



**North Yorkshire County Council
Area Constituency Committee
Home to School Transport Policy update**

1.0 Purpose of the report

- 1.1 To provide the committee with an update on the recent changes to the Home to School Policy in May 2018.

2.0 Introduction

- 2.1 Home to School Transport (H2S) is a legal duty placed on Local Authorities to provide travel assistance of eligible statutory aged children, to enable them to access Education.
- 2.2 North Yorkshire County Council also adopt a policy statement of extending this assistance to include young persons of 16-19 years of age (post 16).
- 2.3 For young adults continuing in education beyond post 19. The Authority will still provide assistance to those with an Education Health and Care Plan (EHCP).
- 2.3 The cost of H2S transport for children with SEN has been rising steadily in the last three financial years (2014-15 to 2016-17). Analysis of activity data over the same period had revealed this is caused by increase in demand, both in terms of pupil numbers and average mileage requirement.
- 2.4 Based on the rate of growth in the last 3 years, the budget forecast would be in the region of £30 million in 2015

3.0 What were the policy changes, and has this been achieved?

3.1 *Introduce charging SEN Post 16 to 18 students*

- 3.1.1 The policy statement had previously granted free transport to post 16 students with special educational needs (SEN), but charges £490 a year for other post 16 students.
- 3.1.2 Following the policy change the contribution charge now applies to all students starting a new post 16 course of education. This change has effectively standardise the discretionary policy for both SEN and mainstream post 16 students.
- 3.1.2 The introduction of the contribution charge has resulted in 70 young people not requesting the assistance, but opting to source other transport means to access

their education. Half term indicators are these young people are attending their chosen course.

3.1.3 A further 68 students have paid the contribution charge.

3.2 *Recognise SEN Post 19 students as Adults in Education*

3.2.1 Transport provision for Post 19 students has been individually assessed under the adult social care framework, which takes into account any existing provision available such as a mobility vehicle.

3.2.2 The young adults impacted by this policy update were contacted to request a transport assessment to be undertaken. From the 109 identified:

- 40 left education as no further progress would be made.
- 5 have now moved into Work Based Learning and directed to the Central Government funded – Access to work fund
- 10 have declined the assessment and will be using own or alternative methods of transport.
- 11 have been assessed as not requiring support.
- 43 have received assistance

3.3 *Parental Transport Allowance*

3.3.1 Local Authorities can offer parents an allowance as a form of travel assistance. Historically this has been set at 30p. Feedback from parents both prior and during the consultation was this amount was too low.

3.3.2 Following the increase to 45p per mile, a number of new application for transport assistance have been negotiated into PTA.

3.3.3 Existing solo traveller data had been delayed until Mid-October as a number of changes during the summer break will have influenced the number of pupils travelling in particular vehicles.

3.3.4 Correspondence to the parents of solo travellers has been started in the autumn half term, with some success, however a survey is expected to be sent out in March 2019 asking why parents are not interested in this option.

3.4 *Financial impact of proposals*

3.4.1 The implementation of the 3 proposal has generated a saving of £618,000.

3.4.2 The home to school transport expenditure continues to increase as the number of eligible statutory aged pupils also increases, including those requiring a specialist school provision, which cannot be met locally.

3.4.3 Preventative savings have been created by proposal 3 as more new applicants are selecting a parental transport allowance as the first offer, as it is more attractive than the old rate. This prevention saving is still requiring comparison against commissioned transport, early indications are expected to be around £200,000.

4.0 What still needs to be done?

- 4.1 Apply the policy changes to the protected students over the next 2 years.
- 4.2 Further exploration of the full Home to School Transport policy in line with statutory guidance, has generated a number of proposals in which a request to consult will be sort.
- 4.3 Review on how we deliver our statutory duty, for further efficiencies in processes.

Recommendation

- 1. For information only.

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