

NORTH YORKSHIRE COUNTY COUNCIL

Young People Overview & Scrutiny Committee

1st May 2009

Transport for Young People – Covering Report

1. Purpose of Report

This report asks the Young People Overview and Scrutiny Committee to:

- Discuss and note the information in the draft final report of the 'Transport for Young People Scrutiny Review' (attached at ANNEX A).
- Consider the recommendations to the Executive in the scrutiny review set out in section 8 of the report.

2. Introduction

This review was initiated in response to the Government's intention to transform the 14-19 education and skills system in England. The ambitious plan looks to ensure that every young person is given the best opportunity to succeed in education, work and life.

By 2013, every young person aged 14-19 will have the right to choose from 17 different diplomas at 3 different levels or have the choice to sign up to an apprenticeship at the age of 16 if they so wish. No single school or Further Education College can provide the entitlement outlined above. It requires excellent collaboration between neighbouring schools, colleges and employers.

The logistics of delivering the 14-19 reform in a large rural county such as North Yorkshire is not without challenges with low population density, a lack of transport infrastructure and long distances between homes, schools and colleges and so a full range of solutions will need to be explored.

The Young People and Transport & Telecommunication Services Overview and Scrutiny Committees, at the invitation of the Executive Members, agreed that a joint scrutiny review undertaken at this time would allow;

- elected members the opportunity to explore issues around transport for young people;
- add value to the work already being undertaken by officers and
- assist the identification of possible solutions particularly those surrounding the delivery of the 14-19 reforms in North Yorkshire.

3. The Task Group

The Task Group included members from both the Young People and Transport and Telecommunication Services O&SCs.

Cllr Michelle Andrew	Cllr Michael Heseltine	Cllr Chris Pearson
Cllr Eric Broadbent	Cllr Bill Hoult	Cllr Brian Simpson
Cllr Heather Garnett	Suzanne Morris	Cllr Tim Swales (Task Group Chairman)

4. Objective of the scrutiny review

To identify possible solutions to access issues for young people particularly those surrounding the delivery of the 14-19 reforms in North Yorkshire.

5. Financial & Legal Implications

The scrutiny review has not undertaken detailed financial assessment or identified any legal implications.

6. Next steps

This has been a joint scrutiny review and the draft report has already been presented and accepted by the Transport & Telecommunications O&S Committee on the 8th April 2009. Due to the County elections the agreed final report will be presented to the Executive on Tuesday 7th July 2009.

6. Recommendations

The Young People Overview and Scrutiny Committee is recommended to agree the final report and recommendations of the Transport for Young People Task Group to be presented to the Executive.

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Background Documents: NONE

ANNEXES: ANNEX A :
Transport for Young People Scrutiny Review – Task Group Draft Final Report



North

Yorkshire County Council

**Young People
Overview and Scrutiny Committee**

And

**Transport & Telecommunication Services
Overview & Scrutiny Committee**

**Draft report of the
Joint Scrutiny Task Group**

**TRANSPORT FOR YOUNG PEOPLE
(and the 14-19 Diploma)**



**Young People Overview and Scrutiny Committee
And
Transport & Telecommunication Services Overview & Scrutiny Committee
Joint Task Group**

Scrutiny Review

TRANSPORT FOR YOUNG PEOPLE

1. Background

This review was initiated in response to the Government's intention to transform the 14-19 education and skills system in England. An ambitious plan but one that looks to ensure that every young person is given the best opportunity to succeed in education, work and life.

By 2013, every young person aged 14-19 will have the right to choose from 17 different diplomas at 3 different levels or have the choice to sign up to an apprenticeship at the age of 16 if they so wish. No single school or Further Education College can provide the entitlement outlined above. It requires excellent collaboration between neighbouring schools, colleges and employers.

The logistics of delivering the 14-19 reform in a large rural county such as North Yorkshire is not without challenges with low population density, a lack of transport infrastructure and long distances between homes, schools and colleges and so a full range of solutions will need to be explored.

The Young People and Transport & Telecommunication Services Overview and Scrutiny Committees, at the invitation of the Executive Members, agreed that a joint scrutiny review undertaken at this time would allow;

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2. Task Group Membership

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Cllr Michelle Andrew
Cllr Eric Broadbent
Cllr Heather Garnett
Cllr Michael Heseltine
Cllr Bill Hoult

Suzanne Morris
Cllr Chris Pearson
Cllr Brian Simpson
Cllr Tim Swales

The Chairman of the Task Group was County Councillor Tim Swales.

3. Scrutiny Review Objective

To identify possible solutions to access issues for young people particularly those surrounding the delivery of the 14-19 reforms in North Yorkshire.

4. NYCC Home to School Transport Arrangements

To set the scene the transport arrangements in place at North Yorkshire County Council include:

Free transport is provided for secondary school pupils in years 7 to 11 who go to:

- the school the Local Authority has said is the normal school (i.e. the school the Local Authority has decided will serve your home address) as long as it is over three miles (the minimum distance) from home; or
- the preferred school (i.e. a school other than the normal school), if that school is over three miles, but nearer to home than the normal school.

Children who receive free school meals or parents receiving the maximum level of Working Tax Credit, transport is provided for secondary school pupils in Years 7 to 11 who go to:

- one of their three nearest qualifying schools, if that school is more than two but less than six miles from the home address; or
- the nearest suitable school preferred because of parents' religion or belief, where that school is more than two but less than 15 miles from home (this applies only to low income families).

Transport assistance is provided to students attending Post 16 education to enable them to access Further Education courses at the nearest or appropriate school or college that offers a suitable course and they live more than 3 miles away by the shortest walking route. If they qualify they will normally receive a bus or train pass. If there is no transport service directly from the students home they make their own way to the nearest transport pick up point. A mileage allowance of 18p a mile is usually payable. Students are currently required to contribute £315 per annum towards their travel costs. This can be paid in full before the commencement of the academic year or can be paid in 9 instalments of £35 from the 1 October to the 1 June. Looked after children and children whose statement of special educational needs contains a requirement for continued travel assistance are exempt from the travel charge. The application forms invite all youngsters to declare any particularly special circumstances and / or lower level of special needs that make transport assistance a major issue for them. Such requests are considered sympathetically within the terms of the policy.

In certain circumstances, students who are not eligible for travel assistance may be able to apply for a paid travel permit if there are spare places on a bus operated by the Authority. The cost of these permits is £315 per annum. In general travel passes allow travel at the start and end of the school / college day. However, some travel passes – most notably in Scarborough and Harrogate - allow greater flexibility. This is made clear when passes are issued.

In addition some transport assistance may be available from the school or college students will be attending. We know that at least 24 schools and colleges attended by young people living in North Yorkshire provide some sort of additional help with transport or transport costs.

Students whose household income is less than £30,810 in the previous financial year can access the Education Maintenance Allowance (EMA). Students eligible for an EMA can receive up to £30 per week and in addition receive two bonuses of £100 in January and July.

Of course the current arrangements will continue but with the development of National Diplomas further access issues will have to be addressed. Difficulties can arise when Diplomas need to be accessed at providers different to the one the student would normally attend. First some background to the development of Diplomas.

5. Development of Diplomas

By 2013, every young person aged 14-19 has the right to choose from 17 different diplomas at 3 different levels. They must also have the choice to sign up to an apprenticeship at the age of 16 if they so wish.

No single school or Further Education College can provide the entitlement outlined above: it requires excellent collaboration between neighbouring schools, colleges and employers.

This presents a particular challenge in North Yorkshire:

- schools are often a long way from each other;
- colleges may be even further away; and in one or two areas there are no further education colleges;
- employers tend to be very small and may have difficulty in gearing up to offering work-related learning and apprenticeships

On the 30 June 2008 the Department for Children, Schools and Families (DCFS) published their report ***Delivering 14-19 Reforms in Rural Areas***. This report considers the challenges rural areas face and explores a range of solutions already being taken forward to meet these challenges.

The report committed DCFS to:

- Fund the post of Travel and Access Coordinator in each of the 40 most rural areas;
- Provide 1million of capital to the 20 most rural areas to help them develop innovative solutions; (NYCC is using some of the funding to purchase 3 minibuses that will be ready for use by September 2009.)
- Provide a small amount of funding to support a rural pairing scheme to help the 40 most rural areas share practice and explore solutions together.

6. Our considerations

This report summarises the findings of our in-depth scrutiny review and the matters we have considered at each of our meetings. Although this report does focus on transport as one way of addressing the access needs of students we also realise that there are other alternatives and that these too should be explored. Through our meetings we have discussed other possible solutions and these are listed below:

- Appointment of Transport Coordinator
- Use of Mopeds
- We have touched on travel avoiding alternatives such as Peripatetic Teaching, Use of e-learning / video conferencing, Mobile Provision but have not undertaken any in-depth research in this area.
- The importance of Common / Block Timetabling
- Transport brokerage arrangements
- Use of Community Transport and Adult & Community Services (ACS) Transport
- Commissioning of transport
- Residential provision

Task Group Meetings

The Task Group has met on six occasions and the considerations at each meeting are outlined below:

5 September 2008

Our first meeting was all about exploring the issues and developing the scope for the review. The discussions included looking at different possibilities such as a 'hopper' bus to travel around urban areas, the different problems for access in urban and rural areas of the County, the use of mopeds, car sharing, equalities, concessionary fares for young people, community transport. We heard about the pilot schemes in the Ryedale and Craven Areas. We soon realised that although our review was called *transport* for young people it was going to be more about 'access'. The solution may not be to take the young person to the Diploma or other service but perhaps in some cases to bring the Diploma or other service to the young person!

15 October 2008

One of the innovative schemes we heard about was a programme called 'Wheels 2 work / learn':

Wheels 2 Work is a moped loan scheme aimed at helping people aged 16+ get over the initial problem of getting to work or training where no suitable alternative transport is available. Successful candidates who are referred by agencies such as Connexions receive a moped for (a nominal) six months after completing their Compulsory Basic Training. Safety helmets and protective clothing are also supplied and insurance, tax and servicing are covered. During the six-month loan period candidates are asked to make a contribution of £7.50 a week and are encouraged by the coordinator to save up for their own transport or make other arrangements. See www.wheels2work.co.uk

There are currently two organisations providing Wheels 2 Work across the whole of North Yorkshire. Northallerton & District Voluntary Service Association (NDVSA) covers the districts of Hambleton & Richmondshire with 50 mopeds and has just launched a pilot project in neighbouring Craven and Harrogate with 10 mopeds. Ryedale Community Transport (RYECAT) based in Malton covers Ryedale and Scarborough with 30 mopeds and also manages the Selby Wheels 2 Work scheme that has 10 mopeds. There are therefore 100 Wheels 2 Work mopeds in North Yorkshire. Both schemes work to the same operating standards and procedures

NYCC already refers students to the scheme, (currently 11 students) and this is something that might be further utilised for accessing diplomas. NYCC currently pays for 8 mopeds at a fee of £2500 per moped per year (a total of £20,000). The Task group agreed that this was an excellent scheme but the County Council must ensure that it was focussed on those young people with the greatest need. This would mean that the County Council would have to be more explicit about commissioning.

Recommendation 1

NYCC should continue to support Wheels to work / learn for young people in most need.

Appointment of transport and access co-ordinator

NYCC received funding for the post of Transport and Access Coordinator. We see this post as vital to the success of addressing transport needs for the Diplomas. It is essential that access to the Diplomas is considered at the outset and where it is necessary to arrange

transport that this post is seen as an advice point and has a clear picture of what transport options are available.

Recommendation 2

Transport arrangements should always be coordinated centrally so that the most cost-effective solutions can be found.

Recommendation 3

In light of the need for specialist advice and support for the foreseeable future, the post of Transport & Access Co-ordinator be established as a permanent post.

The 14 – 19 Diploma in North Yorkshire

The Task Group looked at the progress of the delivery of the 14 – 19 diplomas in North Yorkshire along with the challenges and opportunities. We also discussed the future and the role of local authorities in the strategic commissioning of provision. .

In March 2008, in its White Paper “Raising Expectations – Enabling the System to Deliver”, the Government set out the details of its proposals to transfer £7 billion to local authorities to help colleges and sixth forms deliver the reforms needed to raise the education and training leaving age to 18. The plans mean the dissolution of the Learning and Skills Council (LSC) by 2010 and make local authorities responsible for offering all young people in their area a full menu of choices - both the new Diplomas and Apprenticeships alongside GCSEs and A levels. Local authorities will be able to commission provision to meet demand from young people and employers.

In North Yorkshire the arrangements for planning and commissioning provision have been under review for some time and a new framework of leadership and governance has been established that relies less heavily on local decision-making and planning. This involves establishing a Strategic Commissioning Group (reporting to the Children and Young People’s Strategic Partnership Board), a County Implementation Group, Local Consultative, Development and Delivery Groups (to be known as Local Consortia) and a Delivery Team. The key functions of the Strategic Commissioning Group include:

- *The funding of 14 – 19 provision in conjunction with the Schools Forum, and,*
- *The commissioning and decommissioning of 14-19 provision linked to learner access and the 2013 entitlement.*

As part of the move away from localised planning to more central direction, a Diploma Gateway Pre-Condition Criteria Checklist has been created with any proposals for developing provision coming from local groups now having to satisfy clear criteria including evidence that the application:

- *Has been assessed within the overall context of the overall plan for its immediate affordability and medium to longer term sustainability (eg in finance, transport, etc).*

It is proposed that as the full commissioning process develops further over the next couple of years that access / transport requirements are commissioned as an integral part of the process. (Eg if a particular diploma is only going to be available in one or two locations then, bearing in mind the entitlement for all young people across the county, the commissioning process will need to resolve access issues at the same time as commissioning the actual provision otherwise the entitlement cannot be met).

16 October 2008

On the 16 October County Councillor Tim Swales attended a meeting of the Learner Support Steering Group and met representatives of:

NYCC Learning, Youth and Skills
Yorkshire Coast College
Scarborough Sixth Form College
Learning and Skills Council
Selby College
Queen Elizabeth Sixth Form College

York College
Malton School
Harrogate College
Darlington College
Craven College
Askham Bryan College

The issues raised at the meeting included:

- The importance of dealing with timetabling issues to allow for travel time.
- Students dropping out or changing their mind about their original choice of course has an obvious effect on travel arrangements that has to be addressed.
- The importance of having access to a transport specialist who knows what transport is available around the County.
- The issue around delivery of the 14-19 Diploma is about ACCESS - transport is not the only answer.

11 November 2008

Ryedale area pilot

The four secondary schools in the Ryedale Area are involved in the pilot. The schools had already developed their courses (1 diploma and a range of vocational courses) without first of all considering access issues. They assumed that the costs for transporting the young people would be in the region of £30k per year and so were extremely grateful when the NYCC Assistant Director Integrated Passenger Transport and his team assisted them and devised arrangements that would reduce costs to around £11k per year. This was before the post of Transport & Access Co-ordinator was in place but highlighted the need for a central hub of expertise and knowledge. In this case the young people travel into their host school and are then transported on to the appropriate venue.

The Task Group saw two key lessons that could be learnt from the pilot:

1. to ensure that access arrangements are thought about early on in the development process of the course.
2. to ensure that transport arrangements are reviewed and revised as young people change their minds about the course they wish to undertake

Recommendation 4

That Children & Young People's Service (CYPS) should establish a principle that in the planning of all provision (not just 14-19) matters of access should be considered as part of the planning processes and costed within the overall level of funding available. (Access arrangements (including any additional transport costs) would be commissioned at the same time as the actual provision.)

We agreed it was extremely important to talk to young people already undertaking a Diploma or A levels and using transport to move from their host school onto another education establishment. This led to a visit to Malton School and a meeting with young people to see if we could learn anything from their experience. The small group of students were from Norton College and were participating in the Ryedale pilot. They agreed that they were benefiting from a greater choice of courses provided by the partnership although they did raise a number of issues.

The issues generally focussed on the length of travelling time, timetabling and travel arrangements. Despite some inevitable teething problems however it was encouraging to see that the students acknowledged the benefits of the partnership. This consultation with young people is essential and although we only had a small snapshot of what it is like for the students we would encourage further work to be done to ensure their needs are met.

Recommendation 5

More work should be done directly with young people to ensure that we are responding to their needs and aspirations (rather than the institutions they attend).

The meeting at Malton school also gave us the opportunity to meet Mr David Ewing the Head of 16–19 Ryedale Schools Partnership. We could see that this role was clearly beneficial to the partnership in bringing them together and establishing clear lines of communication and collaboration. The schools were working together towards a common goal. Some of the challenges the Partnership addressed were:

- Duplication of provision - there had been agreement between Malton School and Norton College for Norton to duplicate 6 A level subjects. This will increase to 7 subjects for 2009. We could see that the County Council will have a key role to play in the future through commissioning to avoid duplication of provision by providers.
- Allocation of Places – The aim of the partnership was to provide the best option for students. The partnership arrangements enabled a Norton College student to maintain a link with his home school and study at both Norton College and Malton School despite all his subjects being available at Malton School. In previous years he would have been expected to have studied full-time at Malton School.
- Reporting of Exam Results –The partnership schools had agreed at the outset that the home school gets the credit for results obtained.
- Co-operation – It was clear to see that the four schools shared similar values, standards and ethos and this played a key part in achieving co-operation between the four partners.
- Viability of Courses – One of the benefits of the partnership was that some courses which previously would not have been viable are now able to run through attracting students from partner schools eg Further Maths.
- Joint Governance – The partnership is governed by 3 governors from each of the 4 schools. Below the joint governance group there is a management group consisting of the 4 heads with other senior staff involved as necessary. The benefit of having a joint governance group ensures an open and honest structure is in place which not only strengthens the partnership ethos but also provides some security to the partnership.
- Timetabling – There is a need for agreement between staff to ensure support for the timetabling arrangements. On partnership days staff need to have a degree of flexibility as to when lessons start and finish to support the transport arrangements.
- Access – Transport and access arrangements must be a major factor considered at the outset when commissioning provision. It is not always a case of moving students around. At Richmond School, where the school is split over two sites, teachers as well as students are moved around.

- Dropout rates – Inevitably there was some dropout amongst post 16 students. It is difficult to determine whether this is a result of poor subject choice or transport arrangements. There are 61 students taking advantage of the provision through the Ryedale Partnership in 2008 and they are participating in 8 subjects.
- Communication – Good communication channels between the partnership and the County Council are also essential. The Ryedale Partnership were extremely appreciative of the support they have received.
- Community Transport - We also took the opportunity to meet with Mr Ken Watherington of Ryecat. Ryecat is a provider of community transport in the Ryedale area. Ryecat are providing minibuses to transport students within the Ryedale pilot. This is working well and the Task Group see this as a good way forward as the Diplomas are taken up around the County.
- Brokerage system - The Group discussed the benefits of a brokerage system. This system would see a partnership 'pooling their transport' so that all partners have access. It would need a central hub to co-ordinate and the partners would have to be confident that when they needed transport it would be available.

The Task Group are concerned that the current arrangements for the funding and governance of schools do not encourage collaboration and cooperative approaches. Indeed the emphasis on the independence of individual schools and funding models which generate resources based, to a very large extent, on student numbers, actively discourage it. This issue has implications beyond the two schools referred to within this section of the report.

Recommendation 6

That the Executive and C&YPS consider different models for funding and governance in order to improve collaboration and cooperation between schools, colleges and other providers.

15 December 2008

Our December meeting discussed further the potential for a brokerage scheme as well as school transport policies and transport appeals. We were grateful for the input of County Councillors Ron Haigh and Margaret Hulme as members of the Transport Appeals Committee who raised our awareness of transport appeals.

Mini Brokerage schemes

A Mini Brokerage is a sharing scheme that enables groups and organisations within the community to use accessible and affordable community minibuses. This can involve any group or organisation within the community that is 'not for profit', including:

- | | | |
|--------------|----------------------------|-----------|
| Associations | Schools | Societies |
| Charities | Volunteering organisations | |
| Clubs | Youth groups | |

As we have mentioned previously in our report the Task Group believes that existing transport arrangements could be utilised further to transport young people and the mini brokerage scheme is another example of how this could be provided.

Recommendation 7

More use should be made of (enhanced) public and community transport networks.

28 January 2009

After the meeting on the 15 December we returned to some detailed work around Post-16 Home to School / College Transport policies including:

- A level choice – In an ideal world a student should be able to choose to study any A level at any venue but unfortunately it would be impossible to support this. This might also have a destabilising effect on small sixth forms and could potentially reduce choice for young people.
- Nearest school or college problems / lack of continuity – There are a small number of students where the nearest school to the student's home address at age 11 is not necessarily the nearest institution for post-16 education. For example students resident in Snainton attend Lady Lumley's School at age 11. For post-16 education Scarborough Sixth Form College is the nearest institution. In terms of continuity we believe they should be allowed to continue receiving transport assistance to Lady Lumley's School in Pickering. Therefore we suggest an amendment to the current policy (this has minimal cost attached).

Recommendation 8

The transport policy is amended so that if a student is eligible for transport assistance at age 11 that assistance continues for post-16 education to the same school/college, providing the student's home address does not significantly change

- Out of school activities – When out of school activities and extended services programmes are being programmed transport should be considered at the outset. (This links with Recommendation 4 of this report.) We were informed that those schools in the old North Riding area can issue a voucher so that a student could travel on later transport.
- The question was raised as to who would be responsible for a student if for some reason they missed the transport back to the main school from the host school. It was suggested that this should be the host school and to ensure that everyone involved is clear on this it should be included in the protocols that are currently being developed.

The Task Group also looked at the data for the uptake of transport post 16. We saw that when there was no contribution charge payable the total number of students taking up post 16 transport was 4569 (2006), when half the 6th formers were paying a charge the total had dropped to 3229 (2007), when all 6th formers were paying £300 the total slipped to 2383 (April 2008) and when all 6th formers were paying £315 the total remained quite stable at 2427 (Dec 2008).

Derbyshire County Council

The DCFS report paired North Yorkshire with Derbyshire and we were keen to explore any ideas that Derbyshire County Council had with regard to addressing access to the Diplomas. When we contacted Derbyshire they appeared to be at the same point in developing the Diplomas as NYCC and did not have anything further to suggest. However we were interested in a scheme run by them in partnership with Derby City Council called 'b_line'.

The B_line 2 card is available to all students living within Derbyshire, and in full-time education up to their 19th birthday. The card also provides discounts (between 5% and 25%) in some shops, hair salons etc, and also libraries (free access to the internet) and sports and leisure centres.

The B_line 2 card is available free and allows half fare travel on all buses and trains within Derbyshire and to certain destinations outside of Derbyshire. Journeys by train can be made with the main train operators in the county. Students can use the B_line 2 card 7 days a

week, 24 hours a day and continues up to their 19th birthday as long as they remain in further education. Although the b_line 2 card does allow students to travel for half fare it does not provide access to any extra transport.

In North Yorkshire most of the major providers do provide similar half fare schemes and the table below provides a summary of child and young persons travel concessions available on buses in North Yorkshire.

Company	Child Fares	Young Persons Concessions	
Arriva North East	5-16 yrs inc. ½ fare	Arriva Student Ticket. Available to all Students 16yrs+. Allows free travel on all ANE services during the academic year September to July.	£499 per annum. or £199 per term.
Arriva Yorkshire	5-13 yrs inc. ½ fare	Club 17 pass from 13 yrs to 18 yrs allows ½ fare travel at any time on all AY services.	£5.00 per annum
Keighley & District Travel	5-10 yrs inc. ½ fare	Metro Young Persons Permit from 11-16 yrs allows ½ fare travel on all K&D services at any time.	£2.00 one off charge.
		Young Persons Supersaver pass for students 16-18yrs allows ½ price travel at any time on all K&D services on cross boundary services.	£2.00 per annum
Harrogate & District Travel	5-10 yrs inc. ½ fare before 8pm.	Young Persons Supersaver pass for 11-15yrs allows ½ fare travel at any time on all of the issuing companies services	£2.00 per annum
Yorkshire Coastliner		Young Persons Supersaver pass for students 16-18yrs allows ½ fare travel at any time on all of the issuing companies services	£2.00 per annum
Burnley & Pendle Travel			
East Yorkshire Motor Services Scarborough & District	5-15 inc ½ fare. 16 yrs old travelling to school ½ fare until end of June following 16 birthday.	No further discounts for young persons. Some school buses have reduced rate.	
Pennine	4-15 inc ⅔ fare.	Students travel at ⅔ fare during term time on production of school pass or student card.	
Dales & District (Procters Coaches)	5-15 yrs inc ½ fare.	No further discounts for young persons.	
Pride of the Dales	4-15 yrs inc ½ fare.	14-18 yrs can travel at ½ fare on production of a current school pass.	
Reliance Motors	5-14 yrs inc ½ fare. Including yr11 travelling to/from school.	Students at York College who purchase a £315 per annum concessionary pass from NYCC can upgrade to an unlimited travel pass during college term times.	£80 per annum.
Stephensons of Easingwold	5-13 yrs inc. ½ fare	No further discounts for young persons.	
Hutchinsons	5-13 yrs inc. ½ fare. Including yr11 travelling to/from school.	No further discounts for young persons.	

The Task Group accepts that although it would not create extra transport for those young people living in extremely rural areas, the introduction of a concessionary fare scheme (suitably funded from central government) would go some way in assisting young people to access both educational and leisure activities.

Recommendation 9

NYCC should support the calls to Government for a national (and properly funded!) concessionary fare scheme for young people.

It is still early days for the 14-19 Diploma and the Ryedale pilot in North Yorkshire and this is something that the Task Group have taken into consideration in our deliberations. We are confident that the delivery of the pilot will continue to be closely monitored and transport arrangements reviewed as appropriate.

Recommendation 10

NYCC should continue to review post-16 home to school / college arrangements taking into consideration the development of the Ryedale pilot and informed by current and emerging practice elsewhere - eg Derbyshire.

7. Conclusion

Our Joint Task Group set off with the task of looking to find innovative solutions to the problems of access to the 14-19 Diploma. We soon realised through our research and on questioning officers that this is a complex area and was unlikely to be a task and finish in-depth scrutiny with a completion date in mind. Our involvement has been a constructive beginning to a piece of work that will continue over the next few years.

This piece of scrutiny work cannot offer recommendations that will immediately solve the problem but we are positive that our involvement has helped us to recognise just how complex this problem is. We also believe that it is our responsibility to ensure that our fellow councillors realise that there is no one solution but a catalogue of ideas that need to be tested. This work must continue and it is the responsibility of scrutiny to ensure that it remains on track with regular updates and regular input from members of the Young Peoples O&SC in collaboration with members of the Transport & Telecommunications O&SC but we have to accept that this was never going to be easy or straightforward.

NB

On the 22nd March 2009 the House of Commons Transport Select Committee also published a report on 'School Travel'.

The Transport Committee Chairman Louise Ellman MP said:

"Young people deserve safe and affordable travel to education, leisure and employment. The journeys people make when young will influence their preferences and habits in adulthood. Both the Department for Children, Schools and Families and the Department for Transport urgently need to identify how they are going to ensure children and young adults are not denied opportunities because public transport is either inadequate or too costly. In particular, travel should not present a barrier to accessing the new Diploma courses. For similar reasons much more should be done to identify children eligible for free school transport."

It is reassuring to see that the Transport Select Committee has grappled with many of the same issues as our Scrutiny Task Group and has also struggled to identify specific solutions. We would endorse their recommendations and attach them as Appendix 2 for your information.

8. Recommendations

Recommendation 1

Wheels to work / learn should continue to be supported for young people in most need.

Recommendation 2

Transport arrangements should always be coordinated centrally so that the most cost-effective solutions can be found.

Recommendation 3

In light of the need for specialist advice and support for the foreseeable future, the post of Transport & Access Co-ordinator be established as a permanent post.

Recommendation 4

That Children & Young People's Service (C&YPS) should establish a principle that in the planning of all provision (not just 14-19) matters of access should be considered as part of the planning processes and costed within the overall level of funding available. (Access arrangements (including any additional transport costs) would be commissioned at the same time as the actual provision.)

Recommendation 5

More work should be done directly with young people to ensure that we are responding to their needs and aspirations (rather than the institutions they attend).

Recommendation 6

That the Executive and C&YPS consider different models for funding and governance in order to improve collaboration and cooperation between schools, colleges and other providers.

Recommendation 7

More use should be made of (enhanced) public and community transport networks.

Recommendation 8

The transport policy is amended so that if a student is eligible for transport assistance at age 11 that assistance continues for post-16 education to the same school/college, providing the student's home address does not significantly change

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Recommendation 10

NYCC should continue to review post-16 home to school / college arrangements taking into consideration the development of the Ryedale pilot and informed by current and emerging practice elsewhere - eg Derbyshire.

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