding do not progress or are not approved, DLUHC have not guaranteed that funding can be assigned to alternative projects or that if it is, those will be to the same value. This may result in an overall reduction in the amount of funding received and could lead to abortive project development costs.

HUMAN RESOURCES IMPLICATIONS [Officer Initials KJ Date 16/06/2022]

12. There are no direct HR Imps in relation to this report, but if in future staff are affected or additional specialist resources are required then further consultation will need to take place with HR.

TECHNOLOGY IMPLICATIONS [Officer Initials...PW..... Date...16/06/22]

13. The Safer Streets project was taken to Technology Governance Board (TGB) on 9th May 2022 and approval was given for the installation of CCTV, subject to Cabinet approval. Digital & ICT have been fully involved in the discussions to date with the Council's CCTV team and external suppliers in relation to the requirements and proposed solution for this scheme. It is assumed that there are no requirements from Digital & ICT in relation to the new Community Hub or other projects outlined in this report.

HEALTH IMPLICATIONS [Officer Initials ...CT..Date ...13.06.22]

- 14.1 Public Health supports the option to submit Project Summary Business Cases to DLUHC for the ten projects by 5th August 2022. Stainforth is the 7th most deprived community in Doncaster and this is reflected in the poor health outcomes experienced by much of the community as well as high rates of unemployment and low income households.
- 14.2 The Stainforth Town Deal investment will allow economic growth with a focus on regeneration, improved transport links, skills and culture. This investment alongside the development of Unity will equip the town to attract quality employment opportunities creating a strong local economy, bring people together and improve the quality of life and living standards.

EQUALITY IMPLICATIONS [Officer Initials SG..... Date...21/05/2022.]

- 15.1 Equality impact assessments will continue to be developed over the course of projects development and will be reviewed and updated at each stage.

CONSULTATION

- 16.1 Public Consultation exercises were conducted as part of the process of delivering the Stainforth TIP.
- 16.2 The shortlisting and selection of the final schemes included in the TIP and subject to the Town Deal funding offer was undertaken by the Stainforth Town Deal Board, composed of members from both the private and public sector.
- 16.3 consultation and engagement meetings were held with Miners Heritage Trust representatives, Historic England, S4ALL, ward members and Stainforth Town Council.

BACKGROUND PAPERS

17.1 Cabinet Report 26th January 2021- 'Doncaster and Stainforth Town Deals'

GLOSSARY OF ACRONYMS AND ABBREVIATIONS

DLUHC	Department for Levelling Up, Housing and Communities
FBC	Full Business Case
HoT	Heads of Terms
MHCLG	Ministry of Housing, Communities and Local Government
NDO	Neighbourhood Development Order
NDP	Neighbourhood Development Plan
SBC	Summary Business Case
TIP	Town Investment Plan

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