

## Argyll and Bute Council: Equality and Socio-Economic Impact Assessment

### Section 1: About the proposal

<b>Title of Proposal</b>

<b>Intended outcome of proposal</b>
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Currently, we are in the consultation phase, at this stage it is vitally important that we seek the views of all stakeholders affected by this proposal. Once this is complete, there will be

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<b>Lead officer details:</b>	
Name of lead officer	<b>Alison MacDonald</b>
Job title	<b>Education Manager</b>

**Who will deliver the proposal?**

Should the catchment area be extended, this will be a process which follows usual Council Council who provides the leadership of the educational experience for the children attending the school. The Education Central Team of the Council will be responsible for the support and challenge of the school as per standard protocols. Transport colleagues will be responsible for any travel arrangements for children who are entitled to this.

**Section 2: Evidence used in the course of carrying out EqSEIA****Consultation / engagement**



NHS Highland;  
Argyll and Bute School Transport;  
Senior Local Officer, Scottish Fire and Rescue Services, and  
Care Inspectorate

**The steps listed below have also been taken to ensure that the proposal is widely available:**

Notice of the proposal and of publication of this proposal document will be placed within local newspapers;

The proposal document will also be published on the Argyll and Bute Council website;

This document can be made available in alternative forms or translated by contacting Argyll House, Dunoon, tel: 01369 708576 or [argyllhousereception@argyll-bute.gov.uk](mailto:argyllhousereception@argyll-bute.gov.uk);

**The proposal paper will also be available at the following locations;**

- A. Council Offices
- B. All Libraries in Oban and Lorn
- C. All Oban and Lorn area/locality offices
- D. The schools affected by the proposal

There will be a public meeting held on the 17<sup>th</sup> April  
Primary School.

**Data**

In September 2017, 17.8% of pupils in publicly funded schools attended a Roman Catholic school.

In addition, People who recorded as 'Church of Scotland' had more access to cars or vans than those who recorded as 'Roman Catholic' and 'No religion'. (Note: more recent data is not available) **Source:** [Analysis of Equality Results from the 2011 Census: Part 2](#) (Published: March 2015).

The rezoning of the catchment area, and subsequent entitlement to free school transport may have an economic benefit for families living in a rural area who cannot afford to pay  
Primary School.

52% of journeys to school were made by walking or cycling in 2017. 59% of those aged 4-11 and 43% of those aged 12-18 usually walked or cycled to school. For those aged 4-11 the next most popular mode was as a passenger in a car or van (30%). For those aged 12-18, the next most popular was school bus (23%). 8% of children aged 4-11 usually used school transport. 21% of children living in the most deprived SIMD areas (centile 1 and 2) used school transport. 33% of children living in remote rural areas used school transport. [Transport and Travel in Scotland 2017](#) (Last updated: September 2018).

**Other information**



	<b>Negative</b>	<b>No impact</b>	<b>Positive</b>	<b>know</b>
Religion		x		
Sexual Orientation		x		

The Education Management Team, supported by Education Officers will monitor the impact this catchment area change would have, if implemented.