

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

19 December 2013

CYPS Medium Term Financial Strategy: Post 16 Home to School and College Transport

1.0 Purpose of Report

- 1.1 To consider responses to consultation on proposals to increase the charge for post-16 Home to School and College Transport.
- 1.2 To seek the views of the Committee for inclusion in the report to the meeting of the Executive on 7th January 2014.

2.0 Executive Summary

- 2.1 The medium term financial strategy of CYPS includes a target to achieve a £400k reduction in the subsidy to post-16 home to school and college transport.
- 2.2 Executive Members approved consultation on proposals to achieve 200k of the target saving at a meeting on 10th September 2013. The consultation closed on 6th December 2013.
- 2.3 The council currently provides transport assistance to approximately 1800 students attending post-16 education at school or college. Transport is currently provided to 31 colleges and 36 schools.
- 2.4 The current charge for post-16 transport is £360 per year. The proposal which has been consulted upon is to increase the charge to £480 per year from September 2014, for those starting a course.
- 2.5 The prices charged to students are subject to annual review and form part of a Key Decision by Executive Members. There is therefore no requirement to consult more widely before agreeing each year's new price but it was considered that the larger than usual proposal for September 2014 warranted a formal consultation exercise.
- 2.6 The consultation included proposals for free transport for some vulnerable groups, and for a reduced charge which would apply to families on low income.
- 2.7 Consultees were advised that it may be necessary to increase further the charge from September 2015 to achieve the remaining £200k saving but that the council would try to avoid this by working with schools and colleges to

develop local post-16 transport arrangements which take account of the 16-19 bursary funds which have been made available to schools and colleges by the Government. Some colleges already provide transport for pupils. This provision is additional to that made by the local authority. If it was necessary to propose a further increase in charge in September 2015, another consultation would be run.

2.8 The report is supported by a number of Appendices, as listed, below.

Appendix 1 Report to Corporate Director's meeting with Executive Members 10th September 2013

Appendix 2 Consultation document and consultation questionnaire

Appendix 3 Draft Equalities Impact Assessment

Appendix 4 Numerical analysis of responses to consultation questions

Appendix 5 Analysis of responses to requests for other comments on the proposals

Appendix 6 Record of all responses to consultation

3.0 Consultation

3.1 The consultation documents were made available online on the council's website. An online questionnaire was designed to allow people to submit comments in a structured way.

3.2 An open consultation was conducted but specific groups, as set out in the consultation document, were contacted directly.

4.0 Analysis of responses

4.1 In total 291 responses were received to consultation.

4.2 A numerical analysis of responses to the seven specific questions in the consultation questionnaire is provided in Appendix 4. In summary:

1. 81% disagreed or strongly disagreed with the proposal to increase the charge to £480 in September 2014.
2. 51% agreed or strongly agreed that no charge should be made for students with an education, health and care plan (a statement of special educational needs). (27% made no selection.)
3. 52% agreed or strongly agreed that no charge should be made to students who are looked after by the council.
4. 64% agreed or strongly agreed that no charge should be made for students who live alone and who are entitlement to Income Support in their own right.

5. 65% agreed or strongly agreed that a 50% reduction in the charge should be made for families on low income (45% made no selection)
 6. 45% agreed or strongly agreed that students will be less likely to stay at school into sixth form or to take up further education (44% made no selection)
 7. 52% agreed or strongly agreed that more families will face financial hardship.
- 4.3 Appendix 6 provides a record of **all** responses to the request in the questionnaire for comments and suggestions. Appendix 5 shows recurring themes.
- 4.4 Over a third of these who commented made reference to the Raising of the Participation Age (RPA) as either requiring the local authority to provide free post-16 transport or to the apparent contradiction in simultaneously increasing the charge for transport to school.

From September 2013 all young people are required to continue in education or training until the end of the academic year in which they turn 17, and from summer 2015 until their 18th birthday. RPA means that young people need to continue to study or train in school, college or with a training providers; take full time work or volunteer, combined with part time study or training, or follow an apprenticeship.

RPA is not the same as raising the school leaving age and does not mean that young people have to stay on at school or that any pre 16 entitlement to free transport extends beyond compulsory school age. No additional funding for transport has been available to local authorities.

- 4.5 Over a quarter of responses made reference to the challenge of rurality in terms of affordable public bus services, rural isolation and limited or lack of sixth form provision in some areas.
- 4.6 A quarter of responses to ideas for other ways making saving from the budget for post-16 transport suggested considering other services and areas of provision for efficiencies and savings.
- 4.7 Just under a fifth of comments suggested ideas for achieving greater efficiency in the provision of transport which the council has considered or is already implementing.

5.0 Finance

- 5.1 The budget for home to school and college transport in 2013/14 is £20.7million. This will reduce by a further £400k in 2014-15 as part of the

MTFS 1 savings, bringing total savings achieved since 2009-10 to £3.8m or 17.% (before inflation is taken into account). The savings are a result of changes to policy to remove most areas of discretionary provision, and through procurement and efficiency programmes.

- 5.2 The net cost of post-16 transport in 2013/14 is estimated to be around £950k per annum. The exact overall cost of post-16 home to school and college transport is difficult to quantify as an exact amount because in many cases, sixth form students travel on the same buses as younger children. On the other hand, there are clearly instances where permits are purchased for students or where, as in the case of travel to some of the colleges, transport is only for post-16 students.
- 5.3 It is clearly possible to reduce this estimated figure by charging a higher concessionary rate to users or by reducing the provision. However, because of the shared nature of transport in some cases, the ending of all subsidy to these students would not result in a full saving of the £950k.

6.0 Equalities

- 6.1 A draft Equalities Impact Assessment was published with the proposals and was included on the council's website during the consultation period. It is attached at Appendix 3.

7.0 Conclusion

- 7.1 There was a relatively low rate of response to the consultation.
- 7.2 Unsurprisingly the majority of respondents disagree with the proposals.

8.0 Recommendations

- 8.1 That the report be noted.
- 8.2 The Committee's views on the proposals are invited for inclusion in the report to the Executive at its meeting on 7th January 2014.

CORPORATE DIRECTOR
CHILDREN AND YOUNG PEOPLES SERVICE

Report prepared by: Andrew Terry, Assistant Director, Access and Inclusion, Children and Young People's Service

December 2013

NORTH YORKSHIRE COUNTY COUNCIL

CHILDREN & YOUNG PEOPLE'S SERVICE

CORPORATE DIRECTOR'S MEETING WITH EXECUTIVE MEMBERS

10th September 2013

MTFS 2: POST 16 HOME TO SCHOOL AND COLLEGE TRANSPORT

1.0 PURPOSE OF THE REPORT

- 1.1 To consider possible options for consultation to achieve the MTFS 2 target to save £400k from the budget for post 16 Transport.

2.0 CURRENT POLICY

- 2.1 The council currently provides transport assistance to approximately 1800 students attending post 16 education to enable them to access further education courses at the nearest or appropriate school or college. Transport is currently provided to 31 colleges and 36 schools.
- 2.2 Transport assistance is available to students attending full-time courses in schools or colleges. They must be under 19 at 1st September of the year they start their course. Students must attend the nearest school or college offering a suitable course. They must also live more than 3 miles by the shortest walking route. If they qualify, students will usually receive a bus or train pass though a mileage allowance is available in lieu. Most students currently contribute £360 per annum to the cost of their transport. This is payable in full before the commencement of the academic year or by monthly direct debit payments. There are remission arrangements for some groups of students.
- 2.3 Students who are not eligible for travel assistance may be able to pay daily fares on the local bus network, which can be cheaper than the council's charge for post 16 transport.

3.0 LEGAL DUTIES

3.1 **Post 16 Transport Guidance (DfE, June 2010)**

Local authorities have a duty to prepare and publish an annual transport policy statement specifying the arrangements for the provision of transport or otherwise that the local authority considers it necessary to make to facilitate the attendance of all persons of sixth form age receiving education or training. A failure to make arrangements would amount to a failure to meet the duty.

- 3.2 Because of the recognition that the local response to transport arrangements is important in enabling young people's participation in education and training, the legislation gives local authorities the discretion to determine what transport and financial support is necessary to facilitate young people's attendance. It is important that the local authority does not differentiate between providers or institutions in its arrangements. The local authority must exercise its power to provide transport and financial support 'reasonably', taking into account all 'relevant matters'.
- 3.3 The local authority must have regard to the needs of those who could not access education or training provision if no arrangements were made. Local authorities should consider the needs of:
- the most vulnerable or socially excluded learners.
 - Learners with Special Educational Needs (SEN) (who should be specifically considered and the arrangements in place for each group must be documented in the transport policy statement).
 - those who are vulnerable to becoming NEET,
 - young parents and
 - those who live in particularly rural areas where transport infrastructure can be more limited.

3.4 **Statutory Guidance on the Participation of Young People in Education, Employment or Training for Local Authorities**

This guidance provides information on the duties of local authorities to promote effective participation. It includes the following relevant statements:

- local authorities should ensure young people are not prevented from participating because of the cost or availability of transport to their education and training.
- local authorities, schools and colleges will need to set out what services they provide for young people with SEN in the area – the 'Local Offer' – up the age of 25. This is subject to the passage of the Children and Families Bill.

4.0 RELATED PROVISION

- 4.1 In addition to the subsidised post 16 transport arrangements offered by the council, some schools and colleges provide transport assistance for their own post 16 students. There is a range of charges.
- 4.2 The Government has set aside some money for schools, colleges, training providers and local authorities to allocate to young people who need financial support to stay on in further education or training. This is called the 16-19 Bursary Fund. It can be used to help students with any education-related costs that may arise during the year, including transport to school, college or training provider. The local authority has delegated its allocation of £256k in 2013/14 to secondary schools with sixth forms.

4.3 Mindful of the arrangements being made by individual schools and colleges, including use of the Bursary Fund, it would be appropriate to discuss with them the most efficient way, in the interests of students and their families, to administer locally based post 16 transport arrangements. In any revised arrangement it would be necessary to ensure that the duties on the local authority were fully discharged.

5.0 POSITION IN OTHER LOCAL AUTHORITIES

5.1 There is a wide range of practice across England. Some Authorities offer free home to school transport for post 16 pupils and others make a charge. Some authorities no longer make any arrangements for post 16 students, other than those from low income families or with special educational needs. Some charge these pupils, others do not. A summary of information derived from other local authorities is shown at Appendix 1.

6.0 POSSIBLE OPTIONS FOR CONSULTATION

6.1 Option 1

To consult on a proposal to increase the charge to £480 in September 2014 and to £600 in September 2015.

Comment

Whilst adopting this option would be likely to achieve the £400k saving:

- i) it would not address the issue raised in paragraph 4.0, above of schools and colleges also making post 16 transport provision, sometimes free or from their own delegated resources, or of subsidies made by them to individual pupils and students from the 16-19 Bursary Fund
- ii) the impact on demand for passes as a result of the increase in the charge means that the actual level of savings which would be achieved from an increase in the charge to £480 in 2014 is uncertain. There is a risk that an increase in price would trigger a decrease in the number of students who chose to purchase a permit, although this would be offset to an extent by a reduction in passes being bought by the council. The level of take-up and therefore any impact on achieving the savings would need to be closely monitored. If the proposed 2014 increase in charge did not achieve the anticipated saving it would be necessary to rethink the proposed level of charge in September 2015.

Option 2

To consult on a proposal to increase the charge to £480 in September 2014, and to discuss with schools and colleges the possibility of developing a locally based system of support and eligibility for post 16 transport for implementation from September 2015 which takes account of, for instance, the Bursary Funds for which they are responsible and local arrangements which are already in place.

Comment

Whilst adopting this option would be likely to achieve 50% of the target saving (see paragraph 8.4) it would enable an analysis of the financial impact of the increase in September 2014 and a further consideration of the implications for the charge for September 2015. It would also provide an opportunity for discussions with schools and colleges about the possibility of different arrangements for September 2015, involving them, with a view to avoiding the need for a further increase in the charge.

If it was **not** possible to introduce a school and college based system then it would be necessary to consult on a further increase in the charge (likely to be in the region of £600k) from September 2015.

7.0 REMISSIONS

7.1 In order to meet the statutory obligations on the local authority for September 2014 there would continue to be full remission of the charge for some groups of students.

The existing full remission of the charge for some groups of students, below, would continue

- i) those with an Education Health and Care Plan (the replacement for statements of special educational needs) where transport is specified
- ii) looked after children
- iii) pupils/students who live alone and who are entitled to Income Support in their own right
- iv) young carers

7.2 Additionally, and in order to comply with the requirements of the Statutory Guidance mentioned at 3.4 above, it is proposed that Members might consider that students whose families are on low income and students who are young parents and on low income, and who could provide evidence of a means tested benefit should be entitled to a 50% remission of charge. If it was necessary to increase the charge to £600 per annum in September 2015, those on low income would still pay less than the current rate. The relevant benefits would be:

- Income Support

- Income based Jobseekers' Allowance
- Employment Support Allowance (income related)
- Support under part VI of the Immigration and Asylum Act 1999
- Guarantee element of Pension Credit
- The **maximum** level of Working Tax Credit (WTC)
- Child Tax Credit if you don't receive Working Tax Credit and your annual income, assessed by the Inland Revenue does not exceed £16,190 (subject to parliamentary change).

Note: these criteria are as for entitlement to Free School Meals

- 7.3 Students who live in particularly rural areas, where the transport infrastructure is limited, would be offered a mileage allowance to make their own arrangements, as is currently the case.
- 7.4 The local authority's home to school and college transport policy is a general policy and applications are considered on a case by case basis. Parents can appeal to the council's Appeals Committee against officer decisions not to provide assistance.
- 8.0 FINANCE
- 8.1 The overall cost of Post-16 Home to School Transport is difficult to quantify as an exact amount because in many cases, sixth form students travel on the same buses as younger children. On the other hand, there are clearly instances where permits are purchased for students or where, as in the case of travel to some of the colleges, transport is only for post-16 students
- 8.2 Nevertheless, accepting this proviso, the estimated net cost of post-16 transport is around £950k per annum. It is clearly possible to reduce this by charging a higher concessionary rate to users or by reducing the provision, but, because of the shared nature in some cases, the ending of all subsidy to these students would not result in a full saving of the £950k.
- 8.3 The prices charged to students are subject to annual review and form part of a Key Decision by Executive Members, There is no requirement to consult more widely before agreeing each year's new price but it is considered that the larger than usual increase proposed for September 2014 warrants a formal consultation exercise.
- 8.4 An increase to £480 per annum in September 2014 would achieve savings of approximately £120k in 2014-15 and a further £80k in 2015-16, subject to the comments below. The remaining £200k of the target would be found the period 2015-17 by implementing either of the options set out in paragraph 6.0, above.
- 8.5 If the proposals were only implemented for new starters, the savings achieved would be lower at first, and would need to be "cash-flowed" from other

resources. Such cash-flowing is likely to be around £100k over the period 2014-16

8.6 It is not possible to accurately estimate the reduced saving to the local authority from remitting the charge for those on low income but it is unlikely to exceed £10k per annum.

9.0 RAISING OF THE PARTICIPATION AGE (RPA)

9.1 From September 2013 all young people are required to continue in education or training until the end of the academic year in which they turn 17, and from summer 2015 until their 18th birthday.

9.2 Raising the participation age is not the same as raising the school leaving age and does not mean that young people have to stay on at school or that any pre 16 entitlement to free transport extends beyond compulsory school age. It does mean that they will need to continue to study or train in one of several ways:

- study full time in school, college or with a training provider;
- full time work or volunteering combined with part time study or training;
- an apprenticeship

9.3 Although the Government has introduced RPA, local authorities have not been provided with any additional funding for home to school transport, as it is not compulsory for young people to stay on at school.

10.0 RELATED PROPOSALS

10.1 At the beginning of August the Council launched a consultation exercise on proposed reductions to bus subsidies across the county. This consultation includes both changes to local bus services and school transport services for pupils who are not entitled to free home to school transport.

10.2 From April 2014 the local authority will be required to publish a Local Offer of services which are available to meet the needs of children and young people with special educational needs and disabilities and their families. This will include transport arrangements for children and young people with SEN to get to and from school or other post 16 institution. A separate report on this will be brought to Executive Members later this term.

11.0 EQUALITIES

11.1 A draft Equalities Impact Assessment (EIA) is attached at Appendix 2. This will be included on the Council's website during the consultation period. A revised EIA will be included in the report following consultation.

12.0 CONSULTATION

12.1 The consultation arrangements for these proposals are set out in the EIA which is attached as Appendix 2.

13.0 RECOMMENDATIONS

13.1 Executive Members are asked to decide whether they wish to consult upon either of the options set out in paragraph 6.0 of this report.

13.2 That if either option is approved for consultation, Executive Members are asked to decide whether, to be included in the proposal:

- i) they wish the current remission arrangements, as set out in paragraph 7.1, above, to continue
- ii) there should be a 50% remission of charge for the students of families, and young parents on low income, as set out in paragraph 7.2, above
- iii) the increased charge should be introduced for all students from September 2014, or for new starters only.

13.3 That a report be made following discussions with schools and colleges of further education about the arrangements for post 16 transport from September 2015.

CORPORATE DIRECTOR
CHILDREN AND YOUNG PEOPLES SERVICE

Report prepared by: Andrew Terry, Assistant Director, Access and Inclusion, Children and Young People's Service

August 2013

Position in other local authorities

	Post 16 Policy	Remissions (free or reduced charge)	Charge per Annum
Central Beds	Paid permits if available but no guarantees	SEN Low income vulnerable groups	
Cheshire E,	Under Review	Considering hardship support but not yet finalised	£440 Sep 2011 £660 Sep 2012 £880 Sep 2013
Cumbria	Under 19 nearest college offering chosen vocational area 3 miles	Low income - can apply through student support fund	£350
Devon	Designated college in full time education under 19 3miles	50% reduction for low income	£500
Durham	Only for those who cannot travel independently due to medical condition or who cannot access public transport	Those who cannot travel independently	
E Riding	Discounted season ticket where spare seats	Will consider reduction in exceptional circumstances	£540
Essex	Under 19 Full time 3 miles	SEN Low income	£500

	Post 16 Policy	Remissions (free or reduced charge)	Charge per Annum
	Nearest		
Northumberland	Free Under 19 attending nearest school or college		Free
Rutland	Nearest over three miles but not more than 8 miles outside county boundary. Under 19	Low income	£332
Staffs	Paid permits where available	SEN Low income	£500
Warwickshire	Paid permits if available.	Low income – 50% remission.	£660
W Berks	Paid permits if available	SEN	Banding scheme Up to 3 miles £200 Up to 6 miles £400 Over 6 miles £770
Worcester	Under 19 attending nearest school or college		£547

Consultation - Post-16 home to school and college transport 16 September – 6 December 2013 (12 weeks)

North Yorkshire County Council is committed to savings of £92m by the end of March 2015. Following recent announcements by the Government over future funding it now needs to find a further estimated £77m between 2015 and 2019. We propose to make a £400k reduction in the budget for post-16 home to school and college transport as part of this savings target.

This consultation document sets out our proposals to achieve this reduction and includes:

1. background information about post-16 transport in North Yorkshire;
2. information about the changes that we are proposing and where changes will not apply;
3. information about the equalities impact assessment (EIA);
4. the proposed timescale for consultation, decision making and implementation;

and

5. a consultation questionnaire to complete .

We currently provide transport assistance to approximately 1800 students in post-16 education to enable them to access further education courses at the nearest or appropriate school or college. Transport is currently provided to 31 colleges and 36 schools.

Post 16 home to school and college transport consultation document

Students must be under 19 at 1st September of the year they start their course to be eligible for transport assistance. They must attend the nearest school or college offering a course that we consider to be suitable to a student's career choice or that is essential for entry into higher education. They must also live more than three miles by the shortest walked route. If students qualify for assistance they usually receive a bus or train pass. Students have to make their own way to the nearest transport pick up point. A mileage allowance of 20p a mile is usually payable in lieu of a bus or train pass.

Most students are currently required to contribute £360 per year towards their travel costs. This is payable in full before the start of the academic year, or by monthly direct debit payments. These contributions do not cover the full cost of post-16 transport which is subsidised by the council.

Students who are not eligible for travel assistance may be able to pay daily fares on the local bus network. This may be cheaper than the council's charge for post 16 transport.

Proposal

In order to achieve £200k of the savings target of £400k it is proposed to increase the charge for post-16 transport to £480 per year from September 2014. The new higher charge would apply to those starting a course at a college or school sixth form from September 2014. This increased charge would reduce the County Council's subsidy to post-16 transport to £750k per year.

It may be necessary to increase further the charge from September 2015 to achieve the remaining £200k saving. We will try to avoid this by working with schools and colleges to develop local post-16 transport arrangements which take account of the 16-19 bursary funds which have been made available to schools and colleges by the Government. Some colleges already provide transport for pupils. This provision is additional to that made by the local authority. If it is necessary to propose a further increase in charge in September 2015, we will run another consultation.

Free transport and reduced charges

- i) Students, whose education, health and care plan includes the requirement for home to school or college transport, will not be charged (education, health and care plans will replace statements of special educational needs from September 2014)
- ii) There will be no charge for children who are looked after by the local authority – for example foster children.
- iii) There will be no charge for pupils or students living alone who are entitled to Income Support in their own right.
- iv) Young carers will not be charged.
- iv) The charge will be reduced by 50% for students whose families are on low income and students who are young parents on low income, and who can provide evidence of a means-tested benefit. This includes:
 - income support;
 - income-based jobseekers' allowance;

Post 16 home to school and college transport consultation document

- employment support allowance (income related);
- support under part VI of the Immigration and Asylum Act 1999;
- guarantee element of pension credit;
- the **maximum** level of working tax credit (WTC); and
- child tax credit - if you don't receive working tax credit and your annual income, assessed by the Inland Revenue, does not exceed £16,190 (subject to parliamentary change).

Information about the equalities impact assessment

A draft equalities impact assessment was included in the report considered by Executive Members on 10th September 2013. This document will be updated in light of comments received through the consultation process and considered further by executive members before a decision is made.

Who are we consulting?

This is an open consultation, but we will ensure that the following groups are contacted directly:

- parents of pupils who are in years 10 and 11 in September 2013;
- students who are in receipt of assistance with post-16 transport in September 2013;
- principals of FE colleges attended by North Yorkshire students;
- headteachers and governors of all secondary schools in North Yorkshire;
- other local authorities;
- local members of parliament;
- County Council members;
- district and borough council members;
- parish councils;
- North Yorkshire PACT (the parent network for children and young people with special educational needs and/or disabilities);
- North Yorkshire forum for voluntary organisations; and
- The York and North Yorkshire Local Economic Partnership.

Proposed timescale

Requirement for £400k savings from post -16 transport budget agreed	24 July 2013 full council
Report to executive members	10 September
Consultation period	16 September – 6 th December
Report to transport, economy and environment scrutiny committee	19 December 2013
Report to executive	7 January 2014 – considered with the report on the public bus subsidy consultation.
New charge published on NYCC website	April 2014

Post 16 home to school and college transport consultation document

New charge implemented	September 2014
Further increase considered	September 2015

What happens after the consultation finishes?

All responses received by the closing date (6 December 2013) will be anonymised and included in a report to the County Council's Executive in January 2014. The executive will decide whether to take these proposals forward.

Please give your feedback on these proposals by filling in our questionnaire online using this link www.northyorks.gov.uk/26571

If you need to fill out a paper copy of the questionnaire, please call the Customer Service Centre on 0845 8 72 73 74.

Post-16 home to school and college transport

QUESTIONNAIRE

**What is the main way that you are involved with post-16 transport in North Yorkshire?
 (Please tick)**

- I am a parent of a child attending a North Yorkshire secondary school
- I am responding on behalf of a school
- I am responding on behalf of a college
- I am responding on behalf of a neighbouring local authority
- I am responding on behalf of an organisation
- Other

Please tell us what you think about the proposals

The County Council proposes:

	Strongly agree	Agree	No View	Disagree	Strongly disagree
To increase the charge for post-16 transport to £480 in September 2014	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Not to charge students with an education, health and care plan (a statement of special educational needs)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Not to charge students who are looked after by the County Council (e.g. those who are fostered)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Not to charge students who live alone and who are entitled to income support in their own right	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To reduce the charge by 50% for students where families are on low income.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If these changes go ahead, I think that:

	Strongly agree	Agree	No View	Disagree	Strongly disagree
Students will be less likely to stay at school into the sixth form or to take up further education	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More families will face financial hardship.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Are there any other comments you would like to make about the proposals or their likely impact?

Have you any ideas about other ways in which the council could make savings from the budget for post-16 transport?

Thank you for taking the time to consider this proposal and to tell us your views.

Responses to be received by Friday 6th December 2013

Corporate equality monitoring form

If you are responding to this consultation as an individual:

We want to make sure that the proposals we are making do not unfairly discriminate against anyone. To help us make sure that we are doing this correctly it would be helpful if you could answer the following questions about yourself. The information you provide will be made anonymous and will only be used in collating statistical data.

You do not have to answer these questions. However, by answering the questions you will help us to understand the impact of these proposals.

Gender

What is your gender? Male Female Gender reassigned

Age

Which age category are you in?

- 14-19 20-29
 30-39 40-49
 50-64 65-74
 75-84 85 +

Disability

Do you consider yourself to be a disabled person or to have a long-term, limiting condition?

- Yes No

How would you describe the nature of your impairment or condition?

What is your ethnic group?

Please tick the one box which best describes your ethnic group or background.

- White
 Mixed / multiple ethnic groups
 Asian
 Black / African / Caribbean / Black British
 Other ethnic group, please tell us which: _____

The County Council is subject to the Freedom of Information Act 2000. The County Council May be required to disclose publicly views that have been expressed to it but will take account of your privacy rights. For more information please contact Information Governance on 01609 532526

Equality Impact Assessment (EIA): evidencing paying due regard to protected characteristics

August 2013

If you would like this information in another language or format such as Braille, large print or audio, please contact the Communications Unit on 01609 53 2013 or email communications@northyorks.gov.uk.

যদি আপনি এই ডকুমেন্ট অন্য ভাষায় বা ফরমেটে চান, তাহলে দয়া করে আমাদেরকে বলুন।

如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。

اگر آپ کو معلومات کسی دیگر زبان یا دیگر شکل میں درکار ہوں تو برائے مہربانی ہم سے پوچھئے۔



Equality Impact Assessments (EIAs) are public documents. EIAs accompanying reports going to County Councillors for decisions are published with the committee papers on our website and are available in hard copy at the relevant meeting. To help people to find completed EIAs we also publish them in the Equality and Diversity section of our website. This will help people to see for themselves how we have paid due regard in order to meet statutory requirements.

Name of Directorate and Service Area	Children and Young People's Service. Access and Inclusion
Lead Officer and contact details	Andrew Terry, Assistant Director, Access and Inclusion, e-mail andrew.terry@northyorks.gov.uk
Names and roles of other people involved in carrying out the EIA	Cindy Grundy, Lead for Transport CYPS, Anton Hodge Assistant Director Assistant Director – Strategic Resources CYPS, , Richard Owens, Assistant Director Integrated Passenger Transport BES, Catherine Price Passenger Transport Integration Manager BES
How will you pay due regard? e.g. working group, individual officer	A small group of council officers has developed this draft EIA. It will be published on the council's consultation website and will be amended in light of the consultation on proposed revisions to the existing policy. It will be included as a completed document in the report to the Council's Executive on the outcomes of the consultation.
When did the due regard process start?	First draft of EIA started on 28 th June 2013
Sign off by Assistant Director (or equivalent) and date	

Section 1. Please describe briefly what this EIA is about. (e.g. are you starting a new service, changing how you do something, stopping doing something?)

The council currently provides transport assistance to approximately 1800 students attending Post 16 education to enable them to access further education courses at the nearest or appropriate school or college. Transport is currently provided to 31 colleges and 36 schools. Most students currently make a contribution of £360 per annum to the cost of this transport but this does not meet the full cost which is subsidised by the council.

The proposal is to increase the current charge for post 16 transport to £480 in September 2014 to achieve a £200k saving in the budget for post 16 transport.

Section 2. Why is this being proposed? (e.g. to save money, meet increased demand, do things in a better way.)

The Council is committed to savings of £92m by the end of March 2015. Following recent announcements by the government over future funding it now needs to find a further estimated £77m between 2015 and 2019. The council proposes to make a £400k reduction in the budget for post 16 home to school and college transport as part of this savings target.

Section 3. What will change? What will be different for customers and/or staff?

The cost of post 16 transport for the families of most students would increase. The new higher charge would apply to those starting a course at a college or school sixth form from September 2014.

The charge would be remitted in full for some groups of students:

- i) those with an Education Health and Care Plan (the replacement for statements of special educational needs from September 2014) where transport is specified
- ii) looked after children
- iii) pupils/students who live alone and who are entitled to Income Support in their own right
- iv) young carers

Students whose families are on low income and students who are young parents and on low income, and who could provide evidence of a means tested benefit would become entitled to a 50% remission of charge. The relevant benefits would be:

- Income Support
- Income based Jobseekers' Allowance
- Employment Support Allowance (income related)
- Support under part VI of the Immigration and Asylum Act 1999
- Guarantee element of Pension Credit
- The **maximum** level of Working Tax Credit (WTC)
- Child Tax Credit if you don't receive Working Tax Credit and your annual income, assessed by the Inland Revenue does not exceed £16,190 (subject to parliamentary change).

The Council's home to school and college transport policy is a general policy and applications are also considered on a case by case basis.

It may be necessary to increase the charge again in September 2015 in order to achieve the remaining £200k of the savings target.

The council will work with schools and colleges of further education to develop locally based post 16 transport arrangements to avoid the need for a further increase in the charge. If this is not possible and a further increase is necessary then we will again consult upon proposals.

Section 4. What impact will this proposal have on council resources (budgets)?

The proposal to increase the charge to £480 in 2014 would reduce the cost to the council of home to school/college transport by £200k per annum. An annual subsidy of £750k to post 16 transport would remain.

Section 5. Will this proposal affect people with protected characteristics?	No impact	Make things better	Make things worse	Why will it have this effect? State any evidence you have for your thinking.
Age			X	Most students aged 16-19 who are entitled to assistance with transport to school or college will have to pay more for the same service.
Disability			X	Students aged over 16 with an Education, Health and Care (EHC) plan where free transport is specified, will continue to be exempt from the charge. (Note: EHC plans will replace statements of special educational needs from Sept 2014.) Young people with a specific medical need will also be considered for exemption for charging. It is possible that some other young people may have a disability or specific medical need, but not an EHC plan and may then need to pay more for the service.

				There may be a particular adverse impact for disabled young people where the increase in cost makes a local transport service a cheaper option as disabled young people may not be able to access local services as easily. However, the opportunity to consider applications on a case by case basis in addition to the general policy should help protect anyone against an unreasonably adverse impact.
Sex (Gender)			X	There may be an additional impact on the families of some post 16 pupils who attend single sex schools by choice.
Religion or belief			x	There would be an additional impact on the families of pupils who attend a denominational school which is not their local school where the local non denominational school offers appropriate post 16 courses. The Equality Act 2010 provides an exemption to discrimination on the grounds of religion or belief in relation to transport to or from school.
There would be no additional impact for those with Protected Characteristics under the headings of Race, Gender Reassignment, Sexual Orientation, Pregnancy or Maternity, Marriage or Civil Partnership				
Section 6. Would this proposal affect people for the following reasons?	No impact	Make things better	Make things worse	Why will it have this effect? Give any evidence you have.
Live in a rural area			x	Those who live in rural areas have fewer transport opportunities and generally fewer choices of school or further education establishments.

				The increase in the charge would impact upon them more than those in urban areas. If they qualify, students will usually receive a bus or train pass though a mileage allowance of 20p per mile is available in lieu.
Have a low income		x		There is currently no reduction in the charge for those on low income. It is difficult to estimate the number of families per annum that would benefit from the proposed 50% remission as we do not have any record of numbers of people in receipt of certain benefits. There were 20 families who were in receipt of free transport due to low income who transferred to sixth from in September 2012 (This was 14% of the total number of pupils in receipt of free transport due to low income).

Section 7. Will the proposal affect anyone more because of a combination of protected characteristics? (e.g. older women or young gay men?) State where this is likely to happen and explain what you think the effect will be and why giving any evidence you have.

No, it will not.

Section 8. Only complete this section if the proposal will make things worse for some people. Remember that we have an anticipatory duty to make reasonable adjustments so that disabled people can access services and work for us.

Can we change our proposal to reduce or remove these adverse impacts?

The council will meet its statutory obligations if the proposed reduced charges and free transport for some groups are agreed following consultation.
Families who have to pay the increased charge will be able to pay in instalments, as

currently is the case.

The proposed charge of £480 per annum will still be subsidised by the council. Some similar local authorities charge more than £480 per annum for post 16 transport.

The Government has set aside some money for schools, colleges, training providers and local authorities to allocate to young people who need financial support to stay on in further education or training. This is called the 16-19 Bursary Fund. It can be used to help students with any education-related costs that may rise during the year, including transport to school, college or training provider. The local authority has delegated its allocation of £256k in 2013/14 to secondary schools with sixth forms. Students can make applications to their school or further education college for consideration for support from the Bursary Fund.

Can we achieve our aim in another way which will not make things worse for people?

The Council is already in the process of saving £1.6 million from the home to school transport budget for those of statutory school age, following a full public consultation in 2010 to be achieved through amendments to the policy that were introduced in September 2012. This is mainly the removal of other discretionary elements of the policy (primarily the withdrawal of free or assisted transport to denominational schools).

All Directorates within the Council are required to make reductions to help achieve overall efficiency savings, and as outlined in Section 2 above, this proposal is thought to be fair and proportionate in contributing towards this.

If we need to achieve our aim and can't remove or reduce the adverse impacts get advice from legal services. Summarise the advice here. Make sure the advice is passed on to decision makers if the proposal proceeds.

Section 9. If the proposal is implemented how will you find out how it is really affecting people? (How will you monitor and review the changes?)

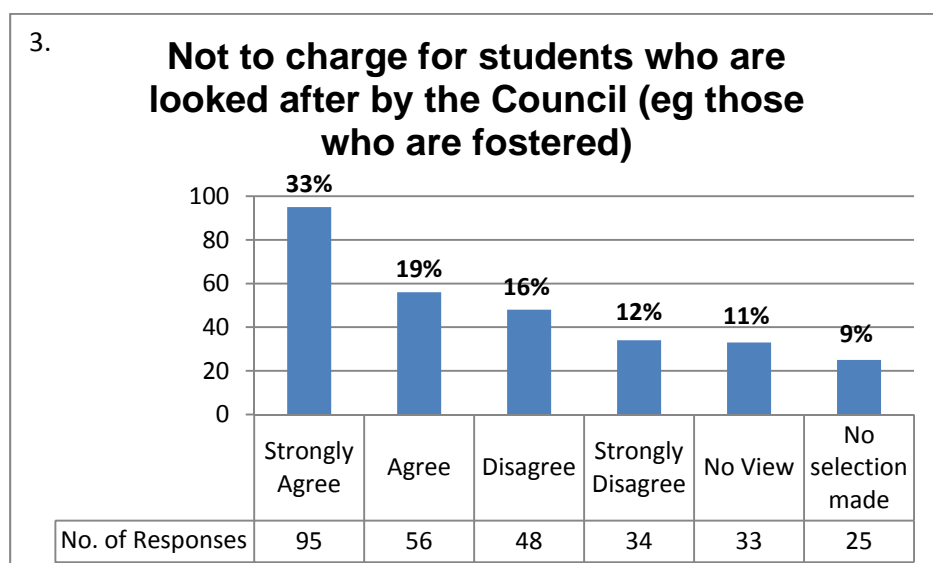
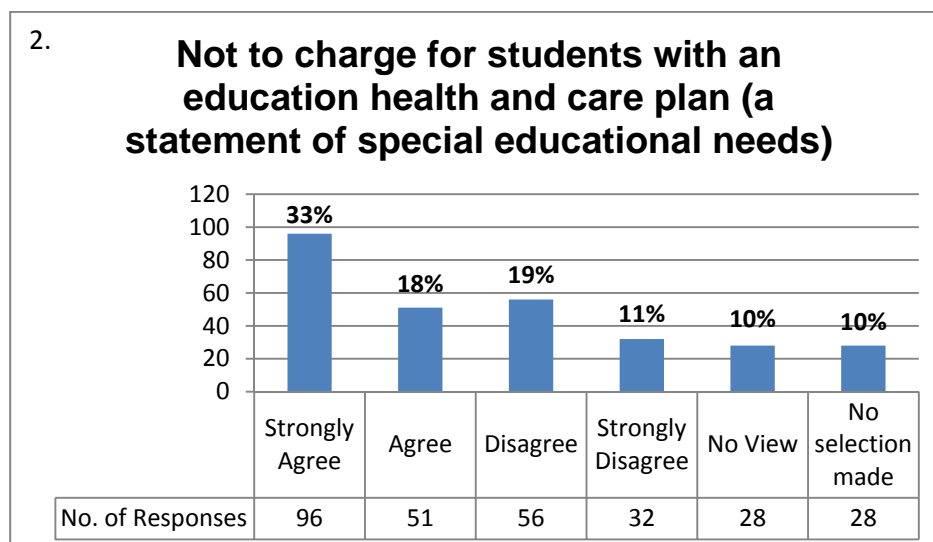
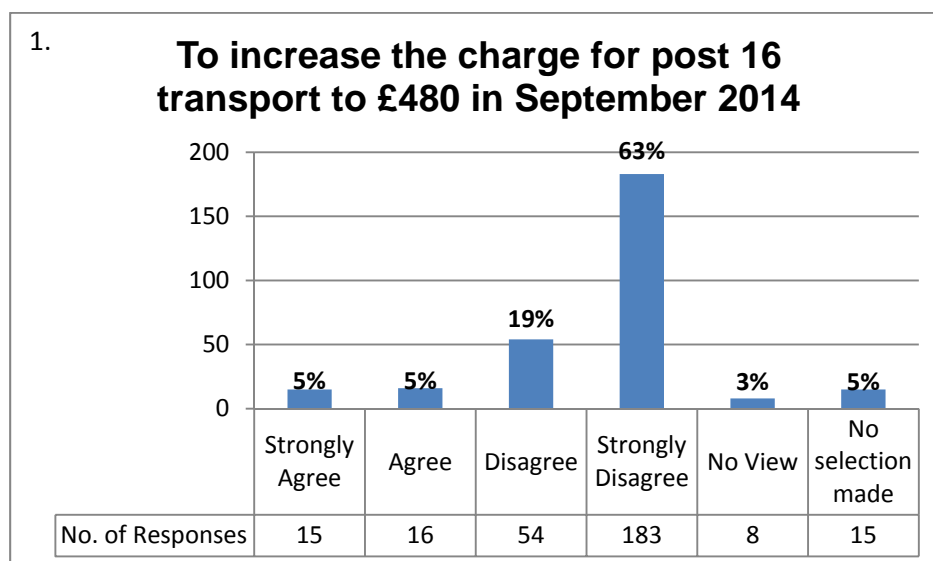
We will monitor the take up of bus passes at the new rate and we will monitor the pattern of attendance at schools and colleges of further education.

Section 10. List any actions you need to take which have been identified in this EIA

Action	Lead	By when	Progress
Consultation	Cindy	Closing	

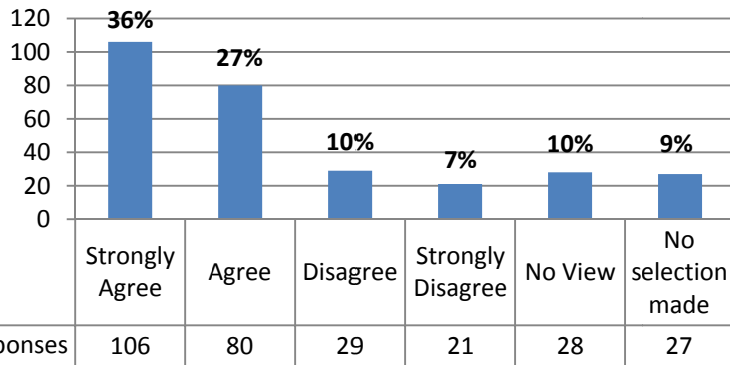
	Grundy, lead for transport	date 6 th December 2013	
Monitor take up of bus passes and impact on attendance at schools and colleges of further education	Cindy Grundy, lead for transport	December 2014	

Analysis of responses to consultation



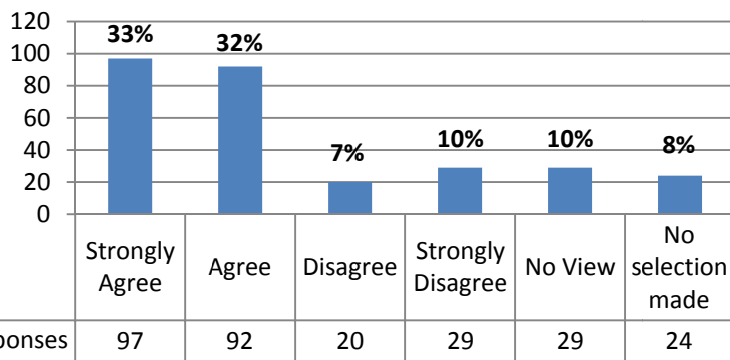
4.

Not to charge for students who live alone and who are entitled to Income Support in their own right



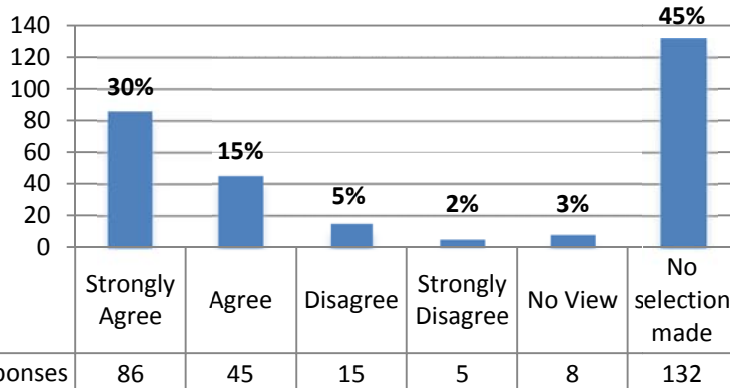
5.

To reduce the charge by 50% for students where families are on low income



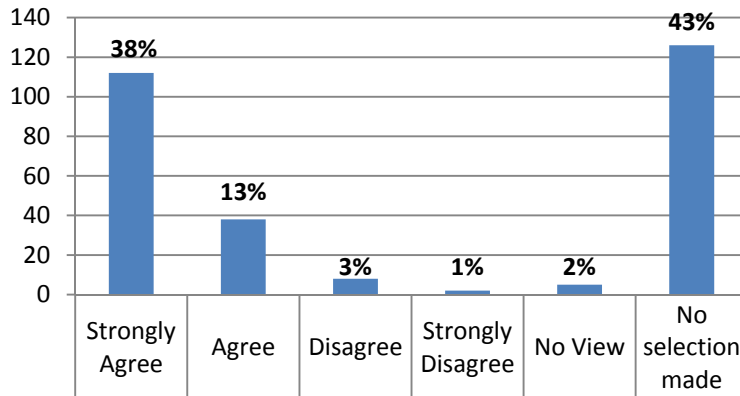
6.

Students will be less likely to stay at school into the sixth form or to take up further education



7.

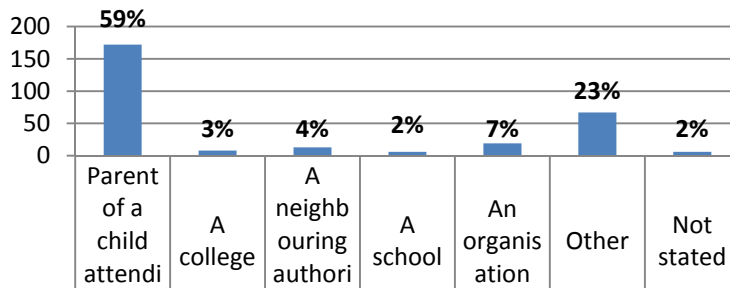
More families will face financial hardship



No. of Responses	112	38	8	2	5	126
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8.

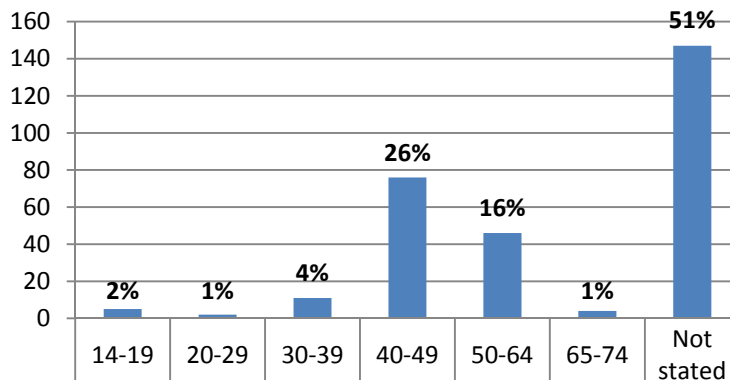
What is the main way that you are involved with post 16 transport in North Yorkshire?



No. of Responses	172	8	13	6	19	67	6
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9.

Age Category of Respondees



No. of Responses	5	2	11	76	46	4	147
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Analysis of responses to requests for other comments on the proposals

143 respondees commented on the proposals. Recurring themes are summarised below. Some respondents commented on more than one aspect and the figures in parenthesis reflect the number of comments not the number of respondees.

Raising of the Participation Age (43)

- Many parents think that it is compulsory for young people to stay on in education post 16 or that the cost of transport this will cause financial difficulties for families.

Rural Issues (32)

- Lack of affordable public bus services
- Rural isolation

May deter pupils from continuing at sixth form. (10)

Limited, or lack of, sixth form provision in some areas (5)

Families with SEN pupils/fostered pupils should be means tested too (5)

Unfair to charge those who can afford to pay to subsidise others (4)

Environment/congestion (3)

Happy to pay as its cheaper than public bus network (2)

Council/Government costs (6)

Have you any ideas about other ways in which the council could make savings from the budget for post-16 transport

There were 101 suggestions on ways of achieving alternative savings. Recurring themes have been summarised below. Some respondents commented on more than one aspect the figures in parenthesis reflect the number of comments not the number of respondees.

Senior Bus passes(6):

- Give to young people instead
- Means test over 65
- Charge for them

Council/Government Issues (25)

- Look at other services for savings
- Efficiencies in other areas
- Reduce salaries/allowances/bonuses etc

Community based solutions (6):

- Financially support groups of parents to make their own arrangements
- Look at Community transport operations
- Ask businesses to sponsor transport.
- Provide more cycle routes
- Introduce more apprenticeship schemes

School/Colleges (9)

- Change school day or timetable to reduce the time spent in school or college.
- Allow pupils to stay on into their own sixth form
- Schools to promote car sharing schemes
- Encourage colleges to share the transport they provide themselves with other establishments
- Build more colleges
- Expansion/better funding for sixth form provision for all secondary schools
- Support cycle to school schemes

Change charging structures (15):

- Charge everyone
- Means test

Suggestions made which have already been considered or being implemented (16):

- Charge for surplus places on vehicles
- Competitive procurement
- Better route planning
- Review taxi provision
- Use smaller buses
- Fill buses to capacity
- Run an in-house own fleet
- Hire own drivers

Record of all responses to consultation

Are there any other comments you would like to make about the proposals or their likely impact?

1. Penalises families in rural areas who have to travel to get to school. It is now compulsory for children to stay in education or training until they are 17 so such children should be subsidised for transport costs.
2. I live in X which has no sixth facility - my children due to government changes now by law have to stay on in education or training until they are 18 - why then is their position different to children under 16 !!!!! You happily pay for students to travel to and from school under 16 who choose to go to a school outside their catchment area apparently while my children have no local provision to use and have to pay!!!!!!!!!!
3. We are led to believe that it is now policy for children to stay in some form of education until they are 18 years old therefore the first question is irrelevant. There is no post 16 schooling in x where we live, therefore we have no choice but to pay transport for our child to attend college. We would not be eligible for funding, therefore we will have to pay the transportation costs. To increase the amount will increase the scope of families that will feel that further pinch in the current economic climate, which may put some families into some form of financial hardship.
4. Why don't you (the council) cut everything and be done with it, instead of a little snip here and a bit there. Central government are more interested in sorting out other countries problems financially rather than their own.
5. It is unfair when schools have no sixth form (X) that they are expected to pay whereas some schools do have sixth form. I have a son at X and a daughter who has just left. The latter I am paying her £500+ travel costs. I didn't choose to seek funding as an NYCC employee I know the difficulty the county is in. But I do think you should assist the pupils at schools without sixth forms. The alternative fund a sixth form there? Where do you stand with government plans that children HAVE to stay at school?
6. We live over 12 miles from the nearest 6th form school or FE college and there is no public transport within 5 miles of our home. We have 3 children, aged 12, 14 and 16. Because of their ages they will all have to attend some form of further education post 16. I can understand increasing the costs if the children have any choice and alternative forms of transport are available but for families like us living in remote rural locations it is only going to result in increased isolation. It also seems at odds with government policy to encourage people to use public transport.
7. Where students have attended schools in their rural area and where they have to travel outside of this area for sixth form when their current school does not offer sixth form, then why should they have to pay for transport? For instance, we live in X and our son attends the local high school, X, who do not offer sixth form, as the government rule that students must remain in education until age 18, then it is not our fault that our son has to travel out of the area to a sixth form. No choice is involved here so why should we pay? If there was a sixth form at Nidderdale High School then students would not need to travel outside Pateley Bridge for sixth form; why isn't the government funding a sixth form at Nidderdale?

8. The main issue in North Yorkshire is that in many cases there isn't any public transport to get children from their homes to school. School transport is not a choice it is a necessity for children and families. Another example of the uniqueness of this county being ignored!
9. Due to the fact that students have to attend something by law I feel charging for transport is wrong.
10. This proposal is outrageous. £360.00 per year is enough never mind more. What about reductions for families with more than 1 child at college? Now it is compulsory for over 16's to attend college or training this is an unfair charge - how are they supposed to get there? Pollute the atmosphere and clog up the roads travelling by car twice a day?
11. Students have no choice but to attend school/training until 18 so why is there a charge for compulsory education?
12. I don't think it is the travel costs that influence the decision to go to college. More are likely to pay per day rather than for the bus pass. Therefore income is likely to reduce but you will have the same overheads to provide the remaining passes
13. I think it is totally wrong for over 16s to have to pay transport costs to school. Children have to stay in education therefore as a parent I have to find this money which I feel is unreasonable, while they are in education and have no income of their own, why should they and we have to pay for this just because they are 16. It makes no difference if they are 11 or 16, they are in school and transport is available, with places available for them to use. Where we live there are no other options to either use a different transport method or go to a different education facility as we are in a rural setting. I do not believe if I have to pay on a part time wage why some children should have this waived, it should be free for all while in full time education.
14. We live 6 miles from the nearest bus route and the trip to college would be a further 30 mile trip, we are on a low income and could not afford to transport our child to college on a daily basis both in terms of time and money but they will still be expected to stay in some sort of education post 16
15. All students should be treated as equals, therefore all should get financial help with transport costs enabling them to go to a college of their choice.
16. I am fortunate to be able to afford the higher charge and agree that less fortunate students with difficult circumstances should pay less than me.
17. To charge additional fees across the board and to then reduce the cost by 50% for those who it is considered cannot, is in effect a further tax on those who are considered 'can' pay, subsidising those who claim that they cannot afford the costs. This cannot be considered to be either fair or reasonable. There are families who are financially capable of paying for transport who, for whatever reason, are able to claim further subsidies, with additional costs then being borne either by the LA or subsidised by those who have to pay the full rate. It would appear that this situation is being used as a method of re-writing the rule book at the expense of those who earn. It is the Local Authorities legal responsibility to ensure that education is available to all.
18. While no-one wants to pay more, we rely completely on the current school bus service as we are 2 miles away from the nearest bus stop. I would prefer to pay the increased cost than have to adjust my working hours to accommodate a drop-off and collect each day

19. This is an outrageous suggestion for those of us in rural communities. We have already written to the Leader of the Council and our MP concerning the current charge. The State insists that our children now stay in education, which for the majority will mean remaining at school. The nearest school for over 16s for us (in Grassington), is Skipton and you are effectively charging us for schooling. Simply put, the government, locally and nationally has removed choice from us and forced a charge upon us; unfair and undemocratic. This sounds like a policy that has been dreamt up by people who either do not have children of school age, are on high incomes or who live in the leafy suburbs of towns like Skipton, Harrogate, Ripon and Northallerton where transport is not required. The current charge is plain wrong, to raise it is beyond the pale. Why not increase Council Tax for all, charge all for the transport and spread the burden, reduce the council pay bill, increase the charge for garden waste removal or not give all children in their first few years free school meals - much of which will go to waste and the money for which will line the pockets of the private service providers. Compulsory State education is supposed to be free in this country. Therefore, to impose a compulsory charge on those who live in rural communities, where there aren't many voters, is simply wrong and discriminatory towards a minority. Disgraceful.
20. The government has told young people that they cannot leave education until they are 17 going up to 18 by 2015. Pre 16 bus passes are free but why are there no considerations for young people 16+
21. We are already struggling to pay £40 a month for transport. If it goes up I don't know what we'll do. The government wants children to stay on in full time education, yet they charge a fortune for the same transport they have been getting for free up to the age of 16! These children are studying, not working, so why start charging them now to get to school?
22. I am appalled that any charge is made for mandatory education. As with University charges this is the thin end of the wedge and a disincentive for families and students to add value to their lives and the country's prosperity through education. I have personal family experience of this. It is a retrograde step. Do not do this
23. I think the proposal to penalise families who are trying to encourage and support their children in post 16 and university education is misguided. It is already extremely difficult to reconcile the ever increasing need for young people to be well educated and qualified, with the costs of doing so. As a parent of 3 school age and university students, as a family we find the extra costs hard to meet. My daughters have no other way of getting to school other than the school bus as my husband and I are at work trying to earn the money to pay for their transport and university education. Having used the bus service for many years and experienced the poor quality of the service I fail to see how it can cost even the £360/ student we already pay, let alone the £480 you propose. I am totally opposed to this. Looking to the future if costs - hidden or otherwise- continue to rise, fewer and fewer families will be able to afford post 16 education and the educational standards and aspirations of young people will be severely compromised.
24. As the Government is forcing children to stay on at school/college until they are 17 and soon 18, if a child is going to the same 6th form school as the have attended up to year 11, why should we have to pay for transport?

25. If the charges go up I will not be able to afford the fare. I will have to drive my children in. The school bus has spaces on and no additional post 16 transport is required. We should not have to pay at all for using a bus that is already going. Our bus goes from Ravensworth to Richmond school for the under 16 I repeat there is room on the bus it is not additional transport. There is no saving to be made there is no additional service. Nobody will use the bus they will car share and it will end up costing the council more.
26. The gov. are the ones making children stay in education which means, living in this area, most children will need transport to school/ college, so the gov. should pay with parents paying a contribution towards it.
27. My son doesn't even get a seat on the bus, he is only there 3 days a week, so the increase rules us out of any benefit.
28. Having purchased a pass at £380 this academic year i am appalled at how many parents i have spoken to 'haven't bothered as nobody checks the passes anyway'. If proper checks were done on students using the buses that would encourage parents to purchase post 16 passes thus increasing the income from this scheme.
29. I would be entitled to 50% charge so am happy for the increase to take place
30. I find it difficult to understand the need to charge post 16 students who travel on a dedicated school bus which runs free of charge to other year groups. From my daughter's school there is no extra transport provided specifically for post 16 students so to transport them is of no extra cost. I appreciate this may not be the case in other areas but feel it is unfair to penalise families of students who want to further their education. I think an increase in the charges would certainly deter students from wanting to stay on to 6th form, particularly when in our area a College of Further Education, which is outside North Yorkshire, offers free transport.
31. Whilst I appreciate you have massive job to do in making huge savings I really do think you are targeting the wrong group of people. The Government now say that all children up to 17 years old must stay in education (be that school/college) but you are now penalising families who have no choice (unless their children go to college). As from 2015 this age will be raised to 18 years so again more hardship for families who have no choice.
32. I feel that extra charges are extremely unfair for those people who live in rural areas. There is no commercial transport for my son, no connecting buses that will get him home from college. I have got a bus pass from North Yorkshire council, costing £40 a month, but it also costs me £60 in petrol to pick him up, and get him to the bus in the morning, hence £100 a month. I would have no extra funding to spare more. (However at this point in time, the council have agreed to reimburse me for some mileage.) I think that in built up areas, where public transport is plentiful, an extra charge could be incurred. Please not, to the people who do not have such a luxury. We are on the cusp of three counties, and are penalised by public transport for this reason.
33. Not only do I strongly disagree with the proposed increased but I strongly disagree with the charge for post 16 transport altogether. I feel we are being penalised for living in the countryside. We already have less facilities available than those living in towns, yet pay basically the same in local taxes. I feel even stronger about this as 16 year olds now have to continue in school if they are going onto another form of education/approved training. Why is it that children in Hinderwell can travel to Prior Pursglove college in

Guisborough for free/virtually nothing but cannot attend a college in their own administration area without having to pay £360 per year?

34. If students are expected to stay on in education for longer, how is this fair?
We are on a reasonably low income but do not receive any benefits so will miss out on any reduction in cost. We already struggle.
35. Living in a rural area some children have to travel to a particular college to get the course they require. It could result in teens staying on locally and coming away with no further qualifications or skills as the course was inappropriate.
36. The charges are extortionate and will have a severe impact especially on families with more than one child. A private hire taxi firm would be cheaper than the rates you are trying to introduce.
37. In rural areas more students will travel by car increasing carbon emissions. They will car share, but as newly qualified drivers there will be an increased risk of accidents and fatalities.
38. I would be happy to pay the increased charges as if it helps with my daughter's education I am happy to help out. It is much cheaper than getting a bus every day through the public services.
39. I feel very strongly that the charge severely disadvantages children living in rural communities who do not have access to any other form of transport to get them to school post 16, especially when they are required by law to stay in education until they are 17 years. I do not support this proposal.
40. I find the question regarding students will be less likely to stay at school into sixth form or to take up further education invalid. Anyone from September 2014 will be expected to stay in education or take up a work place apprenticeship. Unless you can see the Yorkshire area having enough work place apprenticeships then the families are going to face financial hardship as they have no option but to send their student to school or college. It's not the council that will suffer but the families,.
41. It is hard enough to support children through further education without this massive increase. Again working families will be severely affected and low income families will benefit. Actually its working families that struggle the most, the increase will be the decision as to whether my daughter continues to try gain a trade next year !!
42. I feel that on a means tested basis the proposed increase is fair. It is not necessarily the case that students who are 'statemented' are within low income/means families and so they should be assessed on the same terms as all other students on this.
43. I personally think it is ridiculous. We are told that our children have to by law stay in education but you are charging a vast amount to do this. As one of the NYCC staff told me, it does not matter if you earn a £1000 or £100,000 you still have to pay the same amount...but how does that possibly work!!!!!!!!!!!!!!
44. Proposal is to increase charge by 33%. After having a pay freeze for 2 years my pay rise is 1% this year and next year. Totally unjustified especially when the buses hired break down on a semi regular basis.
45. The children need education or else face life without jobs so why do you charge them so much when they are not earning?

46. From September 2013 the education leaving age will rise to 17 and from 2015 it will rise again, to 18. Hence students will be forced to stay in education and pay a substantial travel cost to meet that legal requirement! With the change in the law - just exactly WHAT is the difference between a young person at 15 and one at 17 when both are compelled to continue education. My second comment is that with ANY charging policy, I would like to see discounts for families with multiple children. I would like to stress that I really do feel that a charge of £480 per year for a family with two children who are post 16 is excessive. A sum of almost £1000 per year is extremely difficult to find out of post tax income for many such families. I feel that this charging policy is likely to result in students abandoning school transport (with empty seats on buses not really saving substantial sums if that service is required to operate for students who are pre-16). Of those who abandon the school bus service, haphazard travel arrangements are likely to arise resulting in much poorer school attendance amongst this age group, which I feel rather defeats the government objective of extending the age of compulsory education!
47. How can such charges be levied when the compulsory age for staying in education or training is going up, families are being given no choice there children have to attend 6th form or college. We already struggle to pay for transport. Children who have a statement should not automatically get free transport post 16 it should be means tested.
48. Now that it is compulsory for children to stay in education until 17 and soon to be 18, why is it fair to charge the parents of those children as they have to stay in education so have no choice? This could mean that children whose parents do not want to pay will have very long walks to school, or have to cycle, which I would not be happy for our child to do, especially in the winter months.
49. Students must now stay in education of some form until 17 which will shortly be 18yrs. If you live a long way from a school with sixth form transport to school is not a choice, and therefore should be available to the nearest school free while education is compulsory especially where public transport is not an option. Payment towards transport when education is not compulsory, or where the choice is not to send the student to the nearest available school is acceptable.
50. The continuance of a civilisation is based on the education of its population. The current government appears to be loading financial burdens onto parents for trying to educate their children.
51. Children under 16 are entitled to free transport to their nearest school if the plan is to make further education compulsory then this should continue to apply for this period.
52. Why are children who are fostered treated differently to those children in single parent families/low income families? Why would there be any difference between the financial situation of both categories?
53. The government has made it compulsory for young people to stay in education until the ages of 17 this year and 18 from next year, therefore, school transport should continue be free. Buses are already being used for the school transportation, so I don't understand why 6th form students should have to make an additional contribution.
54. As a parent who lives outside the normal bus routes, my son already goes to X at 5am to catch the scheduled bus for X. The reason for this is totally

financial as it would cost @ £100 p/w in taxis fares. where i appreciate this scheme is available by NYCC I believe the sum already being contributed by parents is already to high. To increase the cost would force young minds to give up on their hopes and dreams all in the aid of saving money.

55. Oooohhhh how exciting

56. There should be no charge for transport to education, especially now it is the law that young people stay in education or training until the age of 17.

57. I live in X and my child attends a sixth form in X as it is the nearest college with the required course. I feel that if the cost of transport were to go up then my child would not be attending college due to transport costs. My child is now in the final year of the course so I would be unaffected by the change but I feel it would be too expensive. Many children from Pickering go to a Scarborough/York college as the Local school only has limited options. I do know of children whose parents could not afford the current post 16 transport cost and left education at 16.

58. As it will be compulsory for post 16's to stay in education of some description from 2014, the cost of transporting those students should fall entirely on the county council, in the same way as other secondary education. Rural areas should always be fully subsidised as there is often no alternative to the school transport system

59. The proposals act to further exclude pupils from disadvantaged backgrounds- which is a very disappointing step backwards , particularly in rural areas where often there is no alternative method for pupils to get to school.

60. I cannot see why the council wish to seek payments from young people.

There are many very well off pensioners in this area and surely it would be equally fair to remove the free blanket bus pass for all people over the age of 60 years, rather than penalise those who are just starting off in life. In many cases the buses are already running and it appears that the parents of post 16 are subsidising the travel costs of those who are younger.

61. As post 16 children have to now stay in full time education, why are parents expected to pay, the transport should remain free to them until they are allowed to leave full time education

62. Ryedale is seen as an 'affluent' area by those who wish to ignore the many vulnerable families and young people. This is a mistake. Lots of young people are suffering because of this oversight and ignorance. We are a vast area, where getting from 'a' to 'b' is very expensive. The cost of transport hinders people in their day to day lives. If you withdraw funding / increase costs for travel to an educational establishment, you are making an already overlooked vulnerable community even more vulnerable. There are many young people who live with their parents (not independently living) who simply cannot afford even 50% of the transport bill. By this action you are making the poor poorer and making education more difficult to access.

63. This cut may cause financial hardship to families and young people living in remote rural areas and access to further education maybe denied to them.

64. Students in rural areas have no choice, there is no other affordable reliable transport available they are too far away to walk or cycle, parents in most cases could not work and take them too school. From 2014 they have to stay on n education post 16. Why is it families that have to bear the brunt of cut backs? 5 years ago private companies coped with less income by dropping employees salaries and giving them an extra day off a month. Employees

accepted this as they were grateful to still have a job. Take the money away from your top executives, sort out your HR department and make them efficient and accountable and halve the number of jobs worthy you have working for you NYCC.

65. In remote, rural areas with no alternative transport and where parents often have to leave early to work away from their home area, I find it hard to justify any charge for transport for those engaged in full time education, let alone an increase on present levels. Many parents in such areas are on low incomes but not low enough to claim benefits and are presently finding it hard to manage financially.
66. I think that when you start saying that families on a lot income get it free it is just unfair why should the people that take my tax money be given 50% off if there can't afford the years bus ticket there work like everyone else and stop living off the tax payer
67. Parents are working harder than ever to provide for our children so why should we pay higher and higher amounts of money for transport. When I was that age transport in further education was free. I realise there is less money from the government but there are other areas to make cuts first including non genuine claimants of benefits. Public transport is extremely poor in our area so there are no alternatives for young people to travel to colleges & school. I'm fed up of the workers suffering and non workers gaining, where's the incentive to work!
68. Increasing the transport charge directly discriminates against young people and their families who live in rural areas. These students are already limited in their choice of college because of lack of transport to get there. Increasing the charge, which is already high, will limit their choices more.
69. I think the transport should be means tested across the board. Just because a student has special needs does not mean they don't have money to pay for transport.
70. My son has a pass which I pay £360 a year for. He uses the bus on a morning to get to X but he finished at 1pm and so comes back on the train, which again costs me another £15. This is because the bus leaves at 5.15pm. I would therefore not be in favour of putting the cost up.
71. I realise that savings have to be made. However I think that the price increase is staggering! Fortunately my children will have all been through school by the time this increase occurs. I rely on the bus as I work full time and my children have no other way of getting to school or home. My children haven't worked when they have been at school, partly because they couldn't get to a job easily due to poor transport but also because they were still school children and were studying. I still think it is wrong expecting us to pay for them when they are still children at school. There are lots of families around me and we all work hard and don't necessarily earn lots of money just because we live in a rural area. We seem to be penalised because of this. Where else in the council are savings, increase, cuts being made?
72. This will greatly Affect children of parents on low incomes/ benefits. They will be more unlikely to go to 6th form, and so less likely to attend University.
73. This is yet another barrier you are putting before young people wishing to attend fe and gain qualifications and will certainly prevent a high number of young people from accessing college in the future - this is yet another short term solution which will cost NYCC / DWP in the future when these young

people are overlooked for jobs due to a lack of qualifications. You can't raise the age of participation and then move the goalposts by saying it is going to cost 50% more to actually get there.

74. Think the county council need to lobby govt.
75. My x will have a 40 mile round trip to college next year as we don't have a closer alternative. I think it is disgusting that the government want young people to stay in education by law next year but are wanting to take away the help for students to get there. As usual it is the families that have to pay for the government's ideas so again it is families that have to make up the shortfall putting even more pressure on already stretched budgets.
76. It is hoped that such forced changes would not prevent further education for our young students , however the likelihood is that it will which will affect the long term educational development for some students wanting to achieve. Such implications must be considered.
77. Are we not in danger of crippling the future of young people by putting transport costs before their futures. Some rural areas have no public transport which means school buses are essential, we should be encouraging education and attendance, not hampering it and putting it out of reach for some.
78. Rural families are once again at a disadvantage. When only one mini bus of transport available per day paying £480 per year for that service is expensive when I still have to travel a 40 mile round trip if my child/ren want to participate in any after school clubs or activities. There should be more provision available (ie late train). Often post 16 pupils do not have a full timetable, yet there is no provision for mid day transport. All the support again goes to those who are able to claim benefits, when on a low income no support available.
79. I think that it would be fairer to keep the charges the same but change policy to charge parents a subsidised but significant amount for bus fares to school for children of all ages. I don't know if it is a legal requirement of the council to offer free transport for under 16s but parents would have to pay for or organise transport if the services were withdrawn. Sixth Form timetables often don't fit with bus service times anyway and so my son, having paid £360 rarely uses the service we have paid for. Sharing out the cost would be fairer. We live in X. Most of the parents using the Beamsley bus for example could easily get their children to school. It is simply an expensive convenience .I would prefer to pay a lesser amount on an annual basis throughout a child's school life.
80. Hi - have been following all school transport issues as much as possible since the education cutbacks of 1978/9 when children from Craven villages had to start paying fares in order to get to the secondary school in their catchment area - prior to this they had always travelled free, which my own generation always did to Keighley Grammar Schools from Cowling. Since then over 3 miles travel free, and under 3 miles pay - still totally unfair! Also over 2 miles from Primary Schools had a free taxi at one time! Outlying farms are usually no longer farms these days, but lovely country houses with 2 or more cars! My own X who live X around 4 miles from X have been fortunate to travel free until X now X entered the 6th form and now has to pay - a different price on the service bus to the price on the school bus - but not always convenient to

catch the school bus? Totally unfair - some children/parents claim to live at grandparents over 3 miles, some don't always use their free passes, whilst it is sometimes very embarrassing for the free" children. At one of our bus stops there can be up to 20 children getting on the bus - some with free passes some who have to pay and some on benefits and don't pay - where is the sense in all this when pensioners (like myself?) can career all over the country for free - I am now told even on a Blackpool tram or a London bus? This was a bonus when subsidies began - which were for use in our Craven district only but not all over the country! Less and less facilities in the village and very good for hospital visiting, visiting nursing homes doctor's surgery shopping etc. but NOT all over the country this is not necessary and a waste of public funds! Not everyone will agree I'm sure especially those who are milking the system! PLEASE pass this on to the correct department - have always thought it would be much fairer to spread the costs evenly over all the age groups if cuts have to be made yet again! I have already sent similar comments to our MP, John Watson NYCC and our Cty. Cllr. who at the time did reply that discussions were in progress -sorry but I don't seem to be able to access the correct NYCC comments site for this issue but have already tried to understand the new proposed policies -over 3 miles still don't pay? and under 3 miles pay £1 each journey?

81. I had hoped that my x most recent letter to you had been the last concerning Post-16 transport; she explained t you our point of principle about unfairly hitting those in remote, rural communities hardest with compulsory charges for education of our children who are over 16, thanks to legislative changes removing choice from us. However, sadly for both you and us, that is not the case in the light of the Council's recent delayed letter to parents (dated 3rd October) which once again trotted out the mantra of the need to save money and then hit us with a proposal to increase the charge by 33%, from £360 to £480 next year, with the threat of a further increase in 2015. I make 4 points. Firstly, it is a best moral cowardice that no one from the Council, including you, made reference to the potential increases in the 5 letters we have received on this subject. Presumably it was omitted because you didn't want to incur further displeasure; plausible deniability" might work in political and legal circles but not in the court of everyday natural justice and fairness and I'm afraid our opinion of you is worse for it. Secondly constantly referring to the difficult financial times we live in even for this serial Tory voter has become an irritant for most. We know stop banging on about it. If I wrote to the Council annually explaining my finances were in a mess that times were tough and therefore I would be paying less Council Tax because I had to tighten my belt then you would treat it with disdain. Your electorate feels the same way about your missives. Put up Council Tax if you don't have enough money to provide basic services or better still don't waste money (and improve the lot of private companies) by providing universal school meals for the youngest. As an aside I would be fascinated to see how the contractor who provides food at my xx x has justified the 80p charge for a single apple to your contract monitoring team; if that is the market working properly then perhaps Marx had a point! Thirdly even the first increase proposed is financially unsuitable for most in the rural community. Moreover it is considerably more than the local bus which we are lucky to still have and which we will use if the charge is imposed. Most parents in our situation feel

the same way and so we will cram our children onto the relatively small "Pride of The Dales" service that leaves at around the same time. If that bus is full then the children will have to wait for the next bus one hour later meaning they will not be in school until approximately 10 o'clock. I give you fair warning that it will be the Council not the parents who will be responsible for the hours missed. Finally I presume that you will continue to provide free transport for the under 16s? All children around here use the same bus. As an accountant who has worked in the Public Sector previously I will wager that far from saving you money the increase will cost you more without the unfair Post-16 subsidy. You will receive less income but still provide the same service because the law compels you to do so. Rest assured that we are not "nutty" serial complainers as I hope your records will show and the cost in postage time and effort has been considerable the latter we can ill afford with our busy lives. We are generally easy going "don't rock the boat" kind of people but we do have principles one of which is challenging unfairness. We can afford this charge personally but most others in this community cannot and I reiterate our position; if your Government had not forced our children to remain in education we would not be having this discourse; in short if we (and our children) had the choice then we accept the consequences of that choice as in any aspect of life. The Government and Council both let your party have removed choice from us and I for one will vote for anyone else at the next set of elections of this unfair charge is not removed. I will now also be contacting the local media."

82. hello sorry i haven't contact earlier not on here that often thank you for your email but as i had to pay her travel for a few weeks is there any way i could be reimbursed for the cost as it was a lot and i have started to pay the monthly payment as u are aware i am a single parent and can't afford much
83. I am having to move my x from x to x because they wont provide the 1-1 support he needs for his learning difficulties ie aspergers and dyspraxia and this means having to take the bus from selby to york college, we are on a low income and do not get any disability benefits for him either, how are we supposed to find nearly £500 a year to get him there, when he could be there for 3-4 years?
84. Why should children who rely on transport have to pay more this is unfair
85. Some students wont be able to change transport requirements due to medical needs for example taxi to bus. This should be respected.
86. At the moment I have one child attending 6th form costing me £40 per month. We have no other choice as my daughter has to stay in education under the governments decisions. We live in a rural area and I start work at 7.30 so I am unable to get my child's to school. Next year both my children will be attending 6th form which you are telling me will cost £106 per month- I just can't afford it. Just because I work doesn't mean I can afford £106 to get my kids to school-it's appalling.
87. I moved my daughter to a secondary school which said they were going to start offering sixth form education. We moved house, primary schools for siblings etc. and now this hasn't happened. My daughter will now have to travel a considerable distance at increased costs to attend sixth firm unless we move again, but what about her younger sibling, changing schools again.

88. We should be encouraging students to stay on for further education, not penalising that decision. Along with proposals to increase university fees even further, we are penalising the younger generation for the failings of a generation who received totally free education. More parents will drive students to school, increasing congestion & reducing the take up of bus places.
89. Feel very strongly that if children are encouraged to stay on at school to take qualifications that there should be no barriers or disincentives. Rural pupils would be discriminated against compared to their urban counterparts.
90. This impacts on people in rural communities who have considerable distances to travel to school as it is having no other option to get to school.
91. It is important that this proposal is applied to ALL schools and not just denominational schools like the current pre-16 transport policy which is religious discrimination against Christians.
92. Our children and working families again become an easy target. Children will be of very limited choice as to where they can carry on their education. Working families who chose to have a good standard of living through hard work are being penalised left right and centre in the name of government cuts. Why would fostered children need to be exempt when you as a council advertise that you give families £400 a week, my husband and I don't earn that full time working.
93. I have been on your web page at <http://www.northyorks.gov.uk/article/27034> and find it incredible that you are proposing to increase the charge for post 16 children to get transport to school. For the last 2 years I have paid for my daughter to travel to Richmond School to attend her lessons for A levels. I was not happy about having to pay for this but as it was her choice to stay on at school I accepted that I had no choice. HOWEVER, as it is now compulsory, not voluntary, for children to remain in full-time education until they are 18 then I do not agree that students should have to pay for their transport. They have no option but to carry on at school so why should they have to suddenly pay for transport when it is no longer their choice? I disagree strongly with any charge to be made for post 16 travel let alone an increase on the current rates. Why should we be penalised because we live in a rural area? I will forward this email to the x to ensure that he is also aware of this.
94. Highly likely other youngsters living in our village will look to use free post 16 transport available for three different colleges in neighbouring LA and so choose not to attend 6th form in North Yorkshire. I suspect there will be a further impact in that some youngsters and families will choose not to go to 6th form at all, especially those students from less well off families.
95. As it is now compulsory, not voluntary, for children to remain in full-time education until they are 18 then I do not agree that students should have to pay for their transport. They have no option but to carry on at school so why should they have to suddenly pay for transport when it is no longer their choice? The proposed increase of 33%, from £360 to £480 is highway robbery.
96. As a support worker with children in care of the local authority I would disagree with any plans to charge the carers of children and young people in care of the local authority. As a corporate parent, I believe that NYCC should do all they can to make school and post compulsory education as accessible

as possible. Charging young people in care, or those who have left care, for accessing their education would be detrimental to improving the life chances of these young people.

97. What do you think should happen to adults with special needs when their taxi is taken away but they still haven't got the social skills to cope with the outside world?
98. This proposal discriminates against families living in more rural areas where there is no access to sixth form or college at their local school and they have no other choice but to travel. Children have now to continue in education until they are 17 and soon it will be 18 how are they expected to get there? Once again hard working tax paying families are expected to pay out more money and if they cannot afford it their children's education and future will suffer.
99. Make one rule for all, either everyone pays or no one. I favour no one. The value to the nation of education is massive. We ought to do all in our power to make sure children stay at school as long as possible.
100. As children are now required to stay in education longer, I feel it important not to penalise them for doing so, by keeping costs as low as possible
101. North Yorkshire is one of the worst authorities for its lack of support for public transport, esp. of children and young people, whose parents pay far too much already. Public and County transport fosters independence and takes all those cars off the road and should be encouraged not discouraged!!!
102. Children now have to stay in full time education until they are 17, those 16 and under in full time education receive free bus travel - why can't the transport be provided free of charge for all school students, centrally funded by the government who impose these laws? Why penalise the families of students who are trying to improve their future by continuing in further education?
103. Education is a RIGHT! and this tory authority must STOP making the workforce of tomorrow pay for the mistakes of the PAST. Students should be able to choose to go to the best college available which surprise surprise is not in north yorkshire rather than being forced into second rate further education such as Selby College!
104. I do not agree that the higher charges should only be paid by new users. This is discriminatory.
105. This is too big an increase in one go
106. I understand the need to reduce the 780 bus service however could you not reduce it to every 2 hours instead of 4 hours?
107. I think it unfair to charge parents of children who wish to stay at a school after 16. Savings could be made elsewhere rather than taking money from families who may be struggling but not eligible for income support etc. pensioners get free transport so why school children.
108. If children have to or chose to stay at school beyond 16 then the rules on transport, in fact all rules, should not change.
109. The increase proposed is massive and the current cost is a major consideration in family budgets already
110. Rural areas already have a hard time with transport and fuel costs and reducing facilities such as fewer shops and reduced bus services. This would be a further blow to rural communities. We live in a country where education

is meant to be free. This measure discriminates against rural areas. Post 16 students should have the right to choose courses suitable for them at their nearest location without cost.

111. By putting it up by £100 it makes the colleges that already provide free bus in those areas on the border more attractive e.g. Lancaster and Morecambe College had a free bus from Settle, it has made by mind up which college my child will be attending next year!! It is now the law that children have to be in full time education until they are 18 therefore we should not be charged - if it was your choice then that is a different matter but we have no option but to use this service.
112. These proposals will mean that as I have two children who will be attending six form and will make me think twice about sending my younger child!
113. Inappropriate timing so soon after the raising the participation age- parents have no choice but to pay to keep their child in education. On our rural community parents have no alternative but to pay and some will struggle to pay, this is not just a problem for 'low income' families. I have no doubt that this could increase the number of NEET young people.
114. Why should charges be made when it is your child's nearest place for further education when other children don't pay. I would not complain if my child could use her permit on any public bus home. Presently if she only has lessons until 11 am she has to wait until 4.15 for the specific bus or pay for a bus home
115. As is usual families who go out to work are expected to pay 'full whack' for everything. with rising living costs hard working families spend less time at home working excessive hours to make ends meet without asking for 'hand-outs. also the impact on the environment is that more and more parents will take their children to school in private transport, than to pay £480 per child to take the bus.
116. NYCC should be investing in students future not discouraging further education
117. I am absolutely disgusted with this proposal. This is not making a saving it is passing the cost onto someone else - namely myself and other parents. Children have to go to school and the council have homed in on a captive audience who have no choice. This doesn't only apply to post 16 scholars but to those parents of children who are at a school not deemed in their catchment area. It is also only mainly applicable to those in rural areas, such as myself, whose only way of getting children to school is by council transport. We already receive less council services in rural areas for higher banded council tax charges. This is further exploitation of people who live in rural areas. This is typical council wasting money. The reason you are having to save money is because you have wasted it on high salaries, good pensions and on jobs that mean nothing but have been created by using council tax payers money. Had you had to run your business as we do you would not be in this position. It is very easy to spend other people's money and here is a prime example of the council doing this yet again. We pay a high council tax and every year we get less and less services - the council is a disgrace. You have been taking money off me for 5 years now for my son and daughter to travel on a bus service already running to one school when, should they have chosen another school, would have been a free service of 2 buses. Their

places on these 2 buses are not used and you are charging for them to sit on another bus that is already running. Another typical council rip-off. This must happen countless times - where does all this extra money go to if you are still spending too much. Poor budgeting. When you are spending someone else's money it is easy to overspend but unfortunately it is our money you are spending - twice!

118. The proposal to increase fees from £360 to £480 is excessive and it is unfair to focus on one section of the community. Any increase in the burden should be more evenly spread.
119. When the County closed all the village schools promises were made that free transport would be provided for rural children
120. Charges for over 16's should be abolished
121. Introducing higher charges will put more students in cars creating other issues
122. There are considerable impacts on rural communities if this proposal goes ahead. Recent changes in legislation require children aged over 16 to remain in full time training or education until they are 18. Putting up the cost of transport is not compatible with this decision. This is just another tax on the residents of rural communities. With all the cuts that are taking place in the benefits system, even reducing the cost by 50% to those on benefits will not enable them to pay the increased fees.
123. This is another death nail for villages and communities outside of main towns. Already deprived of public transport in many cases, this is another way of driving young people and the full cross section of society away from villages. With already high costs and poor services for the "privilege" of living in a village even if they have lived/born there all their lives it continues to promote the idea that village life is only for the rich."
124. The Council believes that the proposal to increase the charge for post 16 students is paramount to a tax on their education. This blanket approach takes no account of the fact that, due to the rurality of its area, the students have no other choice but to use the school bus as it is not possible for them to either walk or even cycle to school/college. They do not use the bus by choice but by necessity.
125. The provision of Post 16 Transport is not a statutory duty on the Local Authority. Transport Assistance should be considered for those Post 16 learners with extenuating circumstances but this is at the discretion of the relevant LA. Post 16 transport assistance for this cohort continues to be offered by North Yorkshire LA and therefore these requirements continue to be met.
126. Children can now only leave school at 16 if they have a job/apprenticeship to go to - or are going to college. This represents a 30% increase in fares which is extortionate in the current climate and will seriously affect pupils/parents in rural areas where there are no alternative public transport solutions. This is yet another occasion where people in rural areas will be hardest hit as there are no alternatives - no public transport, little opportunity for local jobs and schools some distance away. NYCC needs to be more inventive instead of always expecting the rural areas to cover the costs.

127. This charge discriminates against those who use the transport service..why? It is not their fault the college is where it is. How many 16+'s will go onto unemployment support rather than pay the costs of transport...is this extra cost factored into the equation? Presumably this cost will be paid for by Central Government and therefore County will show savings. What is the cost of the extra admin to run this revised system. Is this cost factored into the equation? This is total false economy.
128. Eligibility should be based on income assessment.
129. 33% increase is too much particularly for students from rural areas. Must not discourage students from furthering education. While increase is regrettable accept as a realistic result of reduced public spending but too large an increase. (Washburn Parish Council)
130. Families who live in rural communities and depend on buses for their children to attend school are financially penalised by having to pay for their children to get to school. I have 2 children the costs your proposing will be nearly £1000 per year. This is a significant burden.
131. I already pay £40 p.c.m towards my child's bus pass I don't think I could afford to pay more. There is only one bus route which is expensive that my child can use to go to college.
132. The Council discussed this issue at their meeting last week and asked that as the proposed increase was so substantial that NYCC have a phased introduction of this increase. (Crakehall with Langthorn Parish Council)
133. This could be the domino effect of reducing the number of our County's young people in post 16 education, therefore limiting their life choices, chances and aspirations. Young people will become stuck in their communities and therefore more likely to turn to risky behaviours such as drugs, drinking, sex and crime.
134. X Parish Council disagree with the proposals. Students should not be discouraged from attending further education, this is discriminating against students who live in rural areas as they have no other option if they wish to attend further education.
135. Thank you for your letter detailing the proposed changes to raise the cost of post 16 transport. When transport costs were introduced we had concerns and these obviously still apply to this situation. It would seem that any students living in a more rural location are being penalised for where they live. In addition, we have seen a deterioration in the service since the first introduction of the costs and fear a continued reduction in the quality of the service offered - at an even greater cost. Traditionally the catchment area for sixth form provision (ie the nearest sixth form provided) to Bedale High School has been Northallerton College. Prior to the introduction of the charges, students felt they had a secure transport service that would collect them from villages surrounding Bedale and from places like Masham. Since the costs were introduced the service is less predictable, with students applying for a bus pass only to be told there is no service but they would need to make their own way to the pick up point in Bedale. This clearly leaves parents and students dissatisfied and unable to have a real 'choice' when it comes to looking at where they want to study. You mention in your letter about the use of Bursary funds to possibly support transport costs. This funding is only available to support the most vulnerable groups attending the sixth form and they already access funding towards their transport costs. The funding cannot

be released to support other students so I don't see this as a possible solution to ease the financial burden for students generally. Regrettably we think the county school transport system will out-price itself, with families exploring more flexible, less costly options with local public service companies. The problem with that is that some students who don't live near a public service route are going to lose out and once again be penalised for where they live. (Northallerton College)

136. We were very disappointed to read of your proposals to increase the cost of school transport for the over 16 age group. As North Yorkshire is a large rural area it is disadvantaging the children living in this area, who rely on public transport to reach school. In the present financial situation many parents will find the increase more than they can afford and might have to take their children out of school. At a time when we are trying to encourage children to stay on at school, and gain qualifications, it seems counter productive to increase the bus fares of these children, putting an extra financial burden on their families. We would hope that you could find another way of reducing costs and not apply any savings to children's education (Dalton on Tees Parish Council)
137. I have a few points I would like to ask Reference bus charges for post 16 children using school transport, I understand the council have to save money over the years but how can pupils be charged to use the transport while a bus service is already provided for pre 16 children?. Now the compulsory age is 17 From September 2013 and will rise to 18 from 2015 does that mean school children will have to pay the bus charge for a bus pass because they are required to stay on at school by government. We have to pay for my son to travel by bus at a charge £360 this school year and now £480 next school year, so may i ask why one payment does not cover his two year course to study A levels instead of a charge per year?
138. Seeing as though post 16 education in some form or another is compulsory I find it appalling that the amount we pay for transport is necessary. There is not always the appropriate course at the local sixth form & as the pupils have to stay on they might a **The response does not continue beyond this**
139. Response on behalf of x.
140. Whilst appreciating your financial problems we believe that the increase is disproportionate and will be particularly difficult in rural communities such as ours.
141. As a rural Parish it is felt that this increase will affect young people and parents much harder in our area. Our local Secondary School is Nidderdale High School which does not at present have a sixth form, which means that any pupils attending that school who wish to continue at school after 16 will be forced to travel. Pupils in the urban areas of Harrogate or Ripon who decide to stay at school post 16 will find it much easier to travel to school without incurring these travel costs. (Hartwith cum Winsley Parish Council)
142. It will mean that the vast majority of our families will pay the full cost increase at a rate many times higher than inflation and certainly above the rise in salaries of most people this year. As a school with a rural catchment area, we have to bring a large number of post-16 pupils to school, either by bus or train. The remote location of the villages in the Esk Valley means there

is no other option available to these students and their families. Most families will have to pay for at least two children to attend post-16 education in Whitby. A number of families in the Esk valley and coastal villages are very much closer, geographically, to other educational institutions outside of North Yorkshire and a short car journey to drop a child on the way to work is a very real possibility. This would be a small inconvenience for a family who was travelling out of the County to work and would have a severe detrimental effect on student numbers attending post-16 education in the North Yorkshire County Council catchment area. Students are now compelled to remain in education or training beyond the age of 16 and we are effectively saying to young people in North Yorkshire that we are going to financially penalise them for making the decision to continue their compulsory education at Whitby Community College and with North Yorkshire County Council. What makes this price rise doubly worrying for our school is that 'free' transport is available from Whitby and several surrounding villages to three post-16 institutions in a neighbouring Local Authority. We are certain that some students and their families will be swayed by the proposed transport costs and will choose an alternative to Whitby Community College and education within the Local Authority. This will impact both in the shorter and longer terms once families decide to transport one child to other institutions. Families are then likely to move younger siblings to education out of the Authority – possibly even before they reach secondary school age. This would have an adverse impact on secondary education in Whitby. (Whitby Community College)

143. At a recent meeting of the Council's Town Development and Improvement Committee, Members considered the proposal from NYCC to achieve savings by increasing the charge for post 16 home to school and college transport. Members raised concerns with the terminology used in paragraph 3 of your letter "that in some circumstances free transport would apply to young vulnerable people". Members felt that this needed clarification as surely this should apply to all young vulnerable people, the overriding factor being that they are vulnerable and that there should not be any ranking applied to level of vulnerability. The requirement for all young people to remain in education up to the age to 18 and their choice of education is also called into question by your proposal. The availability of choice and social mobility for young people in Whitby will be removed entirely if the cost of attending an educational institution outside the Town is beyond their families' means. This proposal would have exactly the opposite effect to your title "access and inclusion" removing all choice for students from low income backgrounds to have access to vocational courses not available in their home town. (Whitby Town Council)

Have you any ideas about other ways in which the council could save £400k from the budget for post 16 transport?

1. Transport should be free like over 65s - or over 65s should be means tested instead and money used for post 16 transport shortfall
2. The roads on my estate do not need to be cleaned every week !!
3. Community group transport, ie; financially supporting groups of parents/carers in each town / village. say now there are 10 students in a place and the parents took turns transporting them, how about refunding fuel costs based on an average family car; say a 2 litre engine and say £1 per day wear and tear. This may be cheaper than a fleet of buses but would add to traffic congestion.
4. Is there a way where lessons can be collated into less days (a lot of free periods in the sixth form process) four days transport cheaper than five)
5. Why can't older people who have a bus pass to travel wherever and whenever they like have them taken off them, children have to go to school they don't need to go on days out for free, especially as a lot have a car as well.
6. I think this is the wrong question - the question should be where can the council save £400k from its budget? I would suggest a complete rethink on the costs relating to recycling in rural areas. As an example in our case sending a lorry an additional 10 miles to collect recycling from 10 houses every 2 weeks seems a complete waste of money. The number of collections could be reduced but additional containers provided. A complete lack of management of the highways budget in the winter months with some roads left completely untreated and others having up to 6 grit wagons gritting in one hour. The costs relating to maintaining Harrogate's gardens and green areas seems excessive. Given the choice between allocating funds to allow the areas children to attend further education or having ornate floral displays then I would chose the children's education.
7. Those students who elect to travel to a school rather than go to their rural school should pay for travel from age 11, as it is their / their parents' choice to send them to school out of their rural area. For instance there are children already from age 11 travelling to Harrogate schools from Pateley Bridge when there is a perfectly good school here for them to go to.
8. In the case of my child's bus, it is not full, but some 6th formers have to be driven into Ripon to catch the service bus as they are not entitled to use school transport having only moved to the school for 6th form. If spare seats were sold on an availability basis more money could be raised. It is ridiculous for this to not be considered!
9. I think the government should fund these transport costs. it is they who have decreed that children must attend in whichever way, be it college, apprenticeship etc.
10. Yes, cut directors bonuses!!
11. Make pensioners pay or means test them.

12. your approach sounds more about generating more income rather than reducing costs. How can transport be provided cheaper - combine schools using the same bus to maximise capacity. Dovetailing school end times may help. Richmond School and SFX appear to have separate buses but are yards apart. Is this the cheapest way really?
13. Look at other areas.
14. Remove travel subsidies completely and have everyone pay the actual costs. All and any payments made by the LA as a subsidy to be made on an individual and means tested basis. The rate of any cost paid by the student/students family to be based upon a percentage of the actual cost of the transport being made available, rather than the flat rate currently used. The percentage applied to be a flat rate throughout the Authority.
- 15.
16. Unfortunately I don't have any ideas at present, however, I don't think children's education should be targeted when it comes to saving money.
17. As with health care all education should be paid for through local or national taxation. Education as above adds value to the individual and the Country. Making `savings` in this way is both short sighted and is missing the point. Adversely affects those on low/middle incomes. And in the long term leads to a less prosperous economy and Country.
18. In order to answer this I would need to understand how the council already allocates the budget. This is not so much an open consultation, rather it is few poorly contrived questions so you can tick a box and say that you have consulted.
19. Better route planning
20. Charge for additional buses not ones that are already in service.
21. Build more colleges so children don't have to spend an hour stuck on a bus between home and college.
22. More competitive procurement.
23. As above
24. I feel that an awful lot of money is spent in the transportation of students to other establishments, such as those for students with behavioural issues. Individual taxis are certainly expensive and I am sure this is an area which could be reviewed and in which money could be saved. I also think that parents who choose to send their children to schools which are out of county should pay for their transport.
25. Yes - there should be a way to issue a Transport charge ALL pupils who live in West Yorkshire but attend North Yorkshire Schools.
26. Why take it from this department? surely savings can be taken from others, shave a bit of each, therefore not making such a difference to many people who are strapped for cash as it is.
27. Use smaller buses on some routes where less children are travelling.
28. Tender the service and introduce more competition so save money on the bus contracts. Review managerial costs involved in aspects of transport.

29. Cut salaries of top level earners, reintroduce making money from recycling/up cycling @ civic amenity sites, evaluate cost effectiveness of Nyccl marketing both internally & externally, reduce support functions at county hall
30. Maybe regardless of their GCSE results they should have the option to stay in the school they were in from year 7. My son was at Richmond school from year 7 to 11 and because he is not an A* student he was told to leave even though he has to remain in education until he is 17!!! He now has to travel daily to Darlington which is a total nightmare. Had he of remained in Richmond instead of paying the £360/£390 for a bus pass, i would have taken him myself!!!! Maybe speak with our fantastic Prime Minister and his Government. As they are the one who mess everything up and we all have to suffer the consequences!!!!
31. Reduce allowances for local and county councillors and savings made to be paid into the budget for post 16 transport.
32. Stop paying for free lunches for council big wigs
33. Yes, in the same way as car share schemes operate for workplaces, I would like to see schools promoting car share schemes for students. The rural nature of North Yorkshire means that some students do not live so far away to justify a charge of £12 per week for transport (i.e. perhaps only 4 miles or so), but where there are no pavements or public transport, they have been forced to rely upon school transport. If a car share pool was set up, then four students travelling with a parent in one car could share the 40p per mile cost between them (which for one week at school equates to a cost of £320 per year for a journey of this distance and accounting for a parent's return journey home). This makes sense to me, because in some of the rural areas, parents are already taking children by car to the school bus pick up point. There may be arguments against this from child safety points of view, but for post 16 age children, so long as parent volunteers have ISAs (which are free of charge for volunteers to obtain) and car insurance is checked to be valid, I do not see a problem. Indeed as an example, I have always found that the current policy for the council to make checks on post-16 work experience placements is curious, since those work places are already required BY LAW to have insurance to cover any employee and also to undertake work-based risk assessments. The irony at present is that a 16 year old could leave school and take up a position with an employer full time (without any council checks), yet checks are deemed necessary when this is a one or two week work experience placement!
34. Look more towards families who are abusing the system, demanding taxis to take their children to the bus stop / school because of claiming the road is too dangerous to walk along, these roads are fine when it comes to the weekend and the kids are out on their own. Also stop parents being able to claim petrol allowance for getting there kids to the bus stop, again claiming the road is too dangerous.
35. Rather than charging the post 16's why not charge everyone that uses the home to school transport a smaller charge - as everyone benefits from the service - not only the post 16's. In our case the bus will run anyway, with or without the post 16's and it does seem to many parents that the post 16's are subsidising the other children's transport.

36. Yes get the fat cats and government ministers with their noses in the gravy trough to stop fiddling their expenses to buy floating duck houses and pay for 2nd homes and actually use the cash for the benefit of the people of this country.
37. Look at how many older people do not use their free bus passes and only issue these on an applied for basis.
38. Instead of there being a 'No Charge' policy for Post 16 transport for Foster children and children with education needs, why cant these be means tested? I am sure that this would save some of the costs.
39. Buses should be used more cost effectively, I.e. fill the buses more to capacity instead of having half empty buses, and if this means more pick ups then that's what should happen.
40. Purchase & service your own fleet of school buses. Hire & vet your own bus / coach drivers. This would seem one way in which the NYCC could save money in the long term and not just meet government targets in aid of crushing young hopes in cutting back essential services.
41. Perhaps this is the wrong budget to be trying to reduce, shaving down county hall expenses might be a good place to look first.
42. Don't go for the post 16 transport as a separate agenda as many of the the post 16 are not requiring additional transport, the transport is already there and it appears that the money is being used to subsidise the younger kids. Save money in other ways such as reducing the frequency of the Dales and District buses or even run them at times when kids can use them for school, this would solve two problems. Why penalise children in rural areas?
43. I am astounded by how expensive bus travel is in Ryedale.. perhaps someone should be asking the bus companies for a breakdown of their charging policies? (ie: Coastliner) Would it not be cheaper to run internal buses to specific education establishments rather than funding Coast liner bus passes? What about looking at Ryedale Community Transport and looking at how they run? They are a beacon of best practice and are 'not for profit.'
44. No. Stop hitting families and the opportunities of our young people and run NYCC as a more efficient business, get private companies to trim your workforce and do a proper job.
45. I am sure there are other, less important areas where savings could be made. Education of our young people is vital for our economy and in rural areas where students are already at a disadvantage in terms of having access to a choice of provision, I think it wrong to put other barriers in their way. By encouraging their children to stay on in education these families are the ones making positive choices and should be rewarded not put under further financial pressure.
46. No
47. All schools & colleges getting funding & heads together to combine transport. York college, Askham Bryan and other campus' all run different transport. Why? Offer greater incentives with reduced cost on public transport that is already running ie coastliner, 128 bus and national rail etc. There are no buses or rail from where we live and if I had to transport to

school, college I couldn't work and then we would be on a low income and be claiming.....false economy for county council!!

48. Some school buses appear to be only half on a regular basis. A review of which routes could be amalgamated could save some money.
49. I think if students want to go to a different college/sixth form than that closest to their home then they should pay for the transport in full. I have heard of students choosing a particular obscure A-level along with their mainstream A-levels just so that they can get transport paid to go to the sixth form college of their choice rather than the one closest to home. If students want to choose somewhere different they should pay for it. I don't think there should be a mileage allowance for the journey from home to the bus stop either. When people decide where to live they know it is going to be more expensive in the country. I think some of the school transport should be stopped altogether. I know of a family that lived just over a mile from their primary school and had a taxi pick them up for school every day from their house when they have a car of their own sat at home. I think all school transport should have some form of means testing in this day and age where most families have one or more car.
50. Maybe to find out how many people are using the service and if you can then merge routes to make sure the buses are full to capacity. Using mini buses if numbers are low.
51. The parents of special needs children receive more money from the state in benefits for their children, so could therefore be asked to contribute towards the costs of travel.
52. If the transport isn't full then allow others to use it at a cost, especially as the bus service is to be reduced.
53. In my area it is cheaper to pay a cash fare than it is to purchase an travel pass - why do you use companies that charge you extortionate fees and look at funding better quality public services instead?
54. Work towards better public transport reducing the need for school buses
55. Refuse to do so
56. A possible idea would be to offer discount to low income families by way of mean testing, and a % of transport cost be covered depending on income. For example low income families could pay a flat rate of travel cost per day, say 35% of actual cost. Such payments perhaps could be found in Child Benefit, or CTC for those in receipt .
57. Ensuring that young people share transport as much as possible. Those that are able to use public transport use that instead. Allow families to spread the cost ie monthly payments.
58. what about asking employers/businesses for sponsorship for routes. If they can sponsor plant tubs education must be a better option for their publicity and our futures.
59. If education is becoming compulsory to the age of 18, then no charge should be made for 16-18 year olds. Free bus passes which are provided could have a nominal fee!

60. Yes get people out of benefits and back to work!! Sick of my neighbours lounging around claiming benefits and making more babies to get more money.
61. The budget should be for the children that need it and not be spent on things that are not needed
62. My son goes in a taxi by himself. surely it would be more cost effective if this was either shared or perhaps cheaper for a chaperone to escort a number of sen young people on the bus.
63. No, there are plenty of overpaid managers who are employed to sort this out.
64. Better funding of sixth form provision of all secondary schools. Use of existing bus routes for free.
65. Not charging anything, thereby saving the full cost of administering this scheme. Buying the buses & hiring the drivers directly, thereby cutting out the profit margin from the bus operators. Using electric or hybrid buses, cutting the cost of fuel. Providing more cycle routes on the county's roads & give more public support to cycle to school" schemes. Provide more cycle bays at schools."
66. Sorry can't think of any at present.
67. Charge everyone for transport to school from Reception to post 16 but keep it at a subsidised level. I am a parent of 3 primary school aged children and would happily pay for their bus to school so long as overall it represented a saving on me running them to school myself and therefore was also an eco-friendly option keeping my car off the road.
68. Charge for all pre-16 school transport, not just for those attending denominational schools- which appears to be religious discrimination.
69. Make more further education courses more available in more schools. Reduce help that looked after children and others get. More available apprenticeships. My son is doing one and can pay his own way to college.
70. Talk to Redcar and Cleveland LA and various colleges in that area and ask them how they manage to provide free transport and more importantly free transport that passes through the Whitby Community College catchment area.
71. Do not subsidise bus routes to students travelling to school that they have selected over their local one. That is their choice.
72. you need to find ways of stopping some peoples use of further education as an excuse for not going to work.
73. The council should look at other areas where they waste outrageous amounts of money and leave post 16 transport alone.
74. Don't just look at this budget. Education is too important. Cut elsewhere. Cut Councillor expenses to zero. Reduce the different layers of councils, why so many?
75. Many of the cost cutting with regards to transport could have been reduced or avoided by levying a small flat fee for over 60s transport, rather than carte blanche free passes.
76. I understand it's difficult but hitting families is unacceptable. I am happy to see all these old people on the buses but would accept a small surcharge on free OAP transport.

77. Cut the salary of all senior post holders at the council by 30% and reduce councillor allowances by the same amount!
78. If the cost needs to be increased then it should apply to all users whose financial situation does not fall into one of the protected groups identified for free or reduced rate
79. ADOPT BETTER AND MORE APPRENTICESHIPS TO REDUCE EDUCATIONAL NEEDS.
80. It doesn't cost the council anymore for post 16 transport if there is a bus running already from villages. I think if there is room on the bus this should be free. If not go ahead and charge. Use smaller buses if possible and reduce admin charges by stopping the admin associated to post 16 transport. Stop penalising rural areas.
81. No, but I'm sure savings could be made elsewhere.
82. Everybody contributes equally, no exceptions, less paperwork and admin. Look at bus service efficiencies
83. If NYCC chose a cheaper method of dealing with the county's waste then there will be immediate cash savings which will continue for the foreseeable future. The money set aside for the incinerator will provide for short term penalties and be available for services.
84. By charging everyone a minimum cost of say £1 per journey
85. Isn't that what you have professional accountants for?
86. Sponsorship/investment from business?
87. Re-negotiate with the bus companies a contract to reduce costs. Penalise those whose buses run late or do not turn up. Charges for transport to school to be in proportion to child's travelling distance from school.
88. Reduce the number of non-essential departments such as leisure and tourism, housing and volunteering
89. In my village the primary school children, who all live within 1 mile of the local school and whose parents all have the means of conveying their children to school and in fact are all within walking distance are taken by council transport. This is very expensive and needs looking into as an un-needed service. The secondary school children, likewise, are taken, a mile at most, into the village by council transport where the main bus takes them to school along the main road. Again this first bus is a waste of money as all the children could either walk to the village bus stop or be taken by parents.
90. How about cutting Council salaries by 15% across the board
91. More efficient transport
92. Save money in other departments starting with administration
93. Not an answer you would like but take a serious look at the level of pay at the top end of the scale - is it really necessary to employ chief executives etc at the level they are at - you will still get good people at a more reasonable level.
94. Have the most simple system ie no cost. Equate the savings in admin, executive salaries, pensions and costs of the Executive Members for the Children and Young People's Service and extra cost borne outside the County, against the transport costs and advise our Parish Council please.

Please acknowledge this response and forward full report...

95. Improve and extend existing footpaths and cycle ways and look at the possibility of building new ones
96. By undertaking an income assessment students from high household income families would be declined.
97. Instigate a car share scheme particularly for rural areas. Improve online learning opportunities.
98. Sutton under Whitestonecliffe does not have a bus service. Could I suggest that by extending the bus to other users, their use of such a service could be used to generate income and offset the cost. I am sure my village is not the only one who could benefit from a shared service bus.
99. Think outside the box!
100. Reduce county councillors' allowances by half. Do not pay more for councillors chairing committees. Reduce the number of councillors.
101. Our annual income to support 10 in our family is £16,000 per annum including working tax credit. My husband works 40 hours each week & sometimes overtime. Maybe some higher paid council officials really ought to look at what the everyday people on national