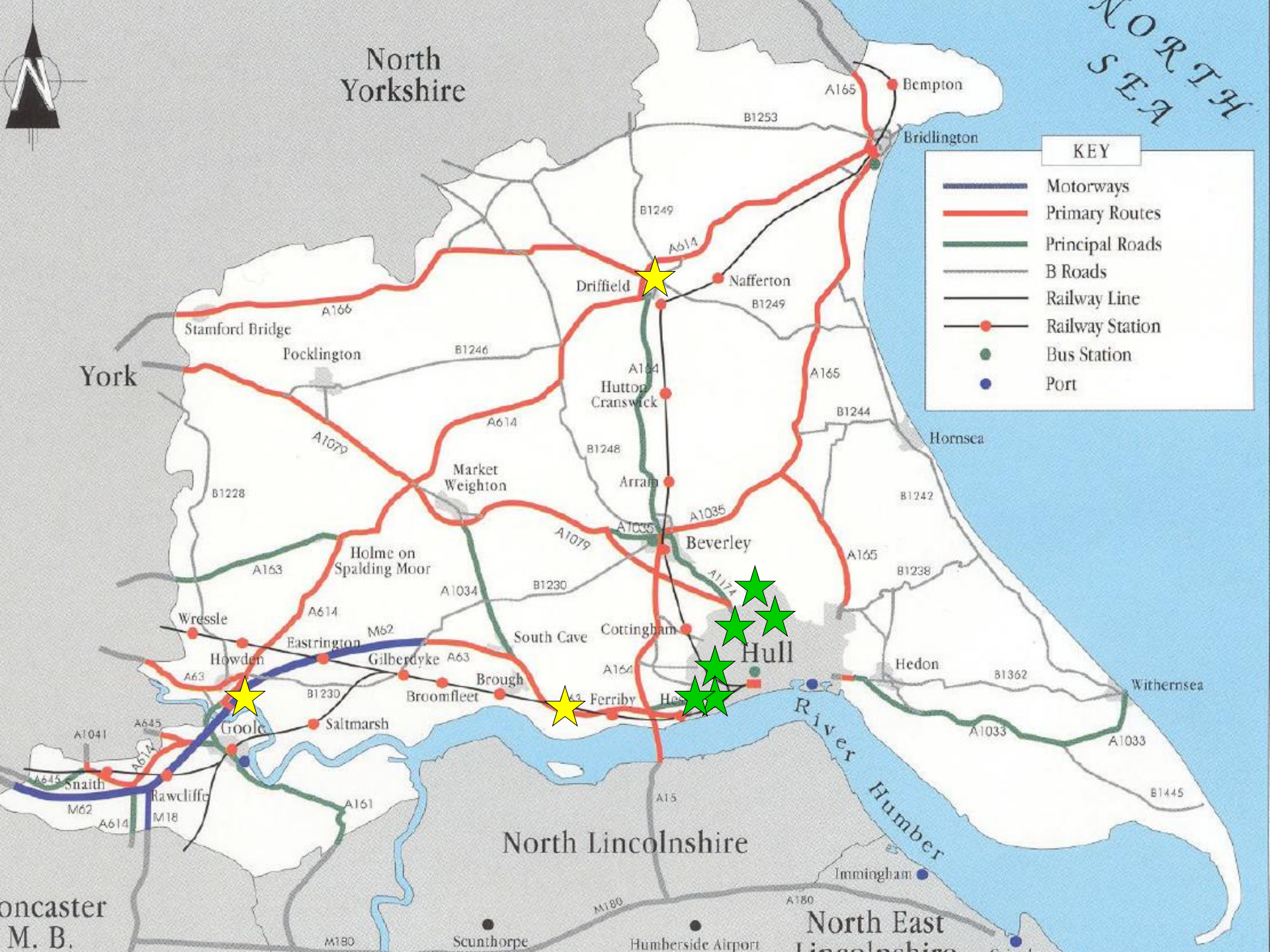
Cross-boundary arrangements to reduce the cost of SEN transport

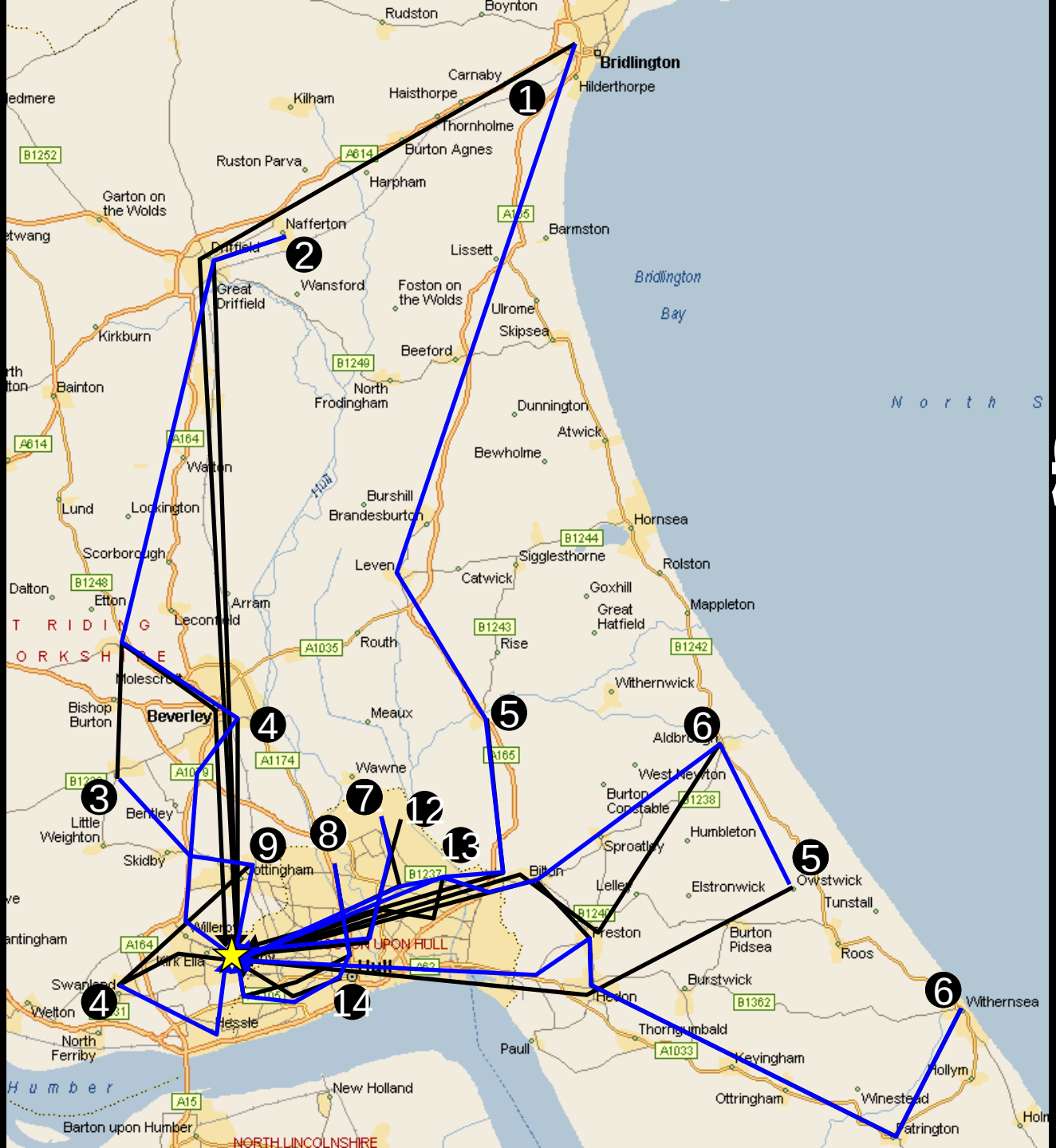
Danny Nicholls


North Yorkshire
NORTH SEA
KEY
Motorways
Primary Routes
Principal Roads
B Roads
Railway Line
Railway Station
Bus Station
Port
Bempton
Bridlington
Driffield
Nafferton
Stamford Bridge
Pocklington
York
Hutton Cranswick
Hornsea
Market Weighton
Arram
Beverley
Holme on Spalding Moor
Wressle
Howden
Eastrington
Gilberdyke
South Cave
Cottingham
Hull
Hedon
Withernsea
Brough
Broomfleet
Ferriby
Goole
Saltmarsh
Snaith
Rawcliffe
River Humber
North Lincolnshire
Immingham
Scunthorpe
Humberside Airport
North East Lincolnshire
oncaster M. B.

Beverley
A165
B1238
A1174
Hull
Hedo
Hessle
River

-6

contracts removed



£123,000

annual savings

- Summary of achievements
  - Cross-boundary re-route of 5 special schools
  - Operating 21 Vehicles with Hull and East Riding pupils on (January 2012)
  - Joint savings of £248,687 (July10>Sept11)

The 10th Annual Conference
School Transport

Innovations, efficiencies and revenue streams in times of austerity

Marie Rooney
Independent Travel Advisor
Tyne and Wear

North Tyneside Council

widening horizons

Tyne and Wear Travel Training Facility

North Tyneside Council

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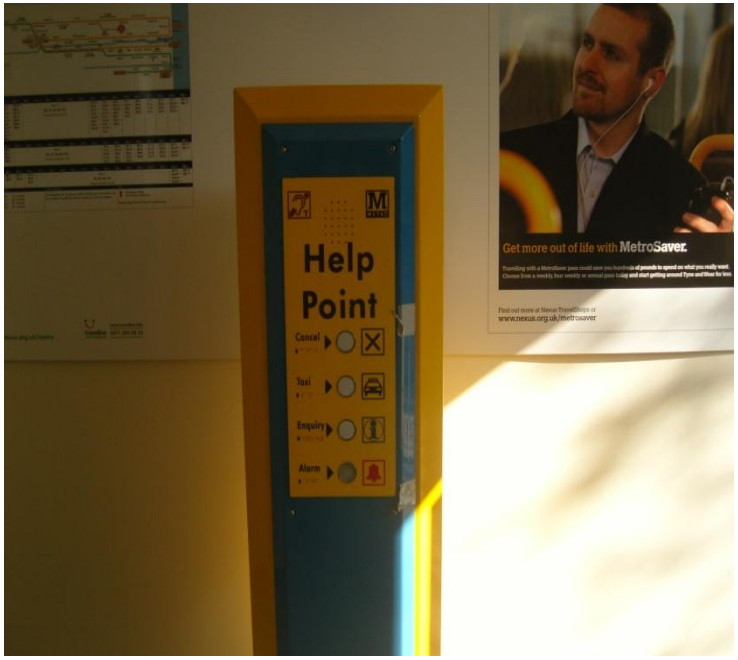
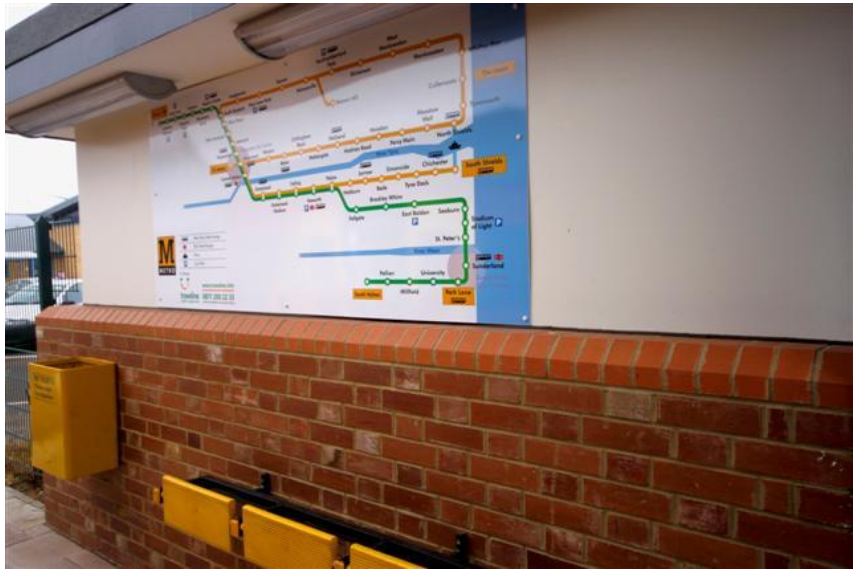


North Tyneside Council

widening horizons

Tyne and Wear Travel Training Facility



North Tyneside Council

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Tyne and Wear Travel Training Facility

North Tyneside Council

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Tyne and Wear Travel Training Facility

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Award winning Travel Training Facility

- Outstanding Special Needs Initiative of the year
- Times Educational Supplement Award 2009
- Phase 1 £50,000
- Phase 2 £52,000

Funded by bids and not by the LA or School

Programme for Independent Travel Training

Financial Aspects

North Tyneside Council

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Existing Scheme – Direct Funding to PITT

	Tyne & Wear Total Funding	Direct Funding to PITT	%
2006/2007	£ 279,630	£ 203,000	72.6
2007/2008	£ 261,412	£ 202,500	77.5
2008/2009	£ 292,615	£ 221,421	75.7
2009/2010	£ 292,615	£ 247,536	84.6
2010/2011	£ 274,054	£ 226,640	82.7

Existing Scheme – Indirect Funding

- Local area partnership retained funding
  - £10,000 per LA area in 2006/7 and 2007/8
  - £ 5,000 per LA area from 2008

- Funding for Young People's travel permits who have already completed the scheme and have been removed from transport. (Should be attributable to H2S or H2C transport costs and set against known savings from ITT)

- Officers time and expense to attend meetings, training sessions etc

Existing Scheme

AY	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Web set-up and DVD creation	Contribution to upkeep of training area	PITT Job evaluation deficit	Contribution to Salaries	Total
Totals	£404,200	£376,125	£172,840	£45,000	£54,000		£1,036	£11,000	£12,475	**£1,101,097**

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New Scheme

FY	Gateshead	Newcastle	North Tyneside	South Tyneside	Sunderland		Total
Totals	**£92,414**	**£92,414**	**£92,414**	**£92,414**	**£92,414**		**£462,070**

Full Year Equivalent - Costings 2010/11 £ 226,640

- Estimate 2012/13 £ 150,905

66.6%

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New Scheme – Potential Resources

Low income strand

1- Funding from Use of Travel Training Area

2- Selling resource materials

(both could be potentially damaging within TW)

3- Consultancy

- Higher income strand

1- Associate Members of Scheme (Other LA's or Schools/Colleges)

New Scheme –

Associate member suggested resource levels

Gold Level – includes initial Audit, A specific number of visits, train the trainer, curriculum advice, provision of resources and continued consultancy.

Silver Level – includes initial Audit, train the trainer and specific provision of resources

Bronze Level – initial Audit and limited provision of resources

Financial Options for the Future

- Schools and Colleges may not have the funding available to be able to buy time from PITT. However they may be able to apply for grants from the LA, or the LA could use grant it receives to buy into the scheme.

- This would require a ready reckoner to ensure that any support provided was equitable and wouldn't reduce the support structure in TW.

- One suggested area of funding could be that forwarded to LA's for 'Extended Rights to Free Travel and a general Duty to Promote Sustainable Travel'

Financial Options for the Future

- Extended Rights to Free Travel and a general duty to promote sustainable travel - Grant

	2011/2012	2012/2013
Gateshead	£115,622	£143,448
Newcastle	£78,940	£97,938
Nth Tynseide	£56,094	£69,593
Sth Tyneside	£63,074	£78,253
Sunderland	£153,665	£190,646
Durham	£1,243,830	£1,543,175
Cumbria	£727,581	£902,683
Northumberland	£152,453	£189,143
Darlington	£106,286	£131,866
Hartlepool	£82,109	£101,869
Middlesbrough	£64,518	£80,045
Redcar & Cleveland	£242,116	£300,384
Stockton	£107,549	£133,432

Present Situation

- Independent Travel Advisor post is hosted by North Tyneside Council
- Job evaluated on HR Employment grid
- Secured buy in from all 5 LAs in TW for 3 years

North Tyneside, South Tyneside, Newcastle, Gateshead and Sunderland

What does buy-in provide?

A service level agreement with each LA

Annual targets to reduce the use of taxi transport

Access to the Programme by Schools and Colleges

Access to the Staff Training Programmes

School / College based Travel Training Sessions

Individual programmes for 1-1 H2S and H2C training

Holiday Training Sessions

Accreditation for the Learner and the Trainer

Use of the Resource Centre and Travel Training Facility

Contact details

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