

ITEM 4 - LATE REPORT

North Yorkshire County Council

Transport, Economy & Environment Overview and Scrutiny Committee

10 April 2018

Home to School Transport – Proposed Policy Changes

1. Purpose of Report

- 1.1 This report provides details of the proposals for changes to the home to school transport policy together with feedback from the 90 day public consultation and subsequent recommendations for changes to the Policy.

2 Background

- 2.1 A detailed analysis of SEND home to school transport has revealed that there has been an overall increase in pupil numbers on SEN Home to School Transport of 22% from March 2015 to March 2017 together with a 14% increase in the numbers of miles travelled.
- 2.2 This has also resulted in an increase in the demand for transport provision across all age ranges but in particular a 66% increase in the number of Post-18 pupils who are using the service and a 36% increase in primary aged children following the introduction of the Children and Families Act 2014.
- 2.3 The rise in costs of £11.8k from March 2015 to March 2017 is attributable to an increase in mileage of 14%, and an increase in pupil numbers of 22%. The latter is broadly in line with the overall increase in total pupil population with statements and Education Health and Care Plan (EHCP) during the same time period.
- 2.4 The current forecasted spend in relation to SEND Home to School Transport is estimated as £8.0m in 2017 which represents an approximate overspend of £3.0m on existing budgetary allocation.
- 2.5 Based on current trends in SEND continuing and the annual year on year growth estimated at 18% per annum, it is estimated that by 2020 the forecasted spend will be £13.2m. This will continue to increase to £18.4m by 2022, and potentially could reach £30m by 2025.
- 2.6 On 19th December the Executive gave approval for a 90 day public consultation on 3 proposals which would ensure efficient use of the home to school transport budget and equity across mainstream and specialist provision. The proposals included:

Proposal 1: Removal of the FREE Transport statement for SEND Post-16 to 18 students with an EHCP from September 2018, to bring it in line with mainstream transport arrangements.

Description:

- Currently NYCC require a contribution from families for post 16 mainstream transport at a cost of £490 per annum. The average cost of providing transport per

mainstream Post-16 student is £860 and therefore the local authority subsidises transport by approximately 43% on average.

- The contribution cost from parents/carers has been subject to annual review and this has resulted in one price increase of £10 in the last 5 years.
- In order to ensure that lower income families are not penalised there is a 50% charging reduction in place.
- The local authority has not implemented a charging policy for post 16 students with SEND and this is currently provided free of charge.
- The average cost of transport for a Post 16 **SEND** student is £8.1k, so the contribution from parents/carers would be around 6%, if the £490 contribution fee was applied. Therefore the Local Authority is still subsidising over 94% of the transport costs.
- The local authority is unable to apply a means testing approach on benefits relating to children, young people aged 16-17 are still classed as children by the Department of Work and Pensions.
- The Local Authority will honour current arrangements for existing students to complete their current programme of study.
- The contribution rate will be subject to annual review and will be subject to price increase to reflect inflation.
- The Government provide a bursary fund to 16-19 year olds which provides a grant for eligible young people to receive up to £1200 towards their education and this may be used to support transport costs. Young people over 19 years of age with an EHCP may also apply for a discretionary bursary which again may be used towards transport.

Savings:

This option would generate £57k of revenue by 2021 to offset the cost of SEND transport provision for Post 16 to 18 students if 100% of families paid the contribution. This includes an estimate of 35% of families who would pay the contribution at the low-income rate*.

However the introduction of a charging policy may lead to a proportion of parents arranging their own transport rather than paying the new contribution. The potential saving may therefore be much greater than £57k. For example, if 50% of parents currently in receipt of transport make their own arrangements and do not pay the contribution then we can expect a saving of £599k on the SEND budget by 2021

*The number of SEND low income families has been estimated using the economic deprivation scores based on home postcodes.

Proposal 2: Recognise SEND Post-19 students as adults in education, and identify unmet transport need in line with Health and Adult Services social care assessment.

Description:

- The current Home to School Transport Policy states that Post 19 requests should be directed to Health and Adult services, who have the authority to complete a comprehensive assessment, under the Social Care Act to identify the level of support and unmet need required from the local authority.
- The Adult Social Care assessment which assesses all social care needs once a person turns 18, considers existing provision available to the adult such as a mobility vehicle and it also includes a financial assessment and hence the financial ability of the adult to contribute towards the cost of their services including

transport. Services could include travel assistance should the adult have no other means of transport to access services.

- It is therefore proposed to assess post 19 students as adults in education under the adult social care assessment process and, if no other means of transport to education is available, grant exceptional transport services for such students in line with the HAS Policy.
- The Local Authority will honour current arrangements for existing students to complete their current programme of study.
- Implementation of this proposal for new students would commence from September 2018.

Savings:

- Post 19 transport is currently costing £920k and increased by 41% last year. This is the largest growth area since the SEND reforms from September 2014. If current trends continue it is anticipated that by 2020 this group will double in size and in expenditure.
- If 10% of current adults in education are assessed as having other means of transport available, this would generate a saving of approximately £90k; if we assume 50% of alternative provision for transport, the reduction in overspend would be £460k.

Proposal 3: Promote Parental Transport Allowance to SEND sole-occupancy provision with a realistic enhancement to reflect the young person transport need (for those eligible for transport assistance under statutory duty)

Description

- This would provide greater flexibility for parents/carers to make their own transport arrangements and may provide a cost effective option for the local authority
- Currently we pay 30p per mile for 4 journeys per day (to the school with the child and back home – to the school to collect the child and back home). Uptake of this option has historically been very limited.
- Currently transport for single passenger journeys for statutory aged pupils with SEND cost £2.2m per annum. Sole occupancy could be due to a variety of reasons, such as an amended timetable, SEND needs or the journey has no other student with the resident vicinity. The average cost of a sole passenger transport is in the region of £20k per annum

Proposal

- 1) Increase the current personal allowance to families to the current HMRC (Her Majesty's Revenue and Customs) business rate of £0.45 per mile for the first 10,000 miles, following this it is £0.25 per mile. This should make the Parental transport allowance more viable for families to meet transport need. This would only be offered where there was availability no other transport provision was in place, and reviewed on a yearly basis. This option can be implemented for all new requests from September 2018 with a timescale for reviewing existing transport provision over the next two years to align this to the updated policy.
- 2) Introduce an enhancement to parents whose children have been assessed as part of their EHCP as requiring additional support for transport by applying a scaled allowance tool, as shown below: We have based our illustration on an assumption of a home to school distance of 25 miles:

Provision assessed as requirement	Proposed	Average Cost for an LA commissioned taxi	Parental transport allowance equivalent
Taxi	HMRC guidance	£100 per day £19,500 per annum	£6,750
Taxi + 1 passenger assistant	HMRC Guidance + enhancement of 15p per mile - £0.60 for first 10,000 miles and £0.40 after	£125 per day £24,375 per annum	£9,600
Taxi + 1 medical passenger assistant	HMRC Guidance + enhancement of 30p per mile - £0.75 for first 10,000 miles and £0.55 after	£156 per day or £30,420 per annum	£12,450
Taxi + 2 passenger assistant	HMRC Guidance + enhancement of 45p per mile - £0.90 for first 10,000 miles and £0.70 after.	£200 per day or £39,000 per annum	£15,300

Savings:

- The potential saving will be on a case by case basis, and savings will only be achieved following a review of transport provision for existing students
- However as a guide if only 10% of parents accept this offer this will be around £223k per annum reduction in solo taxi provision with an outlay of approx. £80k per annum in allowance, each 10% should generate approximately £150k per annum in savings.
- Forecasting a 50% take up of parental allowances is achieved the reduction in the overspend would be in the region of £750k.
- This can be implemented from September 2018 for new transport requests, and through a programme of work for existing sole passengers.

3. Financial Implications

3.1 It is not as yet possible to specify the exact savings associated with each proposal but the table below provides an indication based on 50% uptake of each proposal

Proposal	Description	Potential savings
1	Removal of the FREE Transport statement for SEND Post-16 to 18 students with an EHCP from September 2018, to bring it in line with mainstream transport arrangements	Assumption of 50% of parents no longer requiring transport from the LA would generate £599k.
2	Recognise SEND Post-19 students as adults in education, and identify unmet transport need in line with Health and Adult Services social care assessment.	£460k if 50% of assessed students have other transport options within their means.
3	Promote Parental Transport Allowance to SEND sole-occupancy provision with a realistic enhancement to reflect the young	£750k for a 50% uptake.

	person transport need (for those eligible for transport assistance under statutory duty)	
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4. Consultation

- 4.1 Details of the different proposals were made available on the public website (www.northyorks.gov.uk/consultations), together with an online survey. This information was also available in easy read, alternative language or formats on request. In addition to the survey feedback received by email, and from meetings during the consultation period (8th January 2018 to 2nd April 2018) has also been considered.
- 4.2 Eighteen public events were arranged across all localities in North Yorkshire and the same presentation was delivered at all events to ensure the messages were consistent. The presentation has been positively received by audiences, people felt they had a better understanding of transport provision, why we have developed the proposals for change and the rationale behind this. Additional meetings were also arranged in Richmond, Selby and Pickering in response to feedback.
- 4.3 There were 64 attendees at the public meetings made up of parents/carers, professionals and elected members.
- 4.4 The consultation has been promoted via the Schools E-red bag, Local Offer, NYPACT, NYCC website, corporate Facebook and Twitter accounts with regular releases on social media ahead of the public events. We attended the NYPACT Management Committee on 14th March and the consultation has been promoted through their networks following this. In addition to the above channels we have also included adverts on local radio stations including BBC Radio York, Radio Tees and Yorkshire Coast Radio. A press release was published on 19th December 2017 following publication of the documents to Executive Members on proposed changes.
- 4.5 Local authority officers also attended the Youth Voice Conference on 16th March and Moving On events to consult directly with children and young people together with:
- The Association of Transport Commissioners and Officers (ATCO) on 8th February 2018 in York which had representatives from other Local Authorities across the North East and Humber regions.
 - School Improvement Governors:
 - Harrogate on 24/01/18
 - Northallerton on 25/01/18
 - Skipton on 29/01/18
 - Scarborough on 06/02/18
 - Escrick (York/Selby) on 08/02/18
 - Secondary Head Teachers on 21/02/2018
 - Special Head Teachers in Thirsk on 07/03/2018
 - 5 Primary Head Teacher Networks in March
- 4.6 Parent Groups have been actively promoting the consultation and contacting members to advise them to take part in the consultation and attend the public events.
- 4.7 Throughout the consultation a weekly breakdown has been provided to the monitoring group to review responses and feedback. The monitoring group includes representation from:
- The Inclusion Service and Admissions Team in Children and Young People's Services

- The Care and Support Service in Health and Adult Services
- Integrated Passenger Transport
- Legal and Democratic Services
- Finance
- Project Management
- Human Resources
- Business Support
- Communications Team

4.8 As the responses have been reviewed on a weekly basis a Frequently Asked Questions document was published on the consultation page on the website to assist with answering the questions. This was published on the website on 26 February 2018.

4.9 In addition the local authority is aware of an on line petition initiated by a parent via change.org. This has not been presented to the local authority during the consultation period. It attracted 488 signatures of which some are not North Yorkshire residents. This petition has not met the criteria for a county council debate. (signatures of 30,130 required).

5 EVALUATION OF RESPONSES

5.1 The details of the feedback from the consultation are provided in **Appendix 1**

5.2 A summary has been provided below together with the consideration of feedback by the local authority.

Proposal 1: Removal of the FREE Transport statement for Post-16 students with an EHCP from September 2018, to bring it in line with mainstream transport arrangements, and increase the contribution value for all Post-16 provision in line with comparative authorities.

Summary of consultation feedback:

The survey shows that 75% of respondents either Strongly Disagreed or Disagreed with this option. However upon scrutiny of the comments the responses relate more to the removal of transport for their child rather than the requirement to pay a contribution for transport.

A number of responses made reference to this proposal causing financial hardship for low income families with SEND.

A number of responses also questioned whether it is fair to bring children with SEND in line with the Mainstream policy.

Consideration of feedback:

Reflecting on the comments made in relation to this proposal it is important to note that transport is not being removed for any eligible Post-16 students with SEND. Transport will continue to be arranged by the Local Authority but will be subject to a charge payable by parents / carers. This charge will be applied equitably across Mainstream and SEND students but will include a 50% reduction for lower income families to offset costs.

The Local Authority is of the view that it is discharging its duty in a fair and consistent manner. For example, despite SEND transport costs being significantly higher than Mainstream the Local Authority is intending to implement a flat rate regardless of actual cost of transport and distance travelled.

The Local Authority recognises that other means of funding such as the 16-19 bursary may

not be suitable for some families however we feel it is our duty to alert families to this option. We advise all parents/carers to seek financial advice so they are aware of the impact of the Bursary on their individual circumstance.

The Local Authority also has a duty to make parents and carers aware of the other options which may be available other than the transport which is provided directly by the Council.

Proposal 2: Recognise post 19 students as adults in education, and identify unmet transport needs in line with Health and Adult Services social care assessment.

Summary of consultation feedback:

Overall, this proposal received a more positive response with 52% either Strongly Agree or Agree. The further 18% were neutral responses and 30% either Strongly Disagree or Disagree.

Some respondents were of the view that education should be provided free for young people continuing their studies post 19.

One respondent queried the fact that their young person does have access to a mobility car but queried who would drive it as the young person was unable to drive.

Consideration of feedback:

A very limited amount of feedback has been received directly in relation to this proposal and common themes of concern therefore could not be strongly identified.

However the individual comments have been taken into account and will form part of a review in partnership with Health and Adult Services to align the changes to their Care and Support Assessment Policy.

The local authority remains of the view that young people aged 19 years and above should be assessed using the Health and Adult Care assessment and if the young person has means to support transport then the local authority will not pay for transport to their educational placement.

It is recommended to secure approval for this proposal but delay implementation until September 2019 as Health and Adult Services are also entering into a review of their arrangements for transport within this timescale.

Proposal 3: Promote Parental Transport Allowance to sole-occupancy provision with a realistic enhancement to reflect the young person transport need.

Summary of consultation feedback:

The responses in relation to this proposal have been positive and the proposal has been well received overall. Strongly Agree and Agree was 62% whereas Neutral was 21% with the remainder of 17% Strongly Disagree or Disagree.

The majority of the comments received within the consultation are in relation to this proposal. The majority of comments relate to the feasibility of the mileage allowance and how families would be able to transport their children due to other commitments such as work and other children attending different schools. Some comments have also referred to the extra stress this may impact on families or children and young people due to other commitments.

In relation to the enhanced rate, 44% of responders were in favour of this proposal whereas Neutral was 32% and against was 24%.

The only comment raised in relation to the enhanced mileage rate was the impact this may have on families who are receiving additional benefits.

Consideration of feedback:

The Local Authority recognises the comments and individual family circumstances however the mileage allowance is completely voluntary and would not be imposed on any families without their consent.

A parental transport allowance can be declined at any time if this no longer meets family circumstances. The Local Authority will arrange transport if families do not wish to continue the allowance.

The Local Authority would recommend all families seek independent advice regarding the impact of receiving the enhanced mileage allowance on their personal circumstances.

6 EQUALITY IMPACT ASSESSMENT

- 6.1 The Equality Impact Assessment has been updated in light of the consultation and is attached in **Appendix 2**.

7 CONCLUSION

- 7.1 The local authority has consulted widely on the proposals to change the current home to school transport policy.
- 7.2 The proposals under consideration provide an ongoing commitment to the provision of transport assistance to eligible children and young people with SEND. The local authority has acknowledged the challenges faced by families with SEND living in a rural county and is committed to providing transport assistance at post 16 subject to a charge of £490/annum and for post 19 students with SEND if they have no means to support transport. The introduction of the mileage allowance for families with statutory aged children with SEND is voluntary but may provide increased choice and flexibility for some families.
- 7.3 The local authority has considered the feedback from the consultation but remains of the view that the proposals should be implemented to address inconsistencies in terms of the provision of transport and to maximise efficiency of the budget.
- 7.4 The local authority is not removing transport for post 16 eligible students with SEND but is introducing a flat rate charge which equates to the same amount paid by mainstream post 16 students. A 50% reduction will apply for lower income families and payments can be made on a monthly basis by direct debit.
- 7.5 Post 19 year olds will be assessed as young adults and transport assistance will be provided if the young adult does not have means to support travel. It is recommended that this proposal is adopted but with an implementation date of September 2019 to allow for the process to be developed in full with Health and Adult Services
- 7.6 The introduction of the mileage allowance will provide flexibility for some families with statutory school age children but is voluntary and will not impact on personal or working commitments of families.

8 Recommendation

- 8.1 It is recommended that the Transport, Economy and Environment Overview and Scrutiny Committee gives consideration to the implementation of all three proposals detailed above.

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Date: 4 April 2018

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Background Documents:

Research into other LA policy and charging agreements
NYCC Finance Report
NYCC Home to School Transport Policy
Parental Allowance Modelling Tool

Appendices:

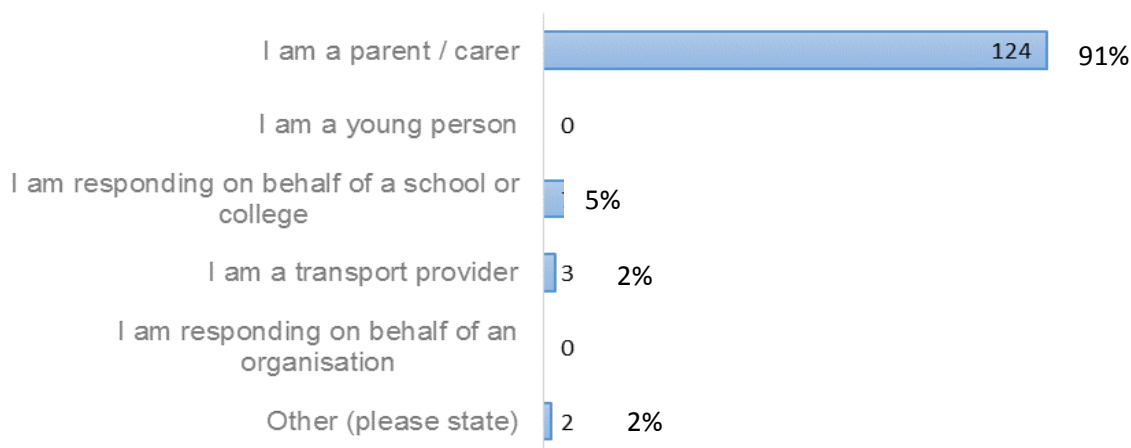
Consultation Feedback Document – Appendix 1
Equality Impact Assessment – Appendix 2
Consultation Outcomes Report – Appendix 3

Home to school transport consultation 8th January – 2nd April 2018

Consultation Feedback and Responses

This report was generated on 03/04/2018. Overall 136 respondents completed this questionnaire. The report has been filtered to show the responses for 'All Respondents'

What is the main way that you are involved with home to school transport in North Yorkshire?



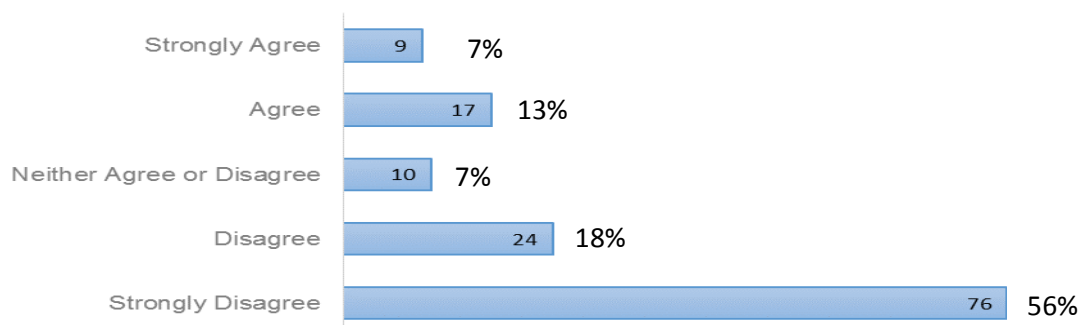
If Other please describe what your involvement is with Home to School transport

- MY previous job involved providing Home to School transport for some students with SEN.
- Governor

Please tell us what you think about the proposals

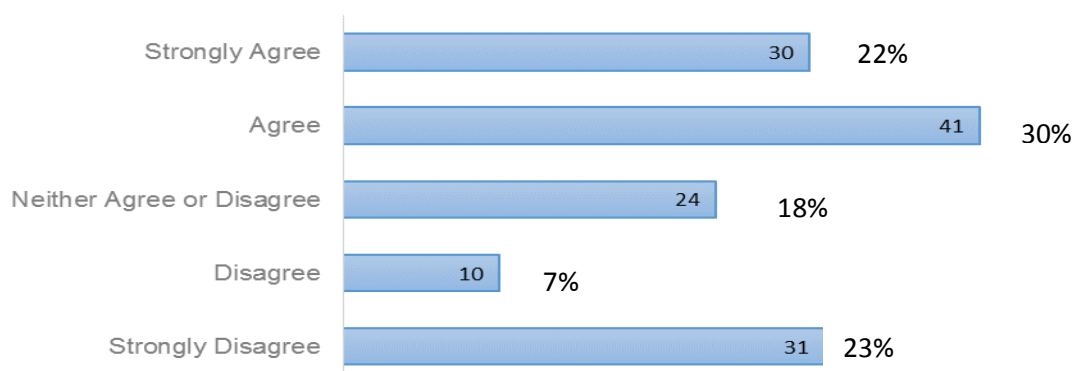
Proposal 1:

Removal of the FREE Transport statement for SEND Post-16 to 18 students with an EHCP from September 2018, to bring it in line with mainstream transport arrangements

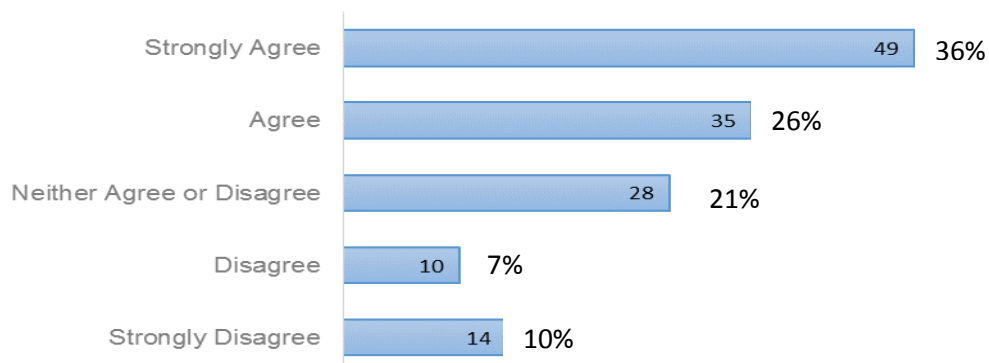


Proposal 2:

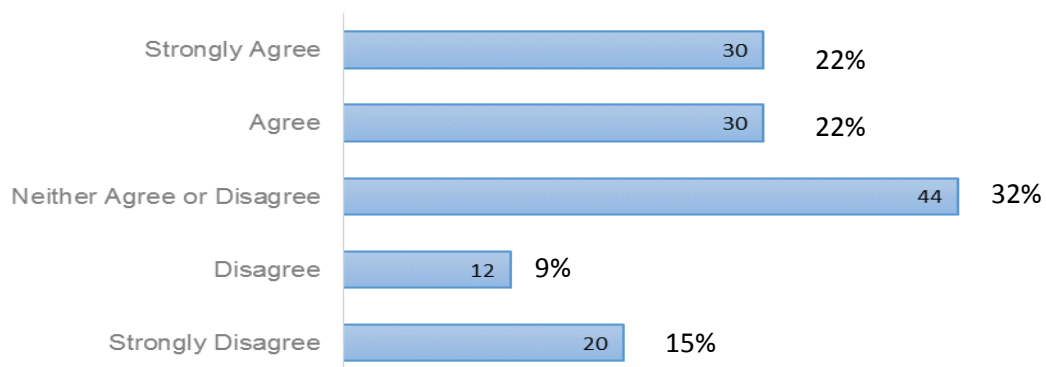
Recognise SEND Post-19 students as adults in education, and identify unmet transport need in line with Health and Adult Services social care assessment.

**Proposal 3:**

Increase Parental Transport Allowance to 45p per mile when no other transport option is available

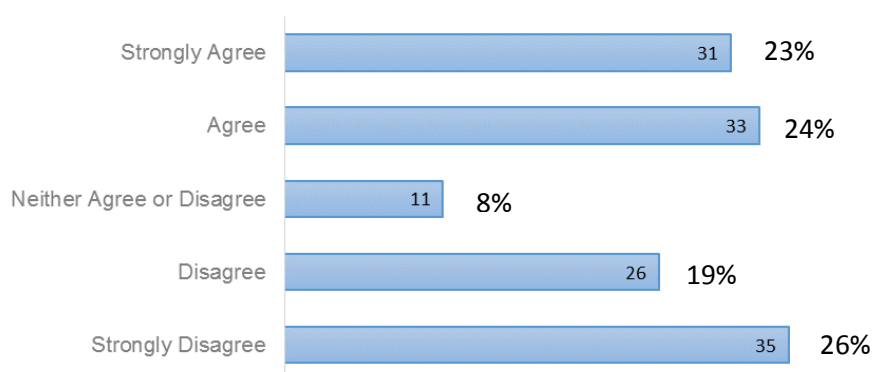


Promote parental transport allowance to SEND sole occupancy provision with a realistic enhancement to meet the young person(s) transport needs.

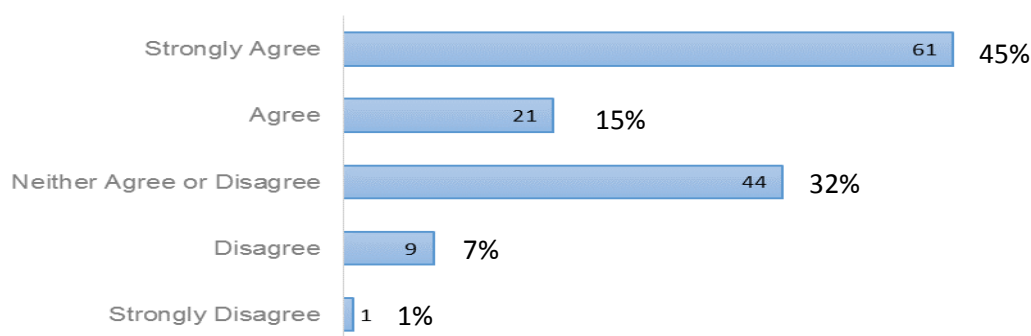


As well as the proposals, 2 further questions were asked about the impact of the proposals

More parents / carers will arrange their own transport provision.



More families will face financial hardship.



Written feedback to Proposals

The following comments are a direct response to proposal 1:

Removal of the FREE transport statement for SEND Post-16 to 18 students with an EHCP from September 2018, to bring in line with mainstream transport arrangements.

Proposal 1: suggests a blanket charge/contribution of £490 pa regardless of distance, number of days transport is used, or number of siblings in each family subject to the charge. This is an unfair approach & is not actually comparable to mainstream transport charges where cost is related to distance traveled. In terms of equality, this proposal fails to recognise that disabled children actually have NO CHOICE; they cannot take a "no cost" option of cycling or walking AND due to a lack of adequate commissioning of education services, they also may have no choice of the distance they have to travel, for example, they may have a mainstream college on their doorstep but still have to travel some distance for adequate education & support provision, to charge/penalise families for this is against any equality laws. The impact assessment fails to take into account true equality laws and the impact on the budget should families take legal action. The "may lead to a proportion of

parents arranging their own transport rather than paying the new contribution" is just wishful thinking that gives great insight into the council's intentions, but will most likely remain a pipe-dream. Transport provision is hard-won by families & they are unlikely to relinquish this

As a single working parent I completely rely on the Free SEND transport being provided. I am extremely grateful for it.

Young disabled people typically have to travel further to the most appropriate school for their needs. I disagree with any charge for transport for disabled children.

Trying to bring children and young adults with additional needs in line with regular children is unfair and unrealistic. SEND children do not have the ability and it is unsafe for them to travel on their own. Also if parents were to transport their own children many would have to give up work to do this with the time and distance the schools are away from home. Also if people were to pay towards the cost of transport they would also be in financial hardship. There would not be a transport problem if we had special schools with a reasonable distance for parents to take their children to, it ridiculous that people in Selby have to go out of area ie York Borough as th schools for NYCC are actually the furthest away.

These are shameful proposals, at least in part. The excess over budget is because the county has limited post-16 provision for SEND. Our daughter was happily accommodated in local mainstream schools (ie not with a unit) until 16... hats off to those headteachers who felt this was a good step (and it was one we supported, to be fair, because we knew our daughter could cope). New head for post-16 meant a different attitude to SEN and so we had to move our daughter from her local school (and all her friends) to go to a placement four times further away. So please don't look outside 'education' for the reasons for this. A disabled child is a real strain on families. Anything that might add cost to those families is not acceptable. It sends a bad message about the way the County deals with compassion. The suggestion that some of the budget cost is passed to the Social Services budget is fine and doesn't bother me as long as SS don't then cut the funding from their own perspective. Why don't you simply ask SS to pay an appropriate contribution to Education/ Transport which would achieve the same thing., It is total nonsense to shift money around like this, just meet your responsibility as a council and if budgets between sections of NYCC have to be moved around to make it work then just do it but don't in any way allow it as an opportunity to change the service.

I pay £25 per month and can barely afford this. I get no help at all

For schools, where our choices are limited, I think you have to provide a full transport offer. For post-16,

Disabled students and their families face enough challenges physically and financially To remove transport without local facilities that enable them the facilities to be the best they can and reach their maximum potential is criminal! We live in a large rural county. Transport facilities are limited. Even in large market towns the provision of 16+ education is limited. By removing the transport which I appreciate is costly will push young people out of education. My own son would not be able to get to a college which has enabled him to be on track for a triple distinction at level 3. Local colleges couldn't and wouldn't offer this. He is a success because of support and inclusion in education. Hopefully as a young person he will have skills to contribute to society. Using his brain for what he's good at. Promoting self worth and preventing physiological damage due to lack of self esteem. Punishing parents who struggle with these young adults is not the way forward. Moving

costs to social care doesn't help the young person. Educational provision for 16+ requires investment locally not removing assistance before further investment in local provision for Young people with SEN

I think post 16 parents could be encouraged to take their children to school themselves. However, with our site (Springwater) being so tiny, our car park would be so busy on a morning I think it would cause us more harm than good, unless the authority do something to increase the size of our site/building/car park. I also think this rule would have to be thought about differently for our Selby students as there is no SEN provision for them in Selby (they make up 1/3 of our population) and parents are not going to drive them all that way.

we expect to travel, so it is reasonable to build in costs for this.

Shouldn't be done- having a child with disabilities is 20% more expensive than normal. Any extra costs will massively impact on family life. We live in a very rural area with no public transport and both parents work full time, this is a scandalous proposal

Making it harder for those caring for someone with disabilities makes no sense at all. Society needs to look after them, not squeeze them to support those who are not in need. If the council needs to save funds, then the council should means test everyone, especially the vast amounts of mainstream families who receive free to school transport. We should all be asked to contribute with a 10%-20% of the transportation cost every term. Why ask those who have a SEND to contribute and not those who have not disabilities or additional needs? This is not fair at all. Additionally, those with SEND over 16, who continue their education, should be rewarded for keeping up this very difficult task instead of making it harder for their families to support their education.

You are disadvantaging families of SEND children; many children post 16 are able to walk to school or travel on bus passes that cost less than £490, but many SEND children do not have this choice as they need additional support. The LEA does not provide many options for SEND schooling and so we have no choice but to accept our children must travel much longer distances than normal, to then be penalised financially for this lack of choice is not acceptable. For many parents who work (and thus contribute tax) they are simply not able to take their children to school and remain employed, they should not be disadvantaged because of this.

Removing my daughter's transport will have a disastrous effect on my family. My daughter cannot be left to cope with public transport, and with both her siblings at a school a considerable distance from the school she will be attending, parent transport is not possible. This will put young children's wellbeing in danger.

Government policy is that education post year 11 is now compulsory therefore it is unacceptable that transport is no longer available. With regards to my own daughter she is not capable of travelling on her own on a bus to the local shops never mind the 1hr it would take on public transport to get to 6th form college and she has 2 siblings who I take to school which is in completely the opposite direction.

For schools, where our choices are limited, I think you have to provide a full transport offer. For post-16, we expect to travel, so it is reasonable to build in costs for this.

My son is currently in year 8 and is picked up from home by a taxi with a medically trained passenger assistant on board and taken to school (Springwater) and brought back in the evening (Green Hammerton) (10 miles). Occasionally he is taken from school to respite at Nidd, Killinghall (4 miles). Taking my son to school myself would be very difficult because I have a younger child who goes to a local school whose pick up and drop off times are the same but 10 miles apart. It is also preferable for him to have a trained assistant with him due to his epilepsy. £490 per year for transport post 16 is a considerable sum for a family of our income and it may tip the balance in favour of other options for post 16 education but that is not something we have looked into yet.

Living in a rural area and children attending a rural school, I feel that many of the families that access the free transport service can actually afford to contribute and pay for this service. I feel that the money could be better spent on more vulnerable families and other needs.

People with SEND have far more limited options and choices than mainstream, and families with someone with SEND are likely to be less well off, therefore they should not be further penalised

The majority of parents have to pay for the cost of Home to School Transport without assistance from the state. Parents of children with SEN receive additional funding from the state to assist with daily living etc, this extra money could be used partly towards transport costs. Failure to receive the income from SEN students could result in NO transport being provided for anyone.

The removal of transport will take away my daughters independence, she is unable to walk the distance to school safely and her journey to school is her only bit of independence out of the home she has. I feel this will have a negative impact on her emotionally. When she should be becoming more independent she will have to be babied and walked into school by her Mother. How many other 16 year olds have to do that?

Assuming that this will mean charges will have to be brought in if this option chosen However, if charges are introduced this will create financial hardship for many families. Those who are deemed to be on appropriate incomes will end up means tested - on paper incomes might be "good" but caring for disabled person increases costs hugely and therefore many families struggling to make ends meet. In this age group I can potentially see parents not being able to afford to send young person to educational establishment, thereby isolating young person further and preventing them from meeting potential, accessing appropriate employment etc in the future.

Unfortunately being the biggest geographical county this is something that just is ...the same was Scottish islands have to adjust and deal with the costs of being a vast rural county

Having a child with special needs unlike a child e.g. 17 years where they are independent and able to go to places on their own a special needs person is unable to do this and needs long term support from the council fee free

The most vulnerable are being targeted in this proposal

Mainstream transport arrangements are not suitable for some SEND 16-18 year olds, who would just not be capable of using them. Their education and development would suffer if this was introduced.

Remove it for children out of catchment same as I had to put up with for enhanced mainstream....it cost time and money but I had no choice. Object to paying or making changes now I'm within catchment!

Transport needs for children with SEND are very different to mainstream children. Often the child needs help to travel safely and efficiently to a special school suited to their needs and in a deeply rural county this may involve travelling some distance often the parent and child has no choice in this.

As students aged 16 to 18 are now required to stay in some form of education/training, I feel it unreasonable to remove free transport for SEN students. These are students that need extra help and support not less.

Young people 16 - 18 with SEND do not have the same degree of capacity and therefore independence as their peers without SEND and as such cannot travel independently - this therefore remains a very real need and should be respected and supported as such.

My son is currently in year 8 and is picked up from home by a taxi with a medically trained passenger assistant on board and taken to school (Springwater) and brought back in the evening (Green Hammerton) (10 miles). Occasionally he is taken from school to respite at Nidd, Killinghall (4 miles). Taking my son to school myself would be very difficult because I have a younger child who goes to a

local school whose pick up and drop off times are the same but 10 miles apart. It is also preferable for him to have a trained assistant with him due to his epilepsy. £490 per year for transport post 16 is a considerable sum for a family of our income and it may tip the balance in favour of other options for post 16 education but that is not something we have looked into yet.

People with SEND have far more limited options and choices than mainstream, and families with someone with SEND are likely to be less well off, therefore they should not be further penalised

Evaluation of the young people might be necessary rather than a blanket 'free transport' option within EHCPs. A kind of 'needs' testing. Our daughter is in a wheelchair.

Remove free transport for SEND children without any mobility issues

The following comments are a direct response to proposal 2:

Recognise SEND Post-19 students as adults in education, and identify unmet transport need in line with Health and Adult Services social care assessment.

Once at 19 and past the age for participation in education it seems reasonable that the duty of care then falls to health and adult services social care assessment - this would obviously need funding to enable this to be a real aspect of provision and not at the expense of being able to address another unmet need.

As my child as many others cannot use public transport due to disability it would be impossible for him to travel to higher education. Thus discriminating him from his right to an education

If our children can be in education until they are 25 then I feel travel provision should be provided, based on an individuals needs. Suddenly at 18 they may be classed as adults but cognitively most children with SEND are not capable of making decisions as ADULTS.

Is this not merely shifting the responsibility / budget?

Important to provide if the nycc believes in, has faith in and encourages post 18 education for sen children

Again there is no information as to how this will affect us

Most students extend their studies to post 19 due their learning needs/illness/disability do not penalise them for this.

concern here over lack of social care assessment capacity.... so would they even get the assessment they need?

themselves, therefore they would require someone else to drive and taxi them about. Who is going to do that?

I have attended a parents meeting about these proposals. The council officers were unable to fully explain the differences in social care assessment.

Post 19 young adult needs free transport to enable them to access colleges

We should be offering more support to young adults in education

I don't like the idea of moving services for children into adult services so it starts a trend to move over services into the adult realm. Also for parents who want to work, increasing the allowance will have no effect. I'm happy to contribute for transport as long as I'm not penalised for not being able to send my son to the nearest school.

The following comments were a direct response to proposal 3:

Increase Parental Transport Allowance to 45p per mile when no other transport option is available.

45p doesn't compare to LA / private sectors

Not all parents are able to offer own transport i.e can't afford a car, don't drive for medical reasons etc. Seems dreadful to have to cut SEND budget at the heart of their education!

I think that there still has to be choice so parents don't feel forced into giving up their jobs to get the children to school particularly given the often long distances and time involved. For those who choose to take them I believe paying a some that takes into account not just fuel but maintenance costs and their time is important.

I understand the pressure on resource, but it has to be recognised that modern families will find it difficult or impossible to be the provider of transport to school, particularly where there are multiple children at different schools, the school has a large catchment area, or where the child attends a school other than their local one because their needs can not be met at the local school. In the case of Children with sensory impairment, there is virtually no provision within North Yorkshire. The costs of transportation to appropriate provision outside the County should be met by NYCC, and it is not reasonable to attempt to transfer this to Parents.

What about the parents who can't drive or have children at other school because most of the special needs schools are in Harrogate or York

What about the parents who can not drive

Hi I'm a single mother of two boys. One neurotypical, one neurodiverse. My autistic son had to have a managed move from Whitley Eggborough primary to Thorpe Willoughby when he was 5, because Whitley couldn't cope with his meltdowns and violent behaviour. He was diagnosed with aspergers last year (aged 6). We've had three different taxi drivers because NYCC deem it appropriate to

change people my son knows and routine goes down the drain. We have a fabulous driver and chaperone for my son, he also shares the taxi with two older boys, which is great as he can interact with other children with autism and other disabilities. Oooh did I mention I work. I work at the University of York part time as I need a life outside of my house. My son has settled in beautifully at Thorpe Willoughby school and all of the members of staff have been very supportive of him. They rarely have any meltdowns and he is doing well considering Whitley school excluded him for most of the time he was there. Please don't take away his friendships with his friends in the taxi, they're all part of his life now, and mine.

This will make it harder for some parent carers to get their child to school especially if there schools along way from home

It is likely my daughter will become a sole occupant when she moves to high school for one year. I have another child who attends the local school and a job and would be unable to transport her to and from that provision so would not accept the personal mileage budget. Decisions to put children in provisions to meet their needs are not taken lightly by parents and this is adding additional stress to the selection of schools. If my child did not have SEND issues then she would walk to the local provision where i wouldn't need to transport her. Transport is one part of the jigsaw for SEND children and can not be considered in isolation.

1: Many 18+ colleges open at 9am - if a parent has to drop off young people with special needs at 9am, and undertake the handover to the teacher, it makes it incredibly difficult for them to get to work on time. This could have an enormous impact on their chances for staying in employment. The same goes for the other end of the day. 2: If a parent has been up half the night with their son or daughter, transport provision just takes the pressure off, an already stressful morning, taking it away just increase the stress and the need for more overnight respite provision. 3: transport promotes a level of independence as the young person builds a relationship with their driver and escort - it also builds communication skills, which would be lost if it is removed.

Reassess all currently receiving transport and where parents are Carers encourage take up of parental travel allowance where appropriate as some families have two parent Carers at home and drive yet still get transport when living less than two miles from school attended

How do you expect hard working parents to transport their SEND child to school and back, also if they have siblings they are not in the same school, how do you expect us to get them to their local mainstream school? Also the Special Schools for our son is actually 30 - 40 miles away (one way), hence why he does not go to a special school in his catchment area. He goes to York which is only 20 miles away!! You say empowerment and stress free for families, you obviously have no idea of what life is like with living and working with a child of SEND. We find your proposals quite patronising to be frank. Come and live and work in our shoes for a week and you tell us how we are expected to function as a family. Are you going to propose the flexible working hours that would be needed to be able to transport our child to and from school to our employers, I think not. What about our other child, are you going to explain to them why we are not able to spend as much time with them as we have to transport their sibling to and from school. They already have a lot to deal with. Are you going to pay the extra child care costs for the siblings as we would not able to collect them from school? I doubt it very much. Why don't you take a pay cut to save some money instead of taking resources away from the most vulnerable in society and those who can least afford to suffer these cuts. These proposals are also going to limit their life experiences/chances if they cant get to their education

Parents will often find it logically impossible to transport their child/young adult with SEN regardless of their age due to younger siblings/work commitments causing a massive impact on personal finance and siblings education.

The consultation refers to increased mileage needing to be traveled. The solution is not to axe transport, but to provide more local provision so distances are dramatically cut.

I would have no way of getting my child to his school without transportation and all the progress he has made will be undone if he had to go back to mainstream school and I would seriously worry for his future

It would be difficult to be able to be in work and assist with transport to an educational setting. Because of the practical commitments of having a child with SEND, it is difficult to find employment which is flexible enough to cater for hospital appointments needs. This in turn imposes financial

Expecting parents to provide transport is going to further impact on work. Working parents of a disabled child already have to take a lot of time off to attend meetings, reviews and appointments.

My children do not have an EHCP but do have SEN's. I have chosen a grammar school to meet these needs. My children do not use the local transport to their local school. I drive them instead, so 45p per mile would be a great help as I cannot work long hours due to the school run.

Children who enjoy travelling on shared transport will miss out socially. School car parks/parking near schools will be even more congested. Parents who work will suffer with timing.

The promotion of parental allowance is to be encouraged, though not at the exclusion of other alternatives. We have done this (driven disabled child to school) in the past + always knew the allowance was poor - in reality the council would have been better paying a better allowance historically because then it might have eased the council's bills before now. Any suggestion of (effectively) transferring post-19 cost from educational transport budget to social care budget is just fiddling around the edges - the transport has to be provided (or via parental allowance) so there are no savings here.

I feel it is very unfair for any parent who works to have to provide transport for their child or young adult. Working and juggling home life is difficult enough, more so as a single parent of a child with sen.

I am a parent carer to a child who will have an EHCP who will start full time compulsory education in 2018 as well as having a younger child who will start full time compulsory education in 2020 without an EHCP my eldest is profoundly disabled and is a wheelchair user, it is a 15 mile round trip from our home to the nearest school, whilst I'm happy to transport my eldest child once my youngest starts nursery at the nearest school despite him being entitled to free transport (if I'm taking one to school, I might as well take two) once they are both in full time education I intend to go back to work..... my options are limited if I lose an hour out of my day to transport my children to school! Everybody seems keen to get people back into full time employment but nobody wants to help enable them to do so! My eldest may end up going to a specialist school the nearest one is a nearly 60 mile round trip and could take me up to 4 hours each day from when I leave my house in a morning to getting back and setting off again in an afternoon, collecting my child and returning! Not

to mention the fact that my other child will be in the nearest school, not really sure how I'm ment to be in two places 30 miles apart at the same time either?!

Whilst I see that this could help those for whom this is an option, for a lot of parents this would inhibit their ability to work full time / continue with current family commitments which would be a real shame.

This is surely not cost effective compared to the current arrangements?

If necessary I agree.

Some assistance is better than none. Although financial implications are dire.

Enhancement must be realistic for parents. Eg some may be single Carers.

Maybe need means testing with the Increase given to lower income families

Good idea , although this could take up a considerable amount of time going backwards and forwards to school twice a day

this could have implications for families in receipt of benefits such as Universal Credit.

As my daughter's provision is 30 mins away this feels like we would be forced into making the choice of being forced to another, possibly unsuitable provision, solely on the grounds of the fact that because I work it would be unfeasible to transport my daughter to and from provision and transport issues.

Unless provision were able to start earlier and stay later I would have to leave my job in order to just be able to provide transport to and from provision

Parents may wish to undertake this option if they have no other children who need to be transported to school or their school is in same direction as the SEN facility but not doable for everyone, especially working parents. Also many SEN provisions are outside local area/considerable travel distance - are parents then supposed to wait around for the child to come back as in effect parents/carers would be making the journey 4 Xper day but only covering costs for 2 trips. Also potential increase of vehicles on the road so not environmentally friendly....

If the allowance was higher then parent may be able to cover the travel themselves

Unlike an adult or child without special needs, transport can be critical to a special needs adult or child. They are likely not to be able to use public transport alone nor to be able to walk significant distances. In other words, the only option to a parent is to arrange transport themselves. In many case this will not be possible because the parents are working or do not have a car. The effect of cutting transport may well be to exclude the special needs individuals from the provision available.

As a family where the father is in receipt of Pension Credits and a mother who is unable to work due to illness, having two younger children at two different schools - our son who is 13 has finally settled into his school 40 minutes drive away from his home. He is achieving A equivalent grades and expected to do very well. The school help emotionally and practically and will give him opportunities in life as he is a high achiever and not suited to other more local special needs schools. Between the Father and the Mother, the two other children are taken to their separate schools. We are

completely unable to take our son to school because of this, we would gladly take him but it is impossible. We are on low income. The only other option I can see is my son becoming half board (Mon - Fri) which we do not want, and he does not want. It is likely to negatively impact on his well being. And I am also aware that this option will cost the Local Authority tens of thousands pounds more.

My child goes to school in a shared taxi with an escort and i feel that this all ready takes any say i may have in getting my child to and from school as all decisions are made by the council. Such as when the contract updates and a constant change in company's. It would be better to keep the same transport throughout the child's school life to keep disruption to a minimum. So even more changes/reductions in service will impact my options for transport to school. Especially as we are on a low income. Perhaps family's on low incomes could still be allowed the transport whatever age the child and family's that are not restricted on income can have other options.

Have you taken into consideration that some young people are not safe to travel without an escort and so a sole parent/carer would be unable to take them to college without assistance

i think that children with SEND are an integral part of the education system and should receive the help they need physically, regardless of their parents' financial situation. These families face enough issues, so to have one less thing to worry about about getting their child to their school, is a must, regardless if it is in the next street or town.

I cannot be expected to get my younger child to primary school and my child with special needs to secondary school at the same time when they are 25 miles apart and then get to work on time. Parents with more than one child with additional needs whose children are in different schools according to their needs would find this impossible. Having a child with additional needs is stressful enough on a day to day basis without this being added as additional stress and worry.

There are now more parents having to go to full time work and would not be able to take their children to school, it is vital that all children have the opportunity to get a good education and the free bus services for children who live in villages is important.

Not all parents are able to take their children to school, that is why school transport is used

What about if a parent works how can they do both !

School transport is a significant part of our son's day. The experience of getting on and off the bus each day independently of his parents, has boosted his confidence and self esteem. He also enjoys, and has benefitted from, the social aspect of mixing with the other students and escorts. If I had to transport my son to school this would have a negative impact on my life as it would greatly shorten my day. I need the time to work which I enjoy and in turn this helps my mental health.

Many parents work or have other family commitments which can make it very difficult to take their SEN child to school/college. You need to take into consideration the time it takes and extra stress put upon parents to do 4 journeys a day on top of caring for their child. An increase to 45p per mile is a step in the right direction, although I feel for more parents (who are in a position to transport their child) to consider taking up this offer, the increase per mile would need to be higher than 45p to make it feasible.

Good idea

Good idea , although this could take up a considerable amount of time going backwards and forwards to school twice a day

I think this will have a hugely detrimental impact on many families. Personally I have 4 children with SEN and 3 are at different schools. I would not manage to get them all to their various establishments without transport and we have no family locally who can help out. Providing care for children/young adults with extra needs is already a financial burden and I am no longer able to work so that I can attend all the children's appointments - medical and school etc plus provide care at home. North Yorks is a vast county and covers considerable distance which could make travel extensive and expensive to already stressed and exhausted parent/carers.

Other Comments provided in the written feedback

The follow comments were made as part of the consultation but are not specific to a proposal but as a statement or concern raised around the following sub headings

These comments are in relation to the availability of local provision

If my child had the right setting on our doorstep there would be no need to send her so far away and needing transport in the first place. I do not like sending her so far in the transport she uses now, never mind when she is older. It takes her a 2 hour journey there and back.

Absolutely disgusting particularly if the only suitable placement is not within half an hour of home

More special schools close to home or at least autistic special units inside the mainstream schools. Specially trained teachers in the mainstream schools and smaller class sizes.

One of the reasons the budget has increased is because there are less specialist colleges available to meet the needs of our young people so they have to travel further. Invest in our people at college and many will be less of a financial "burden" in the future!

Our son has a right to education and through no fault of his own has to be transported with an escort. What North Yorkshire need to look at is making Special Secondary School Provision nearer to his home, the same distance as the mainstream provision. But no, North Yorkshire is determined to spend the £500,000 upgrading the provision in Knaresborough and Harrogate. What about Selby and the surrounding villages? We have nothing for SEND here. It is totally unreasonable for this money to spent in very affluent areas and when they have a mass of provision. We pay our council taxes and other taxes to fund North Yorkshire County Council and their employees and you need to remember that your are employed to serve all people in all of North Yorkshire and not the selected few!! I trust there will be a public meeting regarding these matters and we look forward to attending and making views known.

If SEND was adequately funded allowing mainstream provision to be more inclusive, fewer young people with SEND would need transport. It's about time our schools were adequately funded to allow new ways of meeting every child's needs.

Denying a young person freedom independence and life skills is denying human rights. provide the right education locally and you will have less transport to cover

The only reason we have had to use transport to a special school is due to the fact there is no special school provision in Selby where we live hence the only option is knaresborough and starbeck as this is a situation you have created it seems a touch ironic that you should now be thinking of charging parents to transport there children, if a choice of school closer to home was available we would use it , as would a lot of other parents I'm guessing.

SEN provision should be made available locally ,eg small units attached to some larger primary schools-then parents would probably prefer to transport their children to the school gates- eliminating having to use NYCC transport services which cause a huge amount of stress to families. SEND children, and even as "adults" are often operating at a much younger age to N.T. people and therefore often cannot access independently public transport.

Build schools nearer so parents have the chance to take their own children to and transport would not be needed.

Improved inclusion policies and the use of in mainstream schools. Local special needs schools, as our nearest North Yorkshire special school is a 35 minute journey from home.

One of the reasons the budget has increased is because there are less specialist colleges available to meet the needs of our young people so they have to travel further. Invest in our people at college and many will be less of a financial "burden" in the future!

Have special needs school closer

Make sure that there is more special needs provision (particularly autism specific provision) in North Yorkshire so that children and young people do not have to travel a long distance. Hundreds of thousands of pounds are being spent year on year, to send young people to places such as Thorpe House, Scunthorpe, North Lincolnshire, rather than investing in local colleges such Henshaw's College, Harrogate.

STOP closing local schools in rural areas which is destroying communities, causing our young people to be brought up by travelling in cars rather than walking to school!

Have more special needs schools locally to meet demand in north Yorkshire there is an abundance of school partially full that could be adapted I to local sen schools giving parent the chance where possible to take our children to school. Stop paying waste of space mp's silly costs on top of their wages, stop paying for lavish consultations in posh hotels and lunches regarding how to save money. Thousands of pounds are spent paying idiots to waste money advising how to save money axe there job save money!!!

Looking at the predicted significant increase in the number of pupils with SEN and large distances

that some children have to travel, I believe you need to start by improving and increasing placements

in areas where they are required, such as Selby. Provide 6th form provision at Mowbray school,

Bedale. Relocation to a larger site for Springwater school, Starbeck

These comments are relating to the Management and procurement of Home to school transport

Explore care sharing, where appropriate. Look at more cost effective vehicles e.g. people carriers, in rural locations. Look for voluntary drivers and transport assistants. Seek a discount with Dial a Ride school service , as County pays a subsidy to them. Therefore, they don't compete on a level

Share resources have a better system for collection children to save waste on transport ie using one taxi to collect multiple children on same runs drop off at different schools make use of breakfast and after school clubs to ensure safety and less time unsupervised use buses mini buses instead of private hire taxis and train drivers and staff in sen to help children who need more supervision playing field on contracts.

Longer contracts with local taxi firms who will like the known forecast workload this will also provide reassurance to parents that there is a familiar arrangement in place. Increasing SEND provision within the Local Authority may reduce the need to transport children out of catchment to specialist provisions. However the out of LA provisions in my case are nearer than some of the NYCC provisions in terms of distance and time.

Savings could be made if children on similar routes shared taxis. This may mean an extra 15 minutes leeway timely arrivals but would surely cut costs.

Coordinate transport with neighboring children rather than sending out several buses that do the same route

Maybe having mini busses who pick up and transport more children than paying for taxis taking 1 or 2 children.

The council may be able to use the budget more efficiently by bringing transport in-house. A fleet of minibuses to provide the transport required alongside drivers and escorts. Develop satellite units for provision thereby bringing provisions to more rural communities and reducing transport issues.

A car pooling scheme or promotion of the idea, or a voluntary driving scheme for MIDAS trained people to reduce staffing costs. Pro vide more and better parking at sen schools. What is the percentage forecast of children you will impa t that will need to make their own arrangements if the costs work out too high? Presuming parents will drive them.to school how many daily journeys will this be and how much parking will be needed to acco.odate those journeys most of which will need the parent or guardian to stop park disembark and walk their child safely onto school premises and inside? Where will these people stop and park? Improvements in access that ate needed will have a cost? Anyone thought about that?

Charge all able bodied students for transport no matter what tgeircdistance is.

Have some more central points, like bigger villages/towns and have more minibus/ small buses rather than lots of taxis going to individual pick ups from houses.

where possible, considering more 'pool car' transport - rather than cabs for 1:1 transport

Stop transporting excluded children in taxis, make them catch the bus or make the parents take responsibility and pay them 45p per mile to take them.

Provide free before and after school clubs in special schools so parents can collect children at sensible times after work instead of 3.15 that is impossible for full time working parents. More parents could work and collect themselves.

Why is there so many mini buses and taxis running back and forwards to each school , would it not make more sense to use mini buses and possibly a coach to transport more children in fewer vehicles , we have often seen taxi's with only one student in, a compromise could be a couple of pick up points in town and village centres and pupils been picked up from there as is done with regular school buses cutting taxi costs dramatically .

charge parents who use the service who live less than a certain distance away or have not chosen their nearest school.

My daughter has a medical escort, but I am not sure this is required. If consulted, I might have waived this as I feel it is unnecessary expense. Select more local taxi firms - our taxi, for a York-Easingwold pick up, comes from Malton?

I think a child with SEND should able to attend a school which is more suitable for their medical needs without being penalised because we have sent a child out of catchment area. there for not entitling them to school transport.

Provide more standard school buses for children who can cope with this so more children can travel on one vehicle

My son travels from Thorpe Willoughby to Selby High. On the 'school service 626' he has to pay £2.00 return, if he gets the Aviva service (which also goes into school) he has to pay £1.50 return. Why does it cost me more to send him on the council 'supported' bus? Unfortunately the Aviva service doesn't return at the same time so he has to wait to come home to use that service or he would use it all the time.

Better planning of transport provision from one area to various SEN provision sites. With support for the child/young people provide at the school if an early arrival is required due to different drop offs/collections.

Look carefully at the tenders put in by transport providers. Look at making reductions in this sector. The bus and taxi companies obviously see this as a lucrative way of making money else they wouldn't all be so keen to do it.

Bus routes rather than private taxis?

Purchasing more NYCC buses or school minibuses to save using taxi companies (saving in the long run).

Pick up the young people who live near by each other, together. Then you would save and you could have an assistant on the transport to help. One to one workers could get public transport with a P.A? That would save money and carers would use there hour of personal care for them to get them to school maybe? Something has to change.

I think the funding should be for transport for specialist provision only. My son was in mainstream (currently waiting for a specialist place) and I transported him to and from his local school. However, there are not enough specialist provisions. More specialist schools need to be opened. Especially high functioning autism schools. The only school that meets his needs is 50 miles away. I cannot drive 200 miles a day and take his sister to school too.

Carry out an in-depth check of all Transport providers currently used by NYCC to ensure that it is receiving the best service that it pays for. If possible check the profits of providers to ensure no 'rip-off'.

Pay schools to arrange transport, instead of taxis. More schools. It would save you money in the long run.

Fewer taxis with just one child in to transport. Consider sharing with another child from similar area. Perhaps parents who don't work could negotiate a price for them to transport their own child/adult. Fewer escorts on the bus.

We have no complaints about our current arrangement. In some cases it may be possible to improve organisation and efficiency with better planned routes, picking up several children from the same areas or, where possible, using public transport with adequate supervision, as part of a learning experience.

These comments are in regards to Travel Training

The issue that I cannot understand is that NYCC want to cut a substantial transport budget for SEND while at the same time, only employ ONE travel trainer for the whole of the county. There seems to be no joined up thinking that it is obviously a better use of money and empowering to help train young people to take public transport where appropriate. My son who has aspergers will be attending York college from September and he will have to take public transport but desperately needs travel training to help him with his orientation and confidence. I feel angry that this is not offered to him while other young people access taxis to hubs when it is not always needed.

1) Travel Training - great idea for students who are not vulnerable. You can eventually train my son to travel but you will never "train-out" the fact that he is very vulnerable, thinks everyone is his friend and would be very easy to be preyed on. 2) If I had to take my son to college I would not be able to work. I have reduced hours already and am only just coping financially. If I had to take him, I wouldn't be able to reduce my hours any more. We would then lose our house - be a burden on the state.

The Independent Travel Training Team for Hambleton consists of 1 lady who is now ill so seems to have completely stopped. I was told that it was being revised and being handed over to schools. Who is going to deliver this training which will become vital should these changes be implemented?

employ travel trainers. Help young people to help themselves and learn independent living skills.

These comments are directed towards means testing for transport:

Can it be means tested so that low income families (eg FSM) aren't disadvantaged? People who can afford/ have the time, should be encouraged to transport their own child.

Very affluent families receive the mileage allowance to transport their non SEN child/children to school if they live more than x miles from catchment school. Why not consider not paying mileage to families who earn over £50,000 per annum for example and the savings can then be used to offset the transport costs for those with SEN - we should support those with additional needs and their families as much as possible rather than lining the pockets of already very affluent families.

Making it harder for those caring for someone with disabilities makes no sense at all. Society needs to look after them, not squeeze them to support those who are not in need. If the council needs to save funds, then the council should means test everyone, especially the vast amounts of mainstream families who receive free to school transport. We should all be asked to contribute with a 10%-20% of the transportation cost every term. Why ask those who have a SEND to contribute and not those who have not disabilities or additional needs? This is not fair at all. Additionally, those with SEND over 16, who continue their education, should be rewarded for keeping up this very difficult task instead of making it harder for their families to support their education.

Living in a rural area and children attending a rural school, I feel that many of the families that access the free transport service can actually afford to contribute and pay for this service. I feel that the money could be better spent on more vulnerable families and other needs.

Means and ability related contributions. A bespoke bus service in local areas that works in close liaison with local special schools to ensure that pick up and drop off points afford the right amount of supported independence in a supported model but that does not require a level of staffing as high as that currently in place given the seat limit on buses - for those who are close to independent travel with maybe one escort on a bus for up to 30 students.

I'm sure if you did a survey to ask parents if they were willing to contribute towards the bus fares every quarter, then rather than having to loose a job, if the family can afford it they could do nominal contributions.

Certain parents abuse the system and lie about their children's transport needs. Maybe you should be more stringent in your checks. Those that about loudest get everything while those that need it have to fight for it

Stop giving mileage to families who earn over £50,000 per annum (for example).

I think there should be allowances in certain situations, such as low income families or in receipt of pension credit, families with other children making it impossible to take, or places where there are no direct public transport. Additionally to this, I do not feel my son would be completely safe travelling on his own to school due to his past behaviours. My son was a very troubled young man, a danger to himself and others, this school has changed his life and it is my opinion that they will help him through higher education so he will be living independently.

Assess on person merit. Post 16 children are young people and not be made to rely on parents. Creates dependency.school age children should rely on parents for transport

I feel it could be based on family financial income.

These final comments are none themed specific or are General statements

It's just not fair and discriminates against already hard pushed and struggling families

Parents of children with SEND would much prefer for their children to be physically and mentally able to get themselves to school as their peers do - unfortunately many of our children do not have that option. Although I understand the council has budgets to hit, I feel that this is yet another HIT for families who already struggle to work and juggle the multiple medical appointments for our children.

I am not eligible due to .1 of a mile. More people will become isolated and forced to home school, which will put pressure on mental health services.

You make it sound like bringing something for special provision into line with other normal provision is a 'good' thing, whereas the special exemptions are the good thing but you want to make your budget saving the good thing. You're talking about a budget deficit for the SEND transport, so increase the budget, cut something else not the provision of school transport. You make it seem like our special needs youth at a critical time in their education (when the government are the ones who increased the leaving age) aren't important enough anymore for special consideration. You see greedy enough to bring on the 3 miles limit to exclude people and cut the budget then, (it would be interesting to note how many of those voting were affected by the vote) yet you want to cut it further. This needs looking at again with a better grip on other areas which don't affect children. Has the department done anything to promote a car pooling scheme for example?

I am unsure of what that will mean for my daughters future and transport provision

These students are treated as 2nd class citizens. Every child has a right to education and most will have had a negative experience with what help there is... they have enough to cope/worry about. It's disgraceful you are targeting this group

A terrible survey difficult to understand

This will make it harder for some parent carers to get their child to school especially if their schools a long way from home

I think a child with SEND should be able to attend a school which is more suitable for their medical needs without being penalised because we have sent a child out of catchment area. There is not entitling them to school transport.

Our Grandson has transport from home to school and back again, he is 10 years old with FASD & AUTISM, We value this service because he gets to and from school with escort on board

The most vulnerable are being targeted in these proposals

I feel by even proposing this NYCC is saying they don't care about SEN children/young adults.

Firstly, these questions are poorly worded and can lead to answers with the wrong intent. Parents are often not able, capable, or have their own transport, or have to work every day so cannot take their children/students to and from school every day as this would total four hours of transportation on top of their working day. It is relatively irrelevant that you are considering paying parents if they have to give up work to do this, you are just forcing students out of the education they deserve. Sponsored buses, adverts on school buses, anything which would generate money for this vital service, our daughter has to travel for 45 minutes to get to school as there is no other educational setting which suits her needs near to where we live. This Transport is vital for her so that she can receive the education she rightly deserves. This is just another way of councils extracting more cash from disadvantaged families who are already hard hit after being disadvantaged in the workplace which are beyond their control. I suggest that you look at other ways of saving money by capping your senior managers wages considerably. Stop wasting money on retendering contracts that don't need tendering. If you are going to pursue this ridiculous proposal then I hope you are also thinking about charging students who are able bodied and living out of the catchment area as this is just another tax on the poor and disadvantaged.

There is a need to consider each child and their needs on an individual basis -irrespective of their age. If there is inadequate provision for the person close to home, then NYCC have a duty of care to ensure the person is able to access the best education, even if this means the need to pay for transport

North Yorkshire county Council should continue to provide transport for students with special educational needs. If the budget is too small, that is not an issue for parents and carers of vulnerable children, it is an issue for the council. As your consultation document recognises, "[NYCC (is)]... required to do this by law", a lack of money from Whitehall is no justification for cutting legally required support to vulnerable young people and their families.

To write a consultation document with its core basis that the council is thinking of doing something discriminatory (make families with disabled kids worse off generally) or immoral (greatest cost impact on low income families or those with disabled kids) is totally shameful. I appreciate the honesty you have in making these statements but to write them is callous and inequitable and simply wrong. I completely understand that finances are being squeezed but to take from those who have little to penalise them more than those who have is not what I expect from our county representatives. A 300% rise from 2018 to 2025 in transport cost is frankly impossible. If costs of post 19 travel (16-18 too) have risen this much then there must be proper analysis of why - is it because councils other policies have caused this - in which case the council will have benefitted elsewhere and now has to accept these inadequately budgeted consequences.

This survey should be written in 'plain English'.

Your consultation document highlights that "since March 2015, there has been a 22 per cent increase in the numbers of children and young people being transported"; it seems natural that if needs have increased, then the level of support should be similarly increased to match it.

Our son is wheelchair bound and attends Springwater School. We are very happy with the current arrangements which have been arrived at by trial and error. The prospect of future change is quite daunting particularly since neither my wife nor I are particularly young. I am an OAP and my wife will soon be so our physical capabilities will be challenged if the arrangements change in line with the potential proposals.

I think this is discriminatory. Many EHCP young people need this time to learn independent coping skills

This form is very difficult to understand and needs further clarification. Where I have ticked neither agree/or disagree This question is unclear to me

it Will have a very bad impact for me and I believe for lots of other parents if I have to pay for my sons transport is well as I alrAdy pay for my severely disabled sons transport it will put me n my boys in financial difficulty I can't drive my younger son because my older son does not get pick up earlier so my younger son will then always be late in school . My severely disabled son get picked up by transport (he's in a wheelchair) but the bus won't be befor 10am in Northallerton so my that won't work either so I would appreciate if you could look in to this matter am sure there is more parents who's got the same problem same as mine and no I can't send my young son on a puplic bus to Northallerton cos he's got learning difficulties he's got chromosomes 15 dublicat ,Crohn's disease. He's got my education, health and care plan thanks for looking in to it

Take a pay cut

I think perhaps it has to be accepted that this is the cost and find savings elsewhere

There already saving with my son he travels with another child who lives in the area

Removing my daughter's transport will have a disastrous effect on my family. My daughter cannot be left to cope with public transport, and with both her siblings at a school a considerable distance from the school she will be attending, parent transport is not possible. This will put young children's wellbeing in danger.

There will be an increase in absentees if transport and escorts are not provided

We've already been impacted by the change in stance from the national governmental standard which was that all special needs children should be able to have access to free school transport to one where you are one of only a few councils which introduced a mileage stipulation. If there had been better sen support in the school.my daughter attended she wouldn't need transport to a special school. We were arrogantly told any school should be able to support any child - clearly not the case - and it's insulting in your documentation to.suggest that increased improvement in medical science as a reason has made this a problem for your budget. This should have been seen as a foreseeable trend and budget forecasts made to allow necessary increases in budget. Why was this not seen? We've all had increases thanks to austerity. The confidence of many of the public including myself is shattered when we realise it's poor decision making by senior figures that causes the poorer sections of society to lose access or have bigger costs to services they really need o we which they have little or no control. Better with Brexit? I dont think so. Free transport should be means tested if needs be to ensure lower income families are not any more oppressed by this. In the case of individual schools parking and access should be improved if you're forcing this change thorough so parents who end up having to transport their child can do so by dropping off their SEN children in a safe manner. The access at Forest School in Knaresborough is very poor.

Your statement is clear that there are more people affected and journeys are longer, therefore it is totally unrealistic to expect to maintain a reasonable service to those in need without an increase to this budget.

Review Education commissioning practices to look for provisions that are ADEQUATE in reality, to entice families to more local educational provision. Suggestion: Work hard to meaningfully collaborate with the parent carer forum, with the YOUNG PEOPLE too and actually meaningfully engage with families. Consultations that only partially inform families and LIMIT (characters) in consultations DO NOT offer parity of esteem with opinions of professionals or actually engage discussions. No savings or co-working / co-production can be made under this climate of hostility. ALSO, there is a lack of cross-department commentary within the proposals. What do Education and Adult Social Care say about IMPACT and Budgets? Families have a right to hear these debates included in the proposals. Only by TRULY engaging and TRULY working WITH families, will they feel inclined to offer solutions to the LA.

No, cut the budgets elsewhere.

Yes, reduce the top management salaries.

Many children at my child sixth form college do not have bus pass but still use the bus daily, the bus is collecting children whom attend the main high school. Parents choose not to pay for the privilege of a bus pass post 16. I feel more checks need to be undertaken.

Sadly non drivers will lose out. If we have to take our kids to school, why can't we just put a few other kids in the car etc. Driving is very hard for disabled parents also. Plus kids will be late for school or not end up going in. I think the taxis charge too much and should be made to drop prices. Also why can't schools that have minibus' already be paid to collect children? They have transport/training etc... just employ staff to do the school runs - instead of paying the taxi company a fortune.

I think that for some students the arrangements that sit within the current SLAs work wonders to support their independent travel training. This can be said for my son - he travels with two peers with a taxi driver and without an escort. This journey to and from school is a lovely part of his day - the taxi driver is full of appropriate banter and their conversations clearly support my son to engage in age appropriate social conversations with confidence and competence - this is invaluable to us and I am sure that a lot of parents have a range of stories showing similar holistic / social value to the home to school transport model. I would hate for my son to lose out on this aspect of his overarching provision. In addition to this, it is a real struggle to manage the needs of my child and to try to keep all of his opportunities age appropriate - this is one area where this is being acutely well met, and other arrangements would not work as well and would require more parental intervention which we would hate to do when he reaches 16 and when he is more and more aware of the social and attainment gap between him and his peers and what that means in terms of the freedom and independence he can have. This could damage his self esteem as he would effectively have to take a step backwards as his parents would need to step in more. We would also have to consider whether one of us needed to go part-time and we are proud that we have both contributed to society and raised our family, thus far, with a good work/life balance that offers us family and job satisfaction which keeps us all happy and emotionally strong.

The general gist of these proposals look to ensure that families with SEN children/young adults will have to lose out financially in order to access suitable provision. The costs related to SEN should be ring-fenced in order to ensure adequate provision is given to each individual.

Public consultation Attendance

29/1/18	<p>Allerton Court Hotel, Darlington Road, Northallerton DL6 2XF</p> <p>Morning session only</p> <p>Attendance (other than presenters) 4</p>
Feedback:	<p>understand that the authority has difficult decision to make, and that these proposals are better than going to statutory minimum.</p> <p>Parents group (POSH) are actively informing members about the consultation and asked would we present at their meeting (1st March 2018). Offered to assist with further development of Travel Training in the area.</p>
the	
30/1/18	<p>The Forum, Bullamoor Road, Northallerton DL6 1LP</p> <p>Evening session only</p> <p>Attendance (other than presenters) 2</p>
Feedback:	<p>2 Families directly impacted by the changes and wanted to understand a bit more on how we made the decision and what would their option be. Understand the reason behind the proposals and although not happy with the proposed charges of post 16, can understand the reason behind this</p>
31/1/18	<p>Lakeside, National Agri-Food Innovation Campus, Sandhutton, York YO41 1LZ</p> <p>Afternoon session only</p> <p>Attendance (other than presenters) 3</p>
Feedback	<p>understands that the high cost of transport is influenced by the lack of local provision in pockets of the county. Concerns raised from experience that the relationship between children and adults service is disjointed and would hope further work is undertaken before Adult services make any decisions, especially on young people they don't know</p>
	<p>Evening session only</p> <p>Attendance (other than presenters) 0</p>
Feedback:	<p>None</p>

2/2/18	Sneaton Castle Centre, Whitby YO21 3QN
	Afternoon session only
	Attendance (other than presenters) 0
Feedback:	None
	Evening session only
	Attendance (other than presenters) 5
Feedback:	lively group with first-hand experience of transport provision from commissioning taxis, shared provision and PTA. Session went well with positive understanding of the rationale for change. Felt that most of the provision is focused in Scarborough and although Whitby is near, it is still a considerable distance for high need young adult moving forward.
6/2/18	The Esplanade Hotel, Belmont Road, Scarborough YO11 2AA
	Afternoon session only
	Attendance (other than presenters) 3
Feedback:	Concerns about the charging of post 16 and although we are setting the level of £490, concerned that will dramatically increase year on year.
	Concerned that families will be pressured into taking a PTA – however 1 family attending was in receipt of a PTA and felt this was not the case
	Evening session only
	Attendance (other than presenters) 5
Feedback:	Parents wanted to understand more about the post 19, agreed that if you have travel means available you should use it, but concerned that those people who don't have a car or mobility allowance would not be able to continue in education.
	More investment in travel training was also highlighted.
21/2/18	Cedar Court, Park Parade, Harrogate HG1 5AH
	Afternoon session only
	Attendance (other than presenters) 15
Feedback:	Question about 5 – 16 year olds and why this hasn't been updated nationally by the government for post 16, and how councils exploiting this loophole.

Question about how we have extrapolated the figure of £30M and we explained that this was based on the estimated number of people expecting to go

Question about the Care Act and transport provision around mobility vehicles and how mobility cars would work if someone couldn't drive, which would fall within the Adults Care Act Assessment.

A good discussion regarding parental allowance and how this works and the difference between this and regular arranged SEND transport.

Questions about the times for the consultation as to when are they held is this the most appropriate venues.-

We talked about the online options, the engagement with schools and providers and the consultation events that are held during the day and evening events that are options for parent, carers and young people.

Evening session only

Attendance (other than presenters) 3

Feedback A further question about Health and Social Care and transport and how post 19 is applied for Adult's through HAS for those going onto college.

Question about the fee and payment for this at post 16 and how that might be staged across the academic year. We explained that this will follow the same process as mainstream payment.

Discussion about whether all young people with an EHCP would have a transport mean's tested assessment.

Comment about the fact that the online text box is character limited so limiting comment space

8/3/18 The Forest and Vale, Pickering, YO18 7DL

Afternoon session only

Attendance (other than presenters) 5

Feedback: A good event with challenging and respectful conversation about SEND transport proposals and post 19 options for those young people that are very complex and whether educational options are the most appropriate and then employment opportunities.

Some discussion about ensuring that transport assessment is holistic and very personalised with recognition that the process into Adult Services is complex.

A parent referred 'enable, encourage and assist' and the feeling that this was a 'sound bite' however a broad recognition that funding and national context has to apply and that even though this will have an impact, this is currently the challenge both locally and nationally,

	Evening session only	
	Attendance (other than presenters)	1
Feedback:	Parent was concerned that she heard through the radio that we were cutting all home to school transport from post 16. Reassurances were made that this is not the case but we are re-aligning the process to a single policy and therefore are proposing to request a contribution for such provision, at this point the parent was understanding of the proposal and the event went well.	
13/3/18	Herriott's Hotel, Skipton BD23 1RT	
	Afternoon session only	
	Attendance (other than presenters)	3
Feedback:	Discussions around the cost of caring for a disabled person is significantly higher than most children cares requirements, but also recognise that this is not created by, or unique to NYCC, but stimulated by government legislation and funding.	
	Would like to see in more detail how proposal 2 would work, what is the process. Will this be automatic or will families have to request this	
	Evening session only	
	Attendance (other than presenters)	0
Feedback:	None Received	
16/3/18	The Town Hall, Market Place, Richmond, DL10 4QL	
	Afternoon session only	
	Attendance (other than presenters)	0
Feedback:	None Received	
	Evening session only	
	Attendance (other than presenters)	5
Feedback:	Family of a Year 11 student attended with concerns about the Proposal 1, the family are unable to provide transport to the future provision and were concerned that no transport would be offered, explained that we are still intending to provide provision however we are proposing that this would be chargeable in line with mainstream offer. Family are acceptant of this as they have other children at Sen support and full mainstream status and were expecting to be paying for both of them as they progress to post 16	
23/3/18	Selby District Council, Civic Centre, Doncaster Road, Selby, YO8 9FT.	
	Afternoon session only	
	Attendance (other than presenters)	7

Feedback: It was requested to be noted for the record at the beginning of this session that a lot of these transport cost are due to the nature that Selby does not have a specialist school and that all the children requiring a specialist provision will have to be transported out of the district to school.

The meeting went well however discussion kept reflecting the provision available in Selby and how if this was available then this would reduce the budget.

Comments raised about the moving to post 19 and what is the process, it was explained that the process will need to be developed with Adult service should this proposal be recommended.

Evening session only

Attendance (other than presenters) 3

Feedback: Meeting started with a family concerned that expectation to transport was now going to be families and that we are pushing everyone on to a PTA. Explained this is not the case and the PTA is voluntary.

One family commented that his children are mainstream and was surprised to see that EHCP students get the transport free, whilst he has to pay, and felt that was unfair

Comments were made that the Parent Power group had invited over 150 members to today meeting, and would like to engage with the authority with further developing the travel training programme

Comments again raised that Selby has not the provision locally it needs to meet the needs of their children.

Feedback was also received from NYPACT



Following consultation with our members and discussions at committee the NYPACT committee has the following comments and responses to the proposals set out in the NYCC Home to School Transport Consultation.

Proposal 1

We would urge the council to reconsider the proposal for charging £490 for post 16-18 students due to the following negative impacts this would have on families:

1. The suggested mitigating factor of students being able to apply for the Vulnerable Student Bursary which would potentially cover the charge is flawed. Once we examined the eligibility criteria for this bursary we could see that only student who claimed Employment Support Allowance or Income Support/Universal Credit in their own name are eligible. Lower income families who would not necessarily meet the low-income threshold would be claiming Tax Credits and if the young person was to claim ESA in order to access the bursary then the tax credit claim would cease. This would leave the families concerned potentially significantly disadvantaged either losing critical family income or being able unable to access the bursary to cover the cost of transport charging. The only students able to benefit from the bursary would be those from families where there were sufficient income levels not to be eligible for tax credits therefore negating any mitigating factors from the bursary.
2. The second negative impact for families is that due to the additional burden of disability related costs – there has been significant research done in this field by Scope who found an average figure of £570 per month on top of welfare payments designed to meet additional costs. The report which details this research can be accessed on their website (<https://www.scope.org.uk/campaigns/extra-costs/disability-price-tag>). What this means for families is that although their family income may appear on paper to be a good income and sufficient to meet the family's needs, such as to be able to meet costs like transport charges, in actual fact due to these additional costs directly associated with the disability or impairment, then levels of disposable family income can be much low than comparable families and can even fall below or significantly below families who are in receipt of means tested

benefits. The effect of this on families would be that they would not be eligible for the low income reduction yet would still find the full amount unaffordable. These families would also likely be some of the ones affected by point one and additionally would be unlikely to be able to access many charities to apply for grants as these are also often means tested against the same criteria.

3. Our final point relates to equality – where we appreciate the council's approach seeks to apply an equity of charging between mainstream and SEND, we would ask the council to consider that there is not equity of opportunity. Where a mainstream 6th form student would access his or her local school or college, potentially within walking or cycling distance this is often not an option for a student with SEND, even where they are accessing a local provision then walking or cycling are not often an option even for quite short distances. Therefore, a mainstream student potentially has the option for a free or low-cost travel option which is not available to a student with SEND. Additionally, where transport is a necessity a mainstream student from a low-income family also has the option of a part time job which can help to subsidise travel costs, again an option which is not equally available to a student with SEND.

In light of these points we believe that there are negative impacts which may be significantly detrimental to families and potentially lead to students with SEND becoming NEET due to the lack of mitigating factors within the proposals or flaws in the mitigating factors that have been suggested.

Proposal 2

Despite various committee members having attended consultation meetings and considerable reading of the consultation documents we are not able to see clearly enough how this proposal would be able to deliver the budgetary savings overall. It appears that, with the exception of the Motability car aspect, it is simply moving the responsibility to pay for transport from one area to another. We believe that this option needs to be clarified and better explained before proper consultation can be considered to have been carried out.

Proposal 3

Given the statutory duty of the local authority to provide transport for eligible students meaning that students who meet these criteria will have to be provided with transport if that is what the family requires. We can broadly welcome the increase to the parental travel allowance to 45p per mile in line with HMRC mileage allowance provided the choice offered is a genuine one and that parents are properly advised to seek advice from HMRC if they were looking at the enhanced mileage allowance or in the case that they were likely to exceed the 10,000 mile per year limit either in completing the school run or in the case that they accessed mileage allowance in any business or voluntary work capacity. We recognise that this will not be a suitable option for many families due to their own personal circumstances such as siblings schooling or work, however an increase in options and an increase in the mileage allowance to reflect the rising costs of motoring can only increase choice and options for families.

Helen Seth

NYPACT Chair

29th March 2018

NYPACT Engagement in NYCC SEND Transport Consultation				
Consultation period 8th January-2nd April 2018				
Home to school transport – proposed policy change report presented to NYCC Executive by Stuart Carlton - 19th December 2017				
NYCC Press Release issued – 19th December 2017.				
Press release emailed to NYPACT by Jane Le Sage, Assistant Director for Inclusion - 20th December 2017				
NYPACT Coordinator shared Jane Le Sage’s email and Press release to NYPACT Committee – 20th December 2017				
NYCC CONSULTATION EVENTS				
Area	Date	Time	Location	
Northallerton	29 th January 2018	10am-12pm	Allerton Court Hotel, DL6 2XF	
Northallerton	30 th January 2018	5pm-7pm	The Forum, DL6 1LP	
Selby	31 st January 2018	2-4pm, 5-7pm	Lakeside Campus, Sandhutton, YO41	
Whitby	2 nd February 2018	2-4pm,5-7pm	Sneaton Castle, YO11 3QN	
Scarborough	6 th February 2018	2-4pm, 6-7.30pm	The Esplanade Hotel, YO11 2AA	
Harrogate	21 st February 2018	2pm-4pm, 5-7pm	Cedar Court Hotel, HG1 5AH	
Pickering	8 th March 2018	2pm-4pm, 5-7pm	Forest & Vale Hotel	
Skipton	13 th March 2018	2pm-4pm, 5-7pm	Herriotts Hotel, BD 23 1RT	
Richmond	16 th March 2018	2-4pm, 5-7pm	Richmond Town Hall, DL10 4QL	
Selby	23 rd March 2018	2-4pm, 5-7pm	Civic Centre, YO8 9FT	
NYPACT activities				
NYCC Press Release emailed				

to NYPACT committee – 20 th December				
NYCC Press Release posted on NYPACT closed Facebook page – 20 th December	NYPACT Coordinator asks NYPACT members to make use of the 90- day consultation to respond to NYCC (and share views with NYPACT or if they feel comfortable to send their comments to NYPACT direct)			
NYCC Press Release posted on North Yorkshire parent groups Facebook pages – 20 th December	NYPACT Coordinator asks parent carers to make use of the 90- day consultation to respond to NYCC (and share views with NYPACT or if they feel comfortable to send their comments to NYPACT direct)			
Consultation link emailed to NYPACT membership – 8 th January	NYPACT Coordinator asks NYPACT members to make use of the 90- day consultation to respond to NYCC (and share views with NYPACT or if they feel comfortable to send their comments to NYPACT direct)			
Consultation discussed at NYPACT management committee meeting – 10 th January	Jane Le Sage attended the committee meeting on 10 th January 2018 and to give a presentation on the proposals on the SEND School Transport Consultation. The 90 day consultation was live on the NYCC website from 8 th January to 2 nd April 2018. There would be paper copies available, easy read version and a series of public events.			
Consultation discussed at NYPACT management committee meeting – 8 th February. Cllr. Janet Sanderson in attendance.	<p>Cllr. Janet Sanderson attended the committee meeting and NYPACT shared some of the initial feedback from parent carers identified at the consultation meetings, including:</p> <ul style="list-style-type: none"> • Some parents were unclear whether the 3 proposals that NYCC were intending to implement from September 2018 were proposals or options as both terms had been used. • Parents were unclear how any of the 3 proposals would affect them • The attendance at consultation meetings (where NYCC officials could provide explanations and answer parent’s questions), had so far been very low. This was partly due to the timings of the meetings e.g. afternoon sessions coincided with school pick up times. • There was not enough space in the text boxes on the online survey to provide a 			

	<p>comprehensive comment (the character numbers were limited).</p> <ul style="list-style-type: none"> Parents were not aware of the bursary available from the government worth £30 per week to help with home to school transport. They were not informed at their child's annual review. <p>Cllr. Sanderson thought it would be useful for Cllr. Patrick Mulligan to meet with parents and had an action point to email him. (No response to that email)</p>	
NYPACT feedback to Gail Chester at NYCC requesting FAQ's on the website	NYPACT Coordinator emailed Gail Chester at NYCC to ask whether she could produce FAQ's/Case Studies for the NYCC website so that parent carers could understand how each proposal may affect them (following the feedback raised by NYPACT at their meeting on 10 th January and on the comments raised at the Harrogate meeting on 21 st February)	FAQ's added to NYCC website
Parent carer responses received by NYPACT via Facebook & email collated - 9 th March	NYPACT Coordinator collates the responses received from parent carers and shares them (anonymously) with the NYPACT Committee, asking that they consider what should be included in NYPACT's formal response before the next committee meeting on 14 th March.	
Consultation discussed at NYPACT management committee meeting – 14 th March		
NYPACT formal consultation response drafted – 14 th March	Following the committee meeting Helen drafted NYPACT's formal response to the consultation and emailed it to the committee	
Reminder email to NYPACT Committee re. draft consultation response – 28 th March (am)	NYPACT Coordinator issues email reminder to NYPACT committee, following low response after initial email from Helen on 14 th March.	
Termly meeting between NYCC & NYPACT - 28 th March (pm)	SEND Transport proposals discussed and Helen informed Jane Le Sage that a formal response to the consultation would be sent by the deadline of 2 nd April. Helen & Pauline (NYPACT), Jane Clark (SENDIASS) and Jane Le Sage (NYCC) attended	

Feedback sent direct to the authority outside the online consultation - Parent

Dear All,

I am writing in response to the consultation on SEND School transport and the options being consulted upon.

I would like to draw your attention to a number of points within the consultation and with the options being considered. I have also asked some questions which I hope you can answer.

I have included research and quotes to justify points made.

As you may be aware I started a petition re post 16 Send Transport and refer to a loop hole in the Law. 'Contact' the national charity which supports families with children and young people with disabilities have also started a national campaign to affect change in law relating to this. I would like to ask the councillors, Directors of SEND services and Local MP's to be aware of the campaigns and strength of feeling nationally regarding this issue.

If you would like to discuss the contents of this report or the petition I started in person I am more than happy to do so.

Kind Regards

Data removed

<https://www.change.org/p/north-yorkshire-county-council-no-to-charges-for-post-16-north-yorks-send-home-school-transport>

<https://contact.org.uk/news-and-blogs/sign-our-petition-to-close-school-transport-loop-hole/>

Law

Quoted from Stephen Broach "Rights in Reality"

What about young adults, who are now within the remit of the SEN system by virtue of the reforms under Part 3 of the Children and Families Act 2014 (particularly those who have or will have EHC Plans)? Their transport needs should be met under section 508F of the 1996 Act, which requires Local Authorities to make 'such arrangements for the provision of transport as they consider necessary' for adult learners. So if it is 'necessary' for a young person over 18 to receive help with transport to get to school or college, then there is a duty on the Local Authority to provide this. Further, assistance under section 508F must also be provided free of charge – see sub-section (4).

"Quote sub sec 4 see below "

(4) Any transport provided under subsection (1) must be provided free of charge.

It is also important to remember that there can be a social care duty to arrange transport which helps a disabled child or young person access education. Unsurprisingly, this duty is found in section 2 of the Chronically Sick and Disabled Persons Act 1970 – see further on the CSDPA here. In particular, section 2(1)(c) requires Local Authorities to provide 'assistance to [a disabled person] in taking advantage of educational facilities available to him'. This duty arises where it is 'necessary' for a Local Authority to provide a service under the CSDPA to meet a person's needs. As such, there will be no CSDPA duty if in fact the disabled child or adult is able to obtain transport to access education under the Education Act 1996 duties and powers described above. However if there is a gap in the 1996 Act scheme and a need for transport to education cannot or will not be met under that legislation, then the CSDPA duty operates as a safety net. From 1 April 2015 however the CSDPA is repealed in relation to those over 18 and entitlement to transport will then be an issue of eligibility under the Care Act 2014.

So those under 18 and aged between 16-18 can apply for transport under this act as a social care duty. The executive need to consider if Disabled Children's Social care are in a better financial position to take on the transport costs for young people aged 16-18 and have the capacity for assessment under section 17 'child in need'. Would this see a rise in families applying for a CIN assessment? As sufficiency been considered? And would it see the sift of financial strain been shifted from one pot to another?

The Consultation

The consultation went live In January 2018

The consultation as published online via NYCC website, was unclear to those reading it as to what was being proposed. It alluded to "options" and 3 proposals, giving the impression that there was an either- either approach that 1 would be decided upon, it was not until the face to face consultations that it became apparent all 3 would be presented to executive there was no choice. Few parent carers made the face to face consultations therefore those responding online are still more than likely to be under a false impression.

21/02/2018 it was reported to the parents in attendance at the Harrogate face to face consultation that the wording would be changed 1 month after the consultation went live, therefore were the online responses, which at this date were reported to be approximately 108, null and void if the respondents were not aware of what the proposals meant?

Have all stake holders been consulted?

I refer to The Supreme Court's judgment is in R (Moseley) v LB Haringey [2014] UKSC 116

" fairness may require that 'interested persons be consulted not only upon the preferred option but also upon arguable yet discarded alternative options' . "

It is not clear in this consultation what other options have, if any, been presented to the executive, or if they had considered using council reserves to ensure that the shortfall is met. It is also not clear why if any options that have been rejected have not been included in the consultation and the reasons set out as to why any rejected option was indeed rejected.

" consultation must: (i) take place at a 'formative stage', i.e. sufficiently early in the decision making to influence the outcome, (ii) provide 'sufficient reasons for any proposal to permit of intelligent consideration and response', (iii) allow 'adequate time' for consideration and response and (iv) ensure 'the product of consultation' is 'conscientiously taken into account' in the final decision."

If the Executive are to meet on the 16th of May and the policy is to be published before the end of May how much time will the product of the consultation have to be conscientiously taken into account' in the final decision?

" emphasis on the need for the consultation to be accessible to the people at whom it is aimed."

Given that there is the proposal to cut the funding of free transport to Young People aged 16-19 why haven't they been consulted ? The Local Authority could easily send out notifications to each young person re the send area ofsted inspection webinar but cannot send them an accessible consultation document regarding a service that directly affects them. The consultation has failed in ensuring those with protected characteristics and those young people it directly affects have had a voice in this process.

" Lord Wilson expressly held that the requirements of consultation are more strict when what is being proposed is a reduction in services or the withdrawal of a benefit. Given the extent of the cuts

still to come in public services in the next few years the courts must apply rigorous scrutiny to the consultations which will proceed them to determine if they are fair''

The taxi companies and bus companies providing SEND transport along with escorts would also be included in the consultations but as yet have not been involved. *(see footnote) Are they even aware of it?

It should come as no surprise to the Local Authority that there has been an increase in the need for those with Ehcp's for transport and college placements, the SEND reforms and Children and Families Act came into force in September 2014 and North Yorkshire ad for 3 years prior to this been a Pathfinder authority for post 16 it was known from the introduction of the green paper that the age would be increased from 19 -25. Were any forecasts made in relation to predicted numbers when the Local Authority moved into implementing the SEND Reforms in Sept 2014?

Following the consultation to cut discretionary short break provision a disability register was formed so the Local authority had the means to predict the numbers of children and young people on EHCP's that would be moving through education to the age of 25.

The Council MTFs 2016/17-2019/20 stated

"We have been successful in negotiating new contracts for school transport which means that no further reviews of discretionary provision are imminent"

And in the LGA Peer Challenge;

"NYCC has a sound financial position and tremendous grip of its budget delivering savings early and on some occasions over delivering on savings"

"Crucially its children's services budget is under control"

" The council has underspent its budget in recent years"

Therefore, it begs the question where has the short fall come from and why can't this be made up from the council reserves? Has this option been considered and if it has been why aren't the consultees being made aware of the consideration and why this has been rejected? If it was ever considered.

It has been mentioned at the face to face consultation that post 19 Education transport policy has been, for many years the domain of Health and Social Care (HAS) but NYCC never implemented this.

Has the fact that 'HAS' not been paying for transport to and from educational establishments led to the short fall in the transport budget and if so why are NYCC looking to penalise 16-18 year olds by charging for their transport because of a budgetary oversight and failure by the local authority to manage who pays for what?

*Footnote; Passenger assistance escorts have not and any notification re consultation, Young people have not been contacted as of 21/03/2018 I cannot comment on the taxi companies as have no available information as of this date (my partner works as a passenger escort and has not had any notification through the LA and my son is aged 18 and as not been consulted or informed as an individual)

Mentioned in the papers submitted to The Executive on 19th December 2017

The Adult Social Care assessment which assesses all social care needs once a person turns 18, considers existing provision available to the adult such as a mobility vehicle and it also includes a financial assessment and hence the financial ability of the adult to contribute towards the cost of their services including transport.

The consultation has brought up the use of motorbility vehicles in regard to those in post 19 education and have suggested that if a Young Person who is in receipt of Higher Rate PIP as a vehicle in their name then the need for transport has been met.

I suggest his is wrong on a number of points, please see the quote below from SENTAS and LGO

The LA cannot use the fact that a Young Person receives a mobility element of DLA/PIP as a reason to refuse home to school transport.

Sentas will be contacting LA's whose transport policies state, if the family is in receipt of either DLA or PIP with a mobility component, or have a Motability car due to a child's disability, that this must be used for the child or young person's home to education transport. Sentas will ask them to remove any such statements from their policies, to ensure parents aren't refused transport assistance solely on this issue.

"On page 12 of the Local Government Ombudsman "All on board, navigating school transport issues – Focus report: learning lessons from complaints – March 2017", We discovered the following quote:

"The families of some children with special educational needs or disabilities may be in receipt of the higher rate of the mobility component of Disability Living Allowance. The Department for Education has confirmed in Parliament that being in receipt of this allowance does not necessarily confer eligibility for free school transport but neither does it preclude it if the child is an eligible child"

We then contacted Motability directly, and they stated:

"Unless the local authority or council in question are the legal Appointee for the disabled person, they are not in charge of the agreement and therefore cannot specify how the vehicle can be used."
(sentas)

It must also be recognised that the Young Person may have a vehicle but will be, in the majority of cases, unable to drive it . A Parent cannot be expected to act as driver to their adult charge.

Post 16 Transport charges

https://www.youtube.com/watch?v=odMvLBHwQ_U

Can the Local Authority show how they have paid regard to public sector equality duty and how the proposed cuts to post 16-19 transport has had due regard to the advancement of equality of opportunity for disabled children/young people? Sec149 equality act 2010

The introduction of a charge has been floated as bringing young people with SEND on Ehcp's in line and equal with those without EHCP's. There is a large gap in equality for young people with SEND on and EHCP than those without and I would urge that any comparison with young people without an EHCP not be used as their access to life, college, community is very different to their able bodied peers.

I urge the members to read the Price Tag of disability.

<https://blog.scope.org.uk/2018/02/20/tackling-the-price-tag-of-disability/>

The costs to families of raising and supporting their children and young people is much more than other families who have children/young people without disability.

A bursary, which is means tested and amounts to a maximum of £1,200 per annum is little consolation when the costs are added up.

The Cost of Disability

Currently the services across all sectors are being squeezed to the detriment of our children and young people. In Health a child or young person waiting for CAMHS or Adult Mental Health are waiting for up to and beyond a year with some being signed off as not a mental health issue with the result being a sectioning order before any help is received. Parents are resorting, in some cases, to enlist private psychologists to ensure that their child/young person does not spiral further downwards as they languish on a waiting list. (I enclose the health focus group from North Yorks report as a supplementary report this was generated for the SEND Health Board see separate attachment)

The necessary equipment for children and young people is not always available, equipment that can cost the same as a family car. A wheelchair bill we ourselves received last week amounted to over £8,000.

The tribunal figures are rising and with the advent of the EHCP and statutory duty for up to date reports and the increased costs to LA's. Local authorities that support parents through this and local SENDIASS services are so stretched to capacity that many parents are having to turn to paid help (solicitors and advocates as well as financing independent reports)

The cost of bringing up a young person with a disability is falling more and more onto the families to cover.

The impact of childhood disability on family finances see link;

<https://www.youtube.com/watch?v=ABJaSAfECYo&feature=youtu.be>

Many thanks for taking the time to read and delve a little deeper into understanding families positions.

Kind Regards

Data removed

Feedback sent through Members of Parliament

To Mr Robert Goodwill

Dear Mr Goodwill, I would like to bring to your attention the proposed cut to SEND transport for 16+ year olds. My son is 16. We live in Scarborough. He attends Welburn Hall 27 miles away. He travels daily. In September he will board but will still need taking and bringing back on a Monday and a Friday. There is not another school that he could attend in Scarborough. I am a single mum, working part time. I have 3 children. I strongly oppose this proposal by NYCC. I cannot take him and bring him back. My work is not that flexible. I am a part time teacher. I have to be at work until 4 on a Friday. I don't have the money to pay for taxis twice a week. I feel that this is discrimination. My child is entitled to an education that is suitable to his needs. Welburn suits his needs. This whole thing is very worrying and stressful. Having a child with autism and extremely challenging behaviour is stressful enough on its own. I urge you to listen to my concerns. Please let me know what my next steps should be to challenge NYCC on this matter. Thank you for taking the time to read this,

Data Removed

Sent from Yahoo Mail for iPhone

Removed data

13th February 2018

Dear Mr Goodwill,

Many thanks to your secretary for replying to my phone call so quickly.

It was announced on Yorkshire Coast Radio that Scarborough Borough Council was considering removing the paid school transport for pupils over sixteen in the Scarborough area, not only for Wellburn Hall, but other schools as well. This troubles me greatly as my grandson attends Wellburn Hall as he has special needs. He is collected five days each week at 7.30 am and returned home about 4.30pm. In the car there is a driver and a carer, and usually three other children.

Wellburn Hall is a wonderful school. About seventy five pupils from the Esk Valley, Whitby, Scarborough, Malton, Pickering and Helmsley attend. It was used as a rehabilitation centre for soldiers in the Second World War, and when it was not needed any more I understand it was given to the local education authority, ie Scarborough Borough Council, for children with special needs. When a pupil reaches sixteen they are offered a place at the Hall as a student in college, which means that they are collected on Monday morning and stay there until Friday afternoon. They have various evening activities and this – I speak for my grandson Jamie, is his pipe dream.

Children do not ask to be born with special needs, and neither are their parents wealthy enough to be able to afford private transport. A taxi from Whitby to Scarborough costs £30 each way, and most families need two salaries to cope with living expenses. A friend checked on the internet and learned that if parents had to pay for school transport then it would affect all the family eventually, and wages and transport would increase annually. I would urge you and your committee to please give this matter your careful attention.

Yours sincerely

Data removed



The following email was sent to Nigel Adams MP

Dear Nigel

I heard with alarm and dismay a news report on radio York early this morning that NYCC are meeting this week to discuss severely cutting transport provision for children and young adults with disabilities and or special needs to their school or college.

The radio report 'blamed' government austerity measures originating in 2010 and added that this move is been considered to 'protect other front line services'.

As my youngest child who is currently 14 and is autistic, has learning difficulties which are sadly additional to several severe physical very serious health problems and consequently attends Rive rside special school in Goole. which even though over the border in East Yorkshire was the nearest suitable provision to our home in Brayton Selby.

My wife reluctantly resigned from her employment with HMRC to become his full time career. I consequently work around 70 hours per week to support my family.

At present transport is provided for Luke between home and school for which we are extremely grateful.

The school itself is an excellent establishment and to our relief they are currently extending to provide six form provision.

If transport was withdrawn I fear that it would be neigh impossible for Luke to attend school. Although realativley close geographically there is no direct public transport link and even if he could safely access the bus service, which he could not in his current status, even for an able bodied person the stated journey time would be round trip of about 3 hours without at least an hours wait at both ends of the day waiting for scheduled transport.

I am already aware of these times as recently we were contacted by NYCC to see if Luke would prefer to travel by public transport "to help his independence "

The alarming factor in making this approach was there had been absolutely no consideration of Lukes health or disabilities before the approach was made.

Whilst of course at the time we thought the suggestion was reasonable and was quickly dismissed once we outlined his needs I am now fearful that this may have had an ulterior motive given this morning's revelations.

Whilst I am unsure that LinkedIn is the correct format for making contact with you regarding my massive worries and concerns please forgive me as I am writing this email whilst waiting for my fourth business meeting of the day having started work this morning at 5am and not likely to finish until at least 8pm this evening.

As my son needs to attend both our GP, York District Hospital and Leeds General Infirmary on a VERY frequent basis I am compelled to work such hours to "pay back" the time borrowed from my work schedule hence such long hours. Indeed this forth coming Thursday he needs to attend LGI for a scan at 9am. Once again my boss has allowed me time to take him provided it is paid back for which I am extremely grateful.

My fear is that IF transport provision is ultimately withdrawn in the future I would not be able take Luke to school or afford replacement provision.

There is virtually no support available for children with disabilities or special needs in the Selby area, indeed in conjunction with his health providers we have made extensive enquiries.

One suggestion made to me which was totally abhorrent to my values and ethics was that it maybe easier to access help if I was not in employment.

I found this extremely disturbing and offensive, however if transport is withdrawn it maybe my only alternative!

I therefore would like to protest in the strongest possible terms that the withdrawal of such provision is even been discussed.

Obviously this is initially on behalf of my son but also other vulnerable persons who may not have the ability to raise such concerns or maybe unaware of the proposals.

I thank you for your time and help in anticipation

Kind regards

Data Removed

Equality impact assessment (EIA) form: evidencing paying due regard to protected characteristics

(Form updated May 2015)

Home to School Transport Review

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 پوچھیے۔

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	Inclusion - CYPS Admissions – CYPS
Lead Officer and contact details	Jane Le Sage, AD Inclusion
Names and roles of other people involved in carrying out the EIA	Gail Chester - SEND Transport Manager William Burchill - Admissions Manager Alice Batley - 2020 Project Manager
How will you pay due regard? e.g. working group, individual officer	This project has been governed through 2020 processes with an Implementation Group, monitored through the 2020 Inclusion Programme Board. All changes are going through the formal public consultation process, following this any

	changes to be made to the Home to School Policy will be signed off at Full Council on 16 th May 2018 and the EIA will be reviewed and finalised depending on the outcome of the updated Policy.
When did the due regard process start?	The project initially started in February 2016.

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?)

This EIA is about the proposed changes to the Home to School Transport Policy following public consultation. The aim is to create efficiencies and where possible improve the delivery of services for existing and future individuals who access them. The proposals will impact on some post 16 Mainstream and SEND pupils commencing education from September 2018. Some transport provision is a statutory requirement, as governed by Section 508 of the Education Act 2014. However North Yorkshire County Council currently provides transport in circumstances which is discretionary within the Education Act and Home to school statutory guidance.

Home to school transport is a demand led service, recent growth in the EHCP assessment process and plans issued are increasing demand at an exceptional rate which was not apparent prior to 2014 reforms. Increased use of provision out of area will not be addressed as part of this consultation and new home to school transport policy. Ultimately the number of eligible children for transport is increasing and is directly impacted by where provision is available and the Local Authority's statutory duty.

The changes which have been consulted on are additional discretionary arrangement which NYCC provide on a non-statutory basis to address the rurality of North Yorkshire and provide additional support for our children and young people to reach their potential and meet their needs.

Section 2. Why is this being proposed? What are the aims? What does the authority hope to achieve by it? (e.g. to save money, meet increased demand, do things in a better way.)

The proposed changes are due to a significantly growing overspend within the SEND Transport budget and the current transport model not being sustainable going forward. The current forecasted spend in relation to SEND Home to School Transport is estimated as £8.5m in 2018 which represents an approximate overspend of £3.0m on existing budgetary allocation. Based on current trends in SEND continuing and the annual year on year growth estimated at 18% per annum, it is estimated that by 2020 the forecasted spend will be £13.2m. This will continue to increase to £18.4m by 2022, and reach £30m by 2025.

The Local Authority (LA) intends to still provide support to those who need it the most, however, with increased choice for parents and carers as part of a revised transport model. The revised model is intended to provide better outcomes for individuals through the most appropriate transport arrangements for their needs. This will also provide better outcomes for NYCC through effective and efficient use of resources.

The LA must create efficiencies and the proposals which have been consulted were developed following significant research and analysis to identify areas of inefficient use of resources, discrepancies in provision and where improvements can be made.

The LA must ensure its Home to School Transport policy is fit for purpose and is compliant with the legal requirements and code of practice, this will be reviewed on an annual basis going forward following implementation to ensure the policy is up to date and remains fit for purpose.

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

The proposed changes are in the formative stage and further understanding of the impact of the proposed changes will be understood during and following the consultation.

Census data from May 2017 shows that in North Yorkshire we have 67,966 school aged (reception to year 11) children, and a further 5,433 of post 16 (years 12,13 and 14). Of these 73,399 pupils, 11,500 are currently accessing transport.

Currently there are around 2,500 children and young people living in North Yorkshire with an EHC Plan with around 1,100 students accessing home to school transport above and beyond a mainstream provision.

The Home to school transport statutory guidance 2014 only recognises students within statutory education age (5-16), therefore transport provision for pupils over 16 years old is a non-statutory duty. However the Council still wants to offer support to ensure students can access their education provision and recognise the rural nature of North Yorkshire and the lack of public transport available.

The potential proposed changes would only impact on Post-16 or Post-19 pupils in both Mainstream and SEND provision which amounts to 817 students currently requiring transport provision based on 2017/18.

With regard to young people and their carers it is anticipated that any impact arising from changes to their current provision will be mitigated by achieving better outcomes for the individual through personalised services e.g. independent travel training and the potential introduction following the consultation of a personal travel allowance option will provide more flexibility for families to make arrangements which suit their needs. Staff will continue to work closely with everyone who requires transport to ensure the support the young person receives is right for them, although it may be through different types of support.

The information received during the consultation process will enable the Authority to consider further the impact that the proposed changes may have on young people and their families.

Section 4. Involvement and consultation (What involvement and consultation has been done regarding the proposal and what are the results? What consultation will be needed and how will it be done?)

Details of the different proposals were available on our public website (www.northyorks.gov.uk/consultations), we invited you to provide your views by completing an online survey. This information was also available in easy read, alternative language or formats on request. In addition to the survey we have considered any feedback received by email, and from meetings during the consultation period (8th January 2018 to 2nd April 2018).

Eighteen public events have been arranged across all localities in North Yorkshire and the same presentation was delivered at all events to ensure the messages were consistent. The presentation has been positively received by audiences, people felt they had a better understanding of transport provision, why we have developed the proposals for change and the rationale behind this. We also responded to feedback and added additional events in Richmond, Selby and Pickering. Please see Appendix A below which is the presentation which was delivered

at all events and has details of all public events which have been held throughout the consultation.

The consultation has been promoted via the Schools E-red bag, Local Offer, NYPACT, NYCC website, corporate Facebook and Twitter accounts with regular releases on social media ahead of the public events. We attended the NYPACT Management Committee on 14th March and the consultation has been promoted through their networks following this. In addition to the above channels we have also included adverts on local radio stations including BBC Radio York, Radio Tees and Yorkshire Coast Radio. A press release was published on 19th December 2017 following publication of the documents to Executive Members on proposed changes.

We also attended the Youth Voice Conference on 16th March and Moving On events to consult directly with children and young people.

We included a notice and link to the consultation in the February Transport Operator newsletter which is produced by Integrated Passenger Transport to ensure transport providers were aware of the proposed changes.

We also attended the Association of Transport Commissioners and Officers (ATCO) on 8th February 2018 in York which had representatives from other Local Authorities across the North East and Humber regions.

We attended a number of meetings with schools including:

- School Improvement Governors:
 - Harrogate on 24/01/18
 - Northallerton on 25/01/18
 - Skipton on 29/01/18
 - Scarborough on 06/02/18
 - Escrick (York/Selby) on 08/02/18
- Secondary Head Teachers on 21/02/2018
- Special Head Teachers in Thirsk on 07/03/2018
- Primary Head Teachers on 14/03/2018

Parent Groups have been actively promoting the consultation and contacting members to advise them to take part in the consultation and attend the public events.

Throughout the consultation a weekly breakdown has been provided to the monitoring group to review responses and feedback. The monitoring group includes representations from:

- The Inclusion Service and Admissions Team in Children and Young People's Services
- The Care and Support Service in Health and Adult Services
- Integrated Passenger Transport
- Legal and Democratic Services
- Finance
- Project Management
- Human Resources
- Business Support
- Communications Team

As the responses have been reviewed on a weekly basis, we have been able to respond to queries and provide additional information throughout the consultation. We developed a

Frequently Asked Questions document and published this on the consultation page on the website to assist with answering the questions. This was published on the website on 26 February 2018.

In addition the local authority is aware of an on line petition initiated by a parent via change.org. This has not been presented to the local authority during the consultation period. It attracted 488 signatures of which some are not North Yorkshire residents. This petition has not met the criteria for a county council debate. (signatures of 30,130 required).

A separate document provides details of the consultation feedback

Section 5. What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

The local authority budget on SEND transport is £6.5 million, however due to an increase in demand, expenditure is now expected at £8.2 million.

The proposals which have been consulted on and are being put forward as recommendations for implementation have been developed to attempt to recover contributions towards the cost of non-statutory Home to School Transport to the LA. which can then be used to offset budgetary pressures in the home to school transport budgets and allow the LA to continue to provide transport support.

If the proposals are implemented it will assist with bringing the expenditure back in line with the SEND transport budget however as this is a demand led service the proposals will not address the statutory requirements of transport and other issues such as lack of provision within North Yorkshire as outlined above.

The reason why these proposals have been consulted on and are being recommended for implementation is to continue to provide both statutory and discretionary transport for eligible children and young people. It is recognised that the rural nature and size of North Yorkshire adds complexity to transport across the County.

The outcomes of the consultation and feedback will be shared with the Strategic Plan project and will be used as part of the development of this work to improve provision going forward.

Section 6. How will this proposal affect people with protected characteristics?	No impact	Make things better	Make things worse	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.
Age		✓	✓	Based on the recommendations for change to the way transport is currently provided to young people with SEND: In the short term there is a potential for negative impact on young people and their carers who have been used to the traditional transport services as change can be seen as challenging.

				<p>Post 19 young people may not receive assistance with transport if they have means themselves. This may impact on the choice of young adults to remain in education.</p> <p>However, it is anticipated the benefits afforded by greater choice and improved outcomes will mitigate the impact on a longer term basis. Further work has been done as part of the consultation process to identify any young people this will specifically impact on.</p> <p>Low income families will receive an additional subsidy to facilitate the student accessing their education.</p> <p>The ages of the young people who may be affected are 16 to 25.</p>
Disability		✓	✓	<p>The main group affected will be those with SEND. It is anticipated the benefits afforded by greater choice and improved outcomes will mitigate the initial impact of change.</p> <p>Further work has been done as part of the consultation process to identify any young people this will specifically impact on.</p>
Sex (Gender)	✓			It is anticipated there would be no identifiable impact on Mainstream or SEND pupils. This remains the same following consultation.
Race	✓			It is anticipated there would be no identifiable impact on specific ethnic groups as a result of the project, however the LA will look at the profile of specific groups potentially affected to see if there are any differences and build them into the options accordingly throughout the consultation. This remains the same following consultation.
Gender reassignment	✓			It is anticipated there would be no identifiable impact on specific groups in relation to gender reassignment as a result of the project. This remains the same following consultation.
Sexual orientation	✓			It is anticipated there would be no identifiable impact on specific groups in relation to sexual orientation as a result of the project. This remains the same following consultation.
Religion or belief	✓			It is anticipated there would be no identifiable impact on specific groups in relation to religion

				or belief as a result of the project. This remains the same following consultation.
Pregnancy or maternity	✓			It is anticipated there would be no identifiable impact on specific groups in relation to pregnancy or maternity as a result of the project. This remains the same following consultation.
Marriage or civil partnership	✓			It is anticipated there would be no identifiable impact on specific groups in relation to marriage or civil partnership as a result of the project. This remains the same following consultation.

Section 7. How will this proposal affect people who...	No impact	Make things better	Make things worse	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.
...live in a rural area?		✓	✓	<p>Transport for Post-16 remains a discretionary award, NYCC continue to recognise that young people living in rural areas and currently provide transport to all eligible children who live in locations where other methods of transport are unavailable.</p> <p>An early stage proposal to remove all non-statutory provision was rejected as it was felt this would disadvantage young people significantly who live in a rural area.</p> <p>The recommended changes allow for provision to continue in a more equal way and will ensure that provision is sustainable for the future requirements of young people.</p>
...have a low income?		✓	✓	<p>In order to mitigate this impact it was recognised that low income families will receive an additional subsidy to facilitate the student accessing their education as this already exists in Mainstream provision If the changes are implemented for students with ECHP's this would be applied equally to all.</p> <p>Families will have the option to pay the reduced contribution for post 16 transport by direct debit to avoid lump sum payments</p> <p>The potential introduction of an increased personal travel allowance will provide more flexibility for some families to make arrangements which suit their needs.</p>

Section 8. Will the proposal affect anyone more because of a combination of protected characteristics? (e.g. older women or young gay men) State what you think the effect may be and why, providing evidence from engagement, consultation and/or service user data or demographic information etc.

It is anticipated any changes to the current transport services will impact more on the following:

- Young people with special educational needs and/or disabilities

However any adverse impact should be lessened through managed transition and flexible responsive services such as independent travel training. Transport assessments will be carried out consistently using the Transport Matrix and all needs will be identified and addressed regardless of the new transport model which is put in place following consultation. This all remains the same following consultation and an Implementation Plan will be developed following agreement at Full County Council to address these matters.

All pupils regardless if they are SEND or Mainstream will not be affected if they are within statutory school age and are recognised as an eligible child under statute. This remains the same.

Section 9. Next steps to address the anticipated impact. Select one of the following options and explain why this has been chosen. (Remember: we have an anticipatory duty to make reasonable adjustments so that disabled people can access services and work for us)	Tick option chosen
1. No adverse impact - no major change needed to the proposal. There is no potential for discrimination or adverse impact identified.	
2. Adverse impact - adjust the proposal - The EIA identifies potential problems or missed opportunities. We will change our proposal to reduce or remove these adverse impacts, or we will achieve our aim in another way which will not make things worse for people.	
3. Adverse impact - continue the proposal - The EIA identifies potential problems or missed opportunities. We cannot change our proposal to reduce or remove these adverse impacts, nor can we achieve our aim in another way which will not make things worse for people. (There must be compelling reasons for continuing with proposals which will have the most adverse impacts. Get advice from Legal Services)	✓
4. Actual or potential unlawful discrimination - stop and remove the proposal – The EIA identifies actual or potential unlawful discrimination. It must be stopped.	
<p>Explanation of why option has been chosen. (Include any advice given by Legal Services.)</p> <p>The reason why ‘Adverse impact - continue the proposal’ has been selected is following the outcome of the consultation on the proposed changes to the home to school transport policy and all responses have been considered and evaluated.</p> <p>The consultation as outlined above had xxx number of responses which is low in relation to the number of children who currently receive home to school transport. The feedback from the consultation including public events has not provided any further causes for concern other than those identified above at the beginning of this process. The consultation did not raise any other suggestions for implementation that was within the authority’s power to change (e.g. means testing of children or opening a new special school in Selby.)</p> <p>The following reasons for choosing to proceed with the recommendations for implementation remain the same:</p> <ul style="list-style-type: none"> - To ensure equality across both types of transport provision. 	

- To enable the Local Authority to continue to provide transport support and provision to those who would be disadvantaged without this.
- To comply with legal framework and statutory duties in relation to transport provision.
- To ensure the least amount of negative impact on children, young people and their families.
- To attempt to reduce the significant overspend of the SEND Transport budget provisions with contributions from families being sought where appropriate to offset this cost to ensure appropriate provision can continue to be provided.

Section 10. If the proposal is to be implemented how will you find out how it is really affecting people? (How will you monitor and review the changes?)

The effect of the changes if implemented will only affect new Post-16 pupils commencing in education from September 2018. Existing pupils will continue to receive their existing transport if it is an assessed need, until this is reviewed as part of a two year implementation plan from September 2018 to July 2020, and will be fully involved in the reassessment process with staff working closely with all involved. We will continue to monitor the impact these changes may have on young people and accessing their education provision.

The project has a clear project plan, communication strategy and risk log, all with detailed planning which are monitored and updated regularly. There are clear paths to implementation and who the key stakeholders are.

This remains the same following the public consultation.

Section 11. Action plan. List any actions you need to take which have been identified in this EIA, including post implementation review to find out how the outcomes have been achieved in practice and what impacts there have actually been on people with protected characteristics.

Action	Lead	By when	Progress	Monitoring arrangements
90 day public consultation to commence	Jane Le Sage	8 th January 2018	Complete.	
Public events to be held across localities	Jane Le Sage / Gail Chester / Alice Batley	From January 2018 onwards	Complete.	Public events and feedback from these events will be monitored through a working group with representatives from Inclusion, the Communications Team, Finance and Project Management support. This has been completed.
90 day public consultation to end.	Jane Le Sage	2 nd April 2018.	Complete.	
All responses and feedback to be collated and reviewed following	Jane Le Sage / Gail Chester / Alice Batley	3 rd April – 13 th April 2018	Scheduled.	Reviewed by a working group with representatives from Inclusion, Legal, Finance and Project Management support.

consultation.				
Options to be revised (if required) and Final Business Case to be developed, EIA to be revised and Policy to be updated.	Jane Le Sage / Gail Chester / Alice Batley	16 th April – 11 th May 2018.	Scheduled.	This will be completed by a working group with representatives from Inclusion, Legal, Finance and Project Management support.
Sign-off of revised proposals and updated Home to School Transport Policy	Jane Le Sage	16 th May 2018 (Full Council)	Scheduled	
Publish updated Home to School Transport policy	Jane Le Sage	31 st May 2018	Scheduled	
Development and sign-off of Implementation and Transition Plan	Jane Le Sage / Gail Chester / Alice Batley	1 st June – 31 st August 2018.	Scheduled	This will be completed by a working group with representatives from Inclusion, Legal, Finance and Project Management support.
Commencement of delivery of Implementation and Transition Plans.	Jane Le Sage / Gail Chester / Alice Batley	1 st September 2018 onwards for two years.	Scheduled	Inclusion Service.

Section 12. Summary (Summarise the findings of your EIA, including impacts, recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.)

The Home to School transport budget is significantly overspent, with a forecast for the rise in demand to continue and therefore the Local Authority has to consider alternative options. Home to school transport is a statutory requirement and a demand led service, a significant proportion of the service which NYCC provides is governed by legislation with no options to adjust this. However, the proposals which were consulted are the only areas of provision which have some scope for change to ensure transport provision remains sustainable and fit for purpose.

Although the LA has identified the recommended proposals may have a negative impact on some families, the changes are necessary to ensure provision can continue. It is anticipated any changes to the current home to school transport services will impact more on the following:

- Young people aged 16 to 25
- People with special educational needs and disability; particularly those living in a rural area or families with a low income.

As these groups are more likely to find change challenging, there is potential for some negative impact following implementation. Therefore, if changes are made to current services following approval, they will receive support to make the transition to the revised transport model.

The Authority anticipates that some changes if implemented may bring positive impacts to the young people and their families particularly in respect of independent travel training and more flexibility with personal budgets for transport allowances. This remains the same following consultation and is subject to approval.

As outlined above every effort was made to consult with parents, carers and young people on the proposed changes throughout the 90 day consultation period including increased public events following initial feedback, FAQs provided with further information and additional notices via social media, local media and school communication channels.

The EIA has been revised following the consultation based on the responses received to incorporate feedback and reflect this in the recommendations for implementation to Full County Council.

Following any implementation, there will be a post implementation review to ensure that any adverse impacts on young people are mitigated.

Section 13. Sign off section

This full EIA was completed by: Jane Le Sage

Name: Jane Le Sage

Job title: AD, Inclusion

Directorate: Children and Young People's Services

Signature:

Completion date:

Authorised by relevant Assistant Director (signature):

Date:

Consultation on home to school transport including children and young people with SEND

Consultation outcomes report - April 2018

We have developed this document to share the outcomes of the consultation on proposed changes to home to school transport provision. There is also a full report of all responses in Appendix 1.

1.0 What did we consult on?

Between January 8th 2018 and April 2nd 2018 we held a consultation asking for your views on three proposals in relation to changing our Home to School Transport Policy.

The three proposals were as follows:

Proposal 1:

Removal of the free transport statement for special educational needs and disability (SEND) students, aged post 16 to 18, with an Education Health and Care Plan (EHCP) from September 2018, to bring it in line with mainstream transport arrangements.

Proposal 2:

Recognise SEND post-19 students as adults in education, and identify unmet transport needs in line with the council's adult social care assessment. (This proposal does not affect mainstream students.)

Proposal 3:

Increase Parental Transport Allowance to 45 pence per mile for all school aged children, when no other transport option is available.

Promote an Enhanced Parental Transport Allowance to parents whose children or young people have additional transport needs due to their SEND and would be travelling alone if the local authority had to commission their transport.

Overall 136 respondents completed the consultation questionnaire. Please note this consultation has now closed.

2.0 How did we consult?

Details of the different proposals were available on our public website (www.northyorks.gov.uk/consultations), we invited you to provide your views by completing an online survey. This information was also available in easy read, alternative language or formats on request. In addition to the survey we have considered any feedback received by email, and from meetings during the consultation period (8th January 2018 to 2nd April 2018).

Eighteen public events have been arranged across all localities in North Yorkshire and the same presentation was delivered at all events to ensure the messages were consistent. The presentation has been positively received by audiences, people felt they had a better understanding of transport provision, why we have developed the proposals for change and the rationale behind this. We also responded to feedback and added additional events in Richmond, Selby and Pickering. Please see Appendix A below which is the presentation which was delivered at all events and has details of all public events which have been held throughout the consultation.

There were 64 attendees at the public meetings made up of parents/carers, professionals and elected members.

The consultation has been promoted via the Schools E-red bag, Local Offer, NYPACT, NYCC website, corporate Facebook and Twitter accounts with regular releases on social media ahead of the public events. We attended the NYPACT Management Committee on 14th March and the consultation has been promoted through their networks following this. In addition to the above channels we have also included adverts on local radio stations including BBC Radio York, Radio Tees and Yorkshire Coast Radio. A press release was published on 19th December 2017 following publication of the documents to Executive Members on proposed changes.

We also attended the Youth Voice Conference on 16th March and Moving On events to consult directly with children and young people.

We included a notice and link to the consultation in the February Transport Operator newsletter which is produced by Integrated Passenger Transport to ensure transport providers were aware of the proposed changes.

We also attended the Association of Transport Commissioners and Officers (ATCO) on 8th February 2018 in York which had representatives from other Local Authorities across the North East and Humber regions.

We attended a number of meetings with schools including:

- School Improvement Governors:
 - Harrogate on 24/01/18
 - Northallerton on 25/01/18
 - Skipton on 29/01/18
 - Scarborough on 06/02/18
 - Escrick (York/Selby) on 08/02/18

- Secondary Head Teachers on 21/02/2018
- Special Head Teachers in Thirsk on 07/03/2018
- 5 Primary Head Teacher Networks in March

Parent Groups have been actively promoting the consultation and contacting members to advise them to take part in the consultation and attend the public events.

Throughout the consultation a weekly breakdown has been provided to the monitoring group to review responses and feedback. The monitoring group includes representation from:

- The Inclusion Service and Admissions Team in Children and Young People's Services
- The Care and Support Service in Health and Adult Services
- Integrated Passenger Transport
- Legal and Democratic Services
- Finance
- Project Management
- Human Resources
- Business Support
- Communications Team

As the responses have been reviewed on a weekly basis, we have been able to respond to queries and provide additional information throughout the consultation. We developed a Frequently Asked Questions document and published this on the consultation page on the website to assist with answering the questions. This was published on the website on 26 February 2018.

3.0 What feedback did we receive?

The following gives an overview of the feedback from the survey, emails and meetings received on the proposals. More detailed information is available at the end of this document in Appendix B.

3.1 Who responded to the consultation?

Overall 136 respondents completed this on line questionnaire. This included:

- 124 parents/carers
- 7 schools/colleges
- 3 Transport Providers
- 2 other

3.2 Summary of survey findings

Some of the key themes which have been identified as part of the feedback are as follows:

- Independent Travel Training (ITT)
- Specialist provision
- Local provision
- Options for means testing
- Parental mileage allowance
- Financial reserves

Independent Travel Training:

The feedback received around Independent Travel Training (ITT) refers to the fact that the Local Authority currently employs one coordinator for the whole of the county and comments suggest this is not appropriate for the size of the Local Authority.

The role of the Independent Travel Coordinator is to up skill schools, parent/carer groups and others to undertake independent travel training as part of their everyday involvement and preparation for adulthood. The Independent Travel Coordinator is not responsible for delivering all direct training to young people. Further details will be shared regarding this as the model develops on the NYCC website, Local Offer and through Schools.

Specialist and local provision:

The Local Authority recognises that in a county as large as North Yorkshire some areas will not have access to provision within their community. We recognise that this is particularly the case in Selby and previously the Local Authority have applied to commission via Central Government for a Free Special School in 2016 however this was unsuccessful. The Local Authority is no longer able to open new schools due to changes in government legislation.

There is an on-going piece of work across the Local Authority to develop a Strategic Plan for SEND provision which will shape the types of provision in localities going forward. The outcomes of the consultation and feedback will be shared with the Strategic Plan project and will be used as part of the development of this work to improve provision.

Options for means testing:

There has been some feedback and a number of comments around means testing and whether this could be considered as an option. Government legislation means that the Local Authority is unable to means test families in relation to their statutory aged children, means testing can only be implemented for adults over the age of 18 which is why the proposal around aligning provision with the Health and Adult Services assessment policy has been developed.

Parental Mileage Allowance:

During the feedback parents and carers expressed concern that this may impact on work commitments or transportation of other children to a number of different schools. If the mileage allowance option is implemented, it would be offered on a completely voluntary basis therefore parents can accept this if the option was to work around their other commitments and would not be imposed upon families.

Financial Reserves:

The Local Authority operates a clear policy around reserves usage, most reserves are earmarked i.e. for a specific purpose but do not currently include Home to School transport. Other reserves are held by the Local Authority for unseen circumstances which would have a negative impact on the organisation. To maintain a sustainable transport model the Local Authority has chosen to recommend changes now as there is only a finite amount of reserves available.

Local Authority Salaries

Since 2010 the Local Authority has secured over £180m in savings by making changes to back office and management structures to ensure the least impact is made on frontline services.

The salaries of staff employed by the County Council are evaluated against a national framework and salary grades are matched accordingly to specific roles and responsibilities.

3.3 Further feedback

Additional letters of response have been received from one parent and the Chair of NY Parent and Carer Forum which will both be considered as part of the other responses and feedback.

Please see attached copies of both letters as appendices.

At the close of the consultation the online petition which had also been raised on change.org has 488 responses in relation to the proposed changes. We have not received formal notification of the outcome of the petition, despite this it does not meet the Local Authority's threshold to respond to the petition.

4.0 Equality Impact Assessment (EIA)

The EIA for use of this public consultation was shared on our website as part of the material for consideration. The EIA has been monitored against feedback received during the consultation period. Having reviewed feedback on conclusion of the consultation there have been some changes to the EIA which will be published with the documents that are submitted to The Executive and Full County Council as part of the recommendations for change.

5.0 Outcome of the consultation

Following consideration of the consultation responses a recommendation will be made to implement all 3 proposals. This recommendation was put forward in line with the Authority's democratic processes as outlined in its Constitution.

6.0 Next steps and timescales

A decision by the council's Executive is scheduled for May 16th 2018. If approval is received, the revised Home to School Transport Policy will be published on the NYCC website no later than 31st May 2018, with any changes coming into effect from September 2018.

Public Presentation:



Home to School
Transport - Public Pre

Appendix 1 – Consultation Responses: