

# Public Document Pack

## North Yorkshire Council Children and Young People's Service - Executive Members & Corporate Director Meetings

Tuesday, 28 April 2026 / 1.00 pm

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### A G E N D A

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- 1 **Apologies for Absence**
- 2 **Declarations of Interest**
- 3 **These meetings are private meetings. The agenda and papers for the meeting have been published for the purposes of openness and transparency. If a member of the public or press wishes to attend these meetings where there are extenuating circumstances, then they can request to do so via Lisa Cowley (Leadership Support Manager) [lisa.cowley@northyorks.gov.uk](mailto:lisa.cowley@northyorks.gov.uk) Each request will be considered on its own merits**

#### **Items for Executive Member decision**

None for this meeting

#### **Items for Corporate Director decision**

- 4 Home to School Transport Contribution Fees for 2026/27 Jon Holden  
(Pages 3 - 24)

To provide recommendations on: -

- Home to School Travel contribution charges for the academic year 2026/27; and
- The continuation of the provision of a 50% discount to pupils and students from low income families.

To provide a summary of the current terms and conditions associated with the purchase of a paid for permit.

#### **Any Other Business**

- 5 Date of future formal meetings  
12 May 2026  
9 June 2026  
7 July 2026  
4 August 2026

#### **Circulation:**

##### **Executive Members**

Janet Sanderson  
Annabel Wilkinson

##### **Officer attendees**

El Mayhew  
Howard Emmett  
Lisa Cowley  
Mel Hutchinson  
Amanada Fielding  
Jo Heaney

##### **Presenting Officers**

Jon Holden

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## North Yorkshire Council

### REPORT TO THE CORPORATE DIRECTOR CHILDREN AND YOUNG PEOPLE'S SERVICES

28 April 2026

#### Home to School Travel Contribution Fees Academic Year 2026-27

##### **1.0 PURPOSE OF REPORT**

1.1 To provide recommendations on: -

- Home to School Travel contribution charges for the academic year 2026/27; and
- The continuation of the provision of a 50% discount to pupils and students from low income families.

1.2 To provide a summary of the current terms and conditions associated with the purchase of a paid for permit.

##### **2.0 SUMMARY**

2.1 This report details the current level of home to school travel contribution charges recommends that the Corporate Director agrees that the charge should increase by 3.4% to £846 for the financial year 2026/27.

2.2 The report also details the Terms and Conditions associated with the use of home to school travel utilising a paid permit and recommends that the current terms and conditions continue to be utilised unamended.

##### **3.0 BACKGROUND**

3.1 Home to School Travel contribution charges are currently levied in respect of

- Post 16 Home to School Travel; and
- Paid travel permits, which are made available to purchase in respect of spare capacity in existing dedicated transport provided for eligible pupils

3.2 There are currently: -

- Approx 650 students who are eligible for, and who utilise, Post 16 Home to School Travel; and
- 623 pupils who have a paid travel permit

3.3 Arising from a previous review of the Council's Home to School Transport Policy in 2018, it was agreed that the two Home to School Transport contribution charges should be aligned, and this was subsequently achieved with effect from the academic year 2023-24.

3.4 In 2019, following the Overview and Scrutiny Committee’s consideration of a proposed increase to the contribution charges, a recommendation was made that annual inflationary increases should be applied to the charge in accordance with the Corporate Fees and Charges policy.

- 3.5 The main expectations of the Corporate fees and charges policy are as follows:-
- Unless limited by Statute, fees and charges must be uplifted by the relevant inflation that the fees and charges relate to (finance would calculate the inflation rate specific to the relevant cost base)
  - There must be a review of opportunities to introduce new fees and charges
  - Fees and charges must be at full cost recovery including corporate and departmental overheads (unless limited by Statute as above)
  - If it is not possible to charge/ uplift to a minimum of full cost recovery, then the service should be discontinued
  - There must be clear benchmarking of fees and charges against other local authorities/ providers/ competitors that evidence why the recommended fees and charges are proposed.

3.6 The table below shows the annual charges that have been made since the academic year 2020-21: -

	2020/21	2021/2022	2022/2023	2023/24	2024/25	2025/26
Post 16	£600	£618	£650	£747.50	£792	£818
Paid Permit	£490	£550	£600	£747.50	£792	£818

3.7 Appendix A provides information about the equivalent charges that are made by other, similar local authorities.

#### 4.0 Background

4.1 Home to school travel is a complex issue within North Yorkshire, including for: -

- Post 16 students, noting that students are required to remain in education, employment or training until the age of 18; and
- Pupils who are of statutory school age but who have chosen to attend a school other than one for which they would be eligible to receive assistance with home to school travel.

4.2 The geographical profile of the county represents a challenge for some pupils and students. With the exception of those that are situated in the larger towns in the county, schools and further education providers are not typically served by regular public transport services.

4.3 A number of schools within the county, and further education providers both within and outside of North Yorkshire provide subsidised and / or paid for transport services to enable pupils and students to attend their establishments.

These are provided at a range of different costs to parents, examples include the following schools within North Yorkshire, who charge the annual fees indicated: -

Harrogate Grammar School (Sixth Form) - £820 - £935, dependent upon route  
 Malton School - £450 - £600, dependent upon distance

Richmond School	- £1,140 - £1,145 dependent upon distance
St Francis Xavier School, Richmond	- £845.50 - £1,178 dependent upon distance
Upper Wharfedale School	- £1130

The following are examples of colleges who provide transport to North Yorkshire students: -

York College	- Up to £1296, dependent upon route
Askham Bryan College	- Up to £807.30 dependent upon route

4.4 However, a significant number of applications for post 16 transport continue to be from students who are attending specific provision which is not local to them or accessible via alternative means.

## 5.0 Financial Implications

5.1 The Council's expenditure in respect of Home to School Travel for the financial year 2024-25 was £50.51 million. This represents a 74% increase in the period since the financial year 2021-2022. It is currently estimated that the expenditure during the financial year 2025-26 will be £52.52 million.

5.2 The income arising from the contribution charges represent a contribution towards the overall cost of transport and does not cover the full cost of service delivery for the eligible pupils / students.

5.3 The table below details the income achieved from Home to School Travel contributions during the 5 years from 2020-21 to 2024-25: -

Academic year	2020/21	2021/22	2022/23	2023/24	2024/25
Contribution income	£416,040	£514,499	£553,791	£577,817	£642,857

5.4 In determining the charge, consideration is required to be provided to the level of discount that should be provided for pupils / students from low-income families. The council currently offers a 50% discount utilising the DfE's statutory guidance in respect of extended rights for home to school travel to define the eligibility criteria. Appendix B sets out the criteria.

5.5 The level of discount that is offered to pupils / students from low-income families differs between local authorities, and ranges from no discount to a 100% reduction. This report includes a recommendation that the council should continue to offer a 50% reduction

5.6 The Council's Fees and Charges policy notes that, 'it is considered that as a minimum the fees and charges already charged by the Council are to be adjusted in line with inflation each year'. However, the policy requires that Corporate Directors review fees and charges annually, taking account of a number of factors, including: -

- Inflationary pressures; and
- Service-level budget targets

5.7 Guidance issued by the Director of Resources in respect of fees and charges for the financial year 2026-27 is that they should rise by a minimum of 3.4%

5.8 An increase in the contribution fee of 3.4% for 2026-27 academic year would result in the contribution charge being £846 per year for both Post 16 and paid permits (£423 where the 50% discount is applied).

5.9 Since December 2022, the government has been operating a programme to encourage public bus travel in which a cap was agreed with participating operators, including operators in North Yorkshire. During the financial year 2025-26 the cap for single bus fares is £3.

## **6.0 Paid Travel Permits – Terms and Conditions**

6.1 A copy of the Terms and Conditions associated with the paid travel permits is attached at Appendix C

6.2 The criteria via which pupils are eligible for assistance with home to school travel are defined in the Council's Home to School Travel Policy. The majority of the council's home to school travel arrangements for eligible pupils and Post 16 students are established prior to the commencement of each school year, and any spare capacity is made available to pupils via a paid permit.

6.3 The Terms and Conditions provide the ability for the council to withdraw the permit through the provision of one week's notice. The permits can be withdrawn for a number of reasons, including: -

- If the allocated seat is required for a pupil who is eligible for assistance with home to school travel; or
- If a reduction in vehicle capacity is required during the course of an academic year

6.4 A change to this aspect of the Terms and Conditions could potentially have the following effects: -

- Additional costs could be incurred if additional transport was required to be commissioned to meet the needs of a pupil who was eligible for assistance with home to school travel and who could otherwise be accommodated with existing commissioned transport. The extent of the additional cost would be subject to provision requirements and the outcome of a procurement exercise.
- Savings arising from a reduction in vehicle capacity on an individual route may be delayed if the larger vehicle continues to be available for pupils with paid for permits.

6.5 This report recommends that the Terms and Conditions for paid permits are maintained in their current form, but that the number of permits that are withdrawn annually are monitored via the Home to School Transport Board.

## **7.0 LEGAL IMPLICATIONS**

7.1 The Council has a statutory responsibility under Section 508B of the Education Act 1996 to make such travel arrangements as they consider necessary to facilitate attendance at school for 'eligible' children. Where transport is provided then this is required to be free of charge.

7.2 Schedule 35B of the Education Act defines eligible children as those categories of children of compulsory school age (5-16).

7.3 The Council is able to use discretionary powers to provide travel assistance to students over the compulsory school age. These arrangements do not have to be provided free of charge.

- 7.4 Whilst Post 16 provision is beyond the statutory school age, the Council has a duty to publish an annual Transport statement outlining what the authority will offer in terms of assistance by 31<sup>st</sup> May for the next academic year.
- 7.5 The Council may ask learners and their parents for a contribution to transport costs when exercising their discretion to assist, however they should: -
- ensure that any contribution is affordable for learners and their parents.
  - ensure that there are arrangements in place to support those families on low income.
  - consider the likely duration of learning and ensure that transport policies do not adversely affect particular groups.
- 7.6 The DfE published Statutory Guidance for home to school travel for children of compulsory school age in June 2023 and updated that guidance in January 2024.
- 7.7 The DfE indicated an intention to publish updated guidance in respect of Post-16 home to school travel during 2024. This is, however, still awaited.
- 7.8 The Council agreed that it would not make any significant changes to the Post-16 Policy Statement until the DfE's guidance is published.
- 7.9 The DfE last published guidance for Post 16 Transport in January 2019. The Council's current policy is compliant with the legislation and current guidance.

## **PSVAR**

- 7.10 In April 2022 operators and LA's received information from the Department for Transport (DfT) regarding the launch of medium-term exemptions from the Public Service Vehicles Accessibility Regulations 2000 (PSVAR).
- 7.11 From 1 July 2022, the medium-term exemptions replaced the previous system of short-term exemptions for Home to School (HTS) and Rail Replacement (RR) services. These exemptions were qualified exemptions that required operators to take specific steps to make their HTS and RR fleet progressively more compliant with PSVAR within a specified timeframe, while allowing essential HTS and RR services to continue operating. The exemptions will be valid until 31 July 2026.
- 7.12 All contracted operators have confirmed that they have received exemption certificates from the DfT. This means that they have agreed to meet the requirements of the new medium term exemption guidance, and the Council were able to charge for services are provided.

## **8.0 EQUALITIES IMPLICATIONS**

- 8.1 An equalities impact assessment has been undertaken and is attached to this report at Appendix D
- 8.2 The assessment identifies that the provision of both Post 16 travel and access to home to school travel for pupils who are not eligible for assistance under the terms of the Home to School Travel policy are discretionary services and represents a commitment by the council to support young people in accessing education.
- 8.3 The assessment identifies that any increase in the contribution charge has a disproportionate effect upon young people and their families, and also upon people from rural communities.

The impact upon people from rural communities is mitigated through the application of the standard charge that applies irrespective of the distance travelled.

## **9.0 CLIMATE CHANGE IMPLICATIONS**

- 9.1 An initial climate change impact assessment form has been completed in respect of this report.
- 9.2 No climate change implications are anticipated to arise, but this will be monitored via the Council's Home to School Transport Board

## **10.0 CONCLUSIONS**

- 10.1 The Council's arrangements for home to school travel enable it to fulfil its statutory responsibilities. Through continued discretionary provision, including the provision of Post 16 travel and paid permits, the council assists in providing young people with access to education.
- 10.2 The council's expenditure in respect of home to school travel has increased significantly during recent financial years and it is estimated that the expenditure during the financial year 2025-26 will have amounted to £52.52 million. Revenue arising from the sale of paid travel permits is utilised as a contribution towards the costs incurred by the Council in the provision of home to school travel and, in accordance with the Fees and Charges Policy it is recommended that the contribution rate is increased by 3.4% to £846.
- 10.3 The Terms and Conditions associated with the use of the paid permits, and specifically the provision that enables the withdrawal of a permit, assist the council in maximising the efficiency with which transport is provided when either: -
- In year school admissions result in additional pupils becoming eligible for assistance with home to school travel; or
  - In-house reviews of transport arrangements identify opportunities for savings to be achieved through the commissioning of smaller vehicles.

## **11.0 REASONS FOR RECOMMENDATIONS**

- 11.1 The recommendations set out below enable the Council to: -
- Increase the contribution charge in respect of Post 16 Travel and Paid Permits within the context of the Fees and Charges policies, whilst maintaining assistance to pupils and families from low-income households; and
  - Continue to maximise the efficiency with which home to school transport for eligible pupils is commissioned.

## **12.0 RECOMMENDATIONS**

- i) The Corporate Director determines the cost of the contribution rate for the academic year 2026-27 to be £846
- ii) The council continue to offer 50% discount in respect of the contribution charges for Post 16 travel and paid permits utilising the criteria set out at Appendix B; and
- iii) The Terms and Conditions for the Paid Permits are not amended.

## **APPENDICES:**

- Appendix A – Examples of Contribution Charges Levied by Equivalent Local Authorities
- Appendix B – Criteria for the 50% Reduction in the Contribution Charges
- Appendix C – Terms and Conditions for the Paid Permits
- Appendix D – Equalities Impact Assessment

## **BACKGROUND DOCUMENTS:**

- Home to School Travel Policy
- Fees and Charges Policy

*El Mayhew*  
Corporate Director – *Children and Young People's Service*  
County Hall  
Northallerton  
23 March 2026

Report Author – *Jon Holden, Head of School Organisation and Transport*  
Presenter of Report – *Jon Holden, Head of School Organisation and Transport*

Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.

***PLEASE ALSO NOTE THAT IF ANY REPORTS / APPENDICES INCLUDE SIGNATURES THESE MUST BE REMOVED / DELETED PRIOR TO SENDING REPORTS / APPENDICES TO DEMOCRATIC SERVICES. Appendices should include an Equality Impact Assessment and a Climate Impact Assessment where appropriate***

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## Appendix A

Post 16 Travel Contribution Charges for comparable local authorities for the academic years 2024-25 and 2025-26

Local Authority	Contribution charge 2024/25 (£)	Contribution charge 2025/26 (£)	Ranking (2025/26)	% Reduction for SEN or Low Income Households
Buckinghamshire	960	1,072	4	
Cambridgeshire	834.75	973.50	8	Up to 50%
Cornwall	636	674	14	
Devon	750	800	11	
Durham	0	380	19	
East riding	660	675	13	50%
Hampshire	783-1736	829.26-1,838.20 (Dep on distance)	1 (Upper rate)	
Herefordshire	1000	1,030	6	
Lancashire	646-1121	684 – 1187.50 (Dep on distance)	2 (Upper rate)	
Lincolnshire	570	570	18	
Norfolk	612	630	17	25%
Northamptonshire	760	795	12	30%
Northumberland	660	660	15	
<b>North Yorkshire</b>	<b>792</b>	<b>818</b>	<b>10</b>	<b>50%</b>
Shropshire	933	1140	3	70%
Suffolk	1050	1050	5	25% for SEN / 50% low income
Surrey	908.85	931.57	9	50%
Wiltshire	950	1000	7	70%

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## **Appendix B**

### Criteria Used to Assess Eligibility for 50% Discount to the Contribution Charge

#### Definition of low income

Low income relates to students who are on free school meals or where a family is in receipt of the qualifying benefits for free school meals or who received the maximum level of working tax credits.

The qualifying benefits for free school meals are:

- Universal Credit - provided that the applicant has an annual net earned income of no more than £7,400
- Income-based Jobseekers' allowance
- Income-related employment and support allowance
- Child tax credit, provided the applicant is not entitled to working tax credit, and have an annual household income as assessed by HM Revenue and Customs that does not exceed £16,190
- Support under part VI of the Immigration and Asylum Act 1999
- Guaranteed element of state Pension Credit

It also applies to those students who are young parents on low income, who are on a means-tested benefit from the list above.

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## **Paid travel permits: Terms and Conditions 2025-2026**

Please read the following terms and conditions (“the conditions”) and only complete the application to purchase a pass if you understand and agree to adhere to the conditions below.

The conditions represent an agreement between North Yorkshire Council (“the council”) and the parent/guardian of the pupil who is provided with a paid travel permit.

1. A paid travel permit will only be considered where there is a spare seat on contracted home to school service provided for pupils eligible for free transport and where it is lawful to issue and charge for the permit.
2. Existing transport will not be diverted or extended to accommodate this application, nor will any additional vehicle capacity be added to a route or extra costs incurred to accommodate a paid travel permit application
3. A paid travel permit will not be issued until either full payment is received or a correctly completed Direct Debit mandate has been received.
4. The charge will be reduced by 50% for pupils whose families or themselves are on receipt of the qualifying benefits for free school meals as listed on North Yorkshire Council’s website or receive the maximum level of working tax credits. If it is not possible to prove that an applicant qualifies for a reduction of 50% of the charge, then the full payment will be applied should the application be approved.
5. The council reserves the right to withdraw the paid travel permit at its discretion, any time, by giving one weeks’ notice without giving a reason. The following are examples of situations where a pass can be withdrawn (NB – This is not an exhaustive list)
  - if the journey becomes solely used by paid travel permit holders or where eligible pupils can be accommodated by other means
  - it is no longer lawful for the council to provide and charge for a permit
  - if the allocated seat is required for a pupil eligible for home to school transport
  - if a reduction in vehicle capacity is required during the course of the academic year
  - if the council consider the pass holder’s behaviour is such that it causes inconvenience to other passengers
  - if a review of transport in the area where the service operates has been done and there is a change to vehicle requirements as a result
6. Pass holders must adhere to the behaviour code of conduct as set out at [school transport for reception to year 11 children page](#).
7. Failure to meet any instalment by Direct Debit will result in the paid permit being withdrawn. You will be notified in writing should this occur and the outstanding balance must be paid or an invoice will be issued to claim any monies owing to the council. In the event that you do default on payment and you have been provided with a discounted or commercial pass you are responsible for the full cost of the commercial pass to the council.
8. Should transport be withdrawn as a result of failure to meet any instalment by Direct Debit (or any other means of payment), you will remain responsible for the cost of the paid travel permit up to the date of withdrawal and you will be invoiced for any monies owing.
9. To cancel the paid travel permit, the pass or passes must be returned to the council at the address below. We recommend that you use a Recorded Delivery service as proof of postage may be requested in the event that the pass is not received. You will remain responsible for the cost of the permit until the date it is received by the council.
10. If you apply partway through the year the contribution is still chargeable, if you apply after 31 October the amount may be charged pro-rata. However, if you had a valid pass the previous year/s on the service you are applying for, you will be charged full price regardless of when you apply.
11. A valid pass must be carried for each occasion a journey is undertaken. If found to be travelling without a valid pass, a charge will be issued for the full cost of the pass for the academic year. You will not be able to use North Yorkshire Council services in the future until the charge has been paid.
12. The travel permit must only be used by the person named on it and is not valid for travel by any other party.

13. Any application for a refund will be considered and be subject to the sole discretion of the council. In the event of a refund being accepted it will be calculated up to the day that the pass or passes are received by the council, regardless of whether transport has been used or not.
14. Details about the information we collect and how we use it are available in our privacy policy.
15. Any application made by a Post 16 student eligible for transport assistance through a paid travel permit is subject to terms and conditions of Post 16 transport assistance. Any Post 16 student not eligible for travel assistance is also bound by Post 16 terms and conditions as page below.
16. Address for pass returns and refund consideration is North Yorkshire Council, FAO Integrated Passenger Transport, County Hall, Northallerton, DL7 8AH

## **Terms and Conditions of transport assistance to sixth form or college 2025-2026**

Please read the following terms and conditions (“the conditions”) and only complete the application for Post 16 transport assistance if you understand and agree to adhere to the conditions below.

The conditions represent an agreement between North Yorkshire Council (“the council”), the applicant and student who is provided with assistance.

1. The information given on the application is to my knowledge true and correct.
2. Transport assistance will only be awarded if I meet the eligibility criteria of the Post 16 transport policy available at: [www.northyorks.gov.uk/post16transport](http://www.northyorks.gov.uk/post16transport)
3. I am aware a contribution has to be made towards the costs of transport. There is no charge for students who are Looked After by North Yorkshire Council, who are registered young carers or live independently and are in receipt of Income Support in their own right.
4. The charge will be reduced by 50% for students whose families or themselves are on receipt of the qualifying benefits for free school meals as listed on NYC’s website or receive the maximum level of working tax credits. If I am unable to prove that I qualify for a reduction of 50% of the charge, then the full payment will be applied should the application be approved.
5. I understand that it may be necessary for the Authority to contact the sixth form/college named to verify, attendance, course being studied, free school meal status, entitlement to bursary funding etc.
6. The Council can withdraw the type of transport provision in certain circumstances e.g. a service is no longer needed for statutory age pupils.
7. If I am entitled to transport assistance to sixth form/college and there is no transport available, I may be offered a mileage allowance.
8. No travel pass will be issued until either full payment is received or Direct Debit payments arranged.
9. **Failure to meet any instalment by direct debit may result in transport being withdrawn. I will be notified in writing should this occur, and the outstanding balance must be paid. In the event that I do default on payment, and I have been provided with a discounted or a commercial pass, I am responsible for the full cost.**
10. For SEND students where a taxi has been commissioned, failure to meet any direct debits instalments will automatically trigger a cancellation request. The cancellation of transport will be enacted if a further attempt for payment is rejected.
11. If I apply partway through the year the contribution is still chargeable, if I apply after 31 October the amount **may** be charged pro-rata. However, if I had a valid pass the previous year/s on the service I am applying for, I will be charged **full price** regardless of when I apply.
12. A valid pass must be carried for each occasion a journey is undertaken. If found to be travelling without a valid pass a charge will be issued for the full cost of the pass for the academic year. I will not be able to use NYC services in the future until the charge has been paid in full.

13. Transport will be by the most cost effective service available to the Authority and will be from the beginning and end of the normal sixth form/college day. If the course timetable varies on particular days no alternative travel permit will be arranged.
14. I am aware that the NYC transport assistance to sixth form/college scheme may not be the cheapest option for transport.
15. If transport assistance is awarded to attend an alternative establishment due to my course combination and I am found to be no longer attending that particular course my transport assistance will be withdrawn, unless the eligibility criteria is still being met.
16. If there is no transport directly from my address, I will have to make my own way to the nearest pick-up point.
17. Transport will only be provided to the main school or college. Assistance will not be provided for work placement or for periods of study away from the main campus.
18. To cancel the Post 16 travel permit, the pass or passes **must** be returned to NYC at address below. We recommend that you use Recorded Delivery, as proof of postage will be requested in the event that the pass is not received back. Refunds may be considered from the date of receipt of the pass/passes. Please return to Integrated Passenger Transport, County Hall, Northallerton, DL7 8AH.
19. If I cancel the Post 16 transport assistance or default on payment and the Authority has provided a travel pass at a reduced rate or for commercial transport, I will be responsible for the full value of the pass or passes if not returned before 1 April. In some cases, this could be over the value of £2500 (see point 9).
20. Failure to pay the travel charge or any outstanding balance will result in an invoice being raised against me and debt collection proceedings taken.
21. **I am unable to cancel the Post 16 transport assistance after the 1 April** (please be aware transport is contracted until the end of the academic year and therefore you will remain responsible for the cost even if you do not use it).

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

(Form updated October 2023)

### *Home to School Transport – Contribution Charge 2026-27*

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](mailto:communications@northyorks.gov.uk).



যদি আপনি এই ডকুমেন্ট অন্য ভাষায় বা ফরমেটে চান, তাহলে দয়া করে আমাদেরকে বলুন।  
如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。  
اگر آپ کو معلومات کسی دیگر زبان یا دیگر شکل میں درکار ہوں تو برائے مہربانی ہم سے پوچھئے۔

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

Name of Directorate and Service Area	CYPS – ChildrensPartnerships and Sufficiency
Lead Officer and contact details	Jon Holden, Head of School Organisation and Transport
Names and roles of other people involved in carrying out the EIA	
How will you pay due regard? e.g. working group, individual officer	Contribution rates are determined annually, and the issue is monitored via the Home to School Transport Board
When did the due regard process start?	The process is ongoing

**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 relates to a proposed increase to the contribution rates (charges) to students and pupils who utilise the home to school transport arrangements provided by the council either: -

- to access Post 16 education; or
- to access mainstream schools using spare capacity

The proposed increase has been considered within the context of the Council's policies for: -

- Home to School Travel
- Post 16 Travel; and
- Fees and Charges

**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 council's expenditure in respect of Home to School Travel increased by 74% between 2020-21 and 2025-26, and the budget continues to experience considerable financial pressure.

The proposed increase is designed to ensure the fee income arising from the contribution rate charges provides a contribution to the budget in line with inflation.

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

This EIA relates to the proposed increase in the contribution rate (charge) only. The charge will increase from £818 to £846 per annum.

**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?)

None undertaken.

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

Subject to: -

- The number of post 16 students who wish to purchase a permit; and
- The extent of spare capacity within home to school transport that is commissioned for eligible pupils, and the extent to which non-eligible pupils wish to purchase permits to use that capacity

The proposed increase has the potential to increase the income received by the council through contributions.

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			✓	The proposed increase will apply to the young people who utilise either Post 16 transport or other spare capacity on a paid for basis.
Disability	✓			It is not anticipated that there would be an identifiable impact on the users of home to school transport as a result of their disability arising from the proposed increase
Sex	✓			It is not anticipated that there would be an identifiable impact on the users of home to school transport as a result of their sex arising from the proposed increase
Race	✓			It is not anticipated that there would be an identifiable impact on the users of home to school transport as a result of their race arising from the proposed increase
Gender reassignment	✓			It is not anticipated that there would be an identifiable impact on the users of home to school transport as a result of gender reassignment arising from the proposed increase
Sexual orientation	✓			It is not anticipated that there would be an identifiable impact on the users of home to school transport as a result of their sexual orientation arising from the proposed increase
Religion or belief	✓			It is not anticipated that there would be an identifiable impact on the users of home to school transport as a result of their religion or belief arising from the proposed increase
Pregnancy or maternity	✓			It is not anticipated that there would be an identifiable impact on the users of home to school transport as a result of pregnancy arising from the proposed increase
Marriage or civil partnership	✓			It is not anticipated that there would be an identifiable impact on the users of home to school transport as a result of their marital status arising from the proposed increase

<b>Section 7. How will this proposal affect people who...</b>	<b>No impact</b>	<b>Make things better</b>	<b>Make things worse</b>	<b>Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.</b>
..live in a rural area?			✓	The majority of pupils who access Home to School travel on a paid for basis reside in a rural

				area within North Yorkshire. As a result people who live in a rural area are disproportionately affected by any increase in the contribution rate.
...have a low income?	✓			The council will continue to apply a reduction to pupils and students from low income families. It is not anticipated that there would be a disproportionate impact upon pupils and students from low income families
...are carers (unpaid family or friend)?	✓			It is not anticipated that there would be a disproportionate impact upon people who are carers
..... are from the Armed Forces Community	✓			It is not anticipated that there would be a disproportionate impact upon people who are from the armed forces community

<b>Section 8. Geographic impact – Please detail where the impact will be (please tick all that apply)</b>	
North Yorkshire wide	✓
Craven	
Hambleton	
Harrogate	
Richmondshire	
Ryedale	
Scarborough	
Selby	
<b>If you have ticked one or more areas, will specific town(s)/village(s) be particularly impacted? If so, please specify below.</b>	

<b>Section 9. 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.</b>
None.

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Section 10. 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. <b>No adverse impact - no major change needed to the proposal.</b> There is no potential for discrimination or adverse impact identified.	
2. <b>Adverse impact - adjust the proposal</b> - 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. <b>Adverse impact - continue the proposal</b> - 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. <b>Actual or potential unlawful discrimination - stop and remove the proposal –</b> The EIA identifies actual or potential unlawful discrimination. It must be stopped.	
<p><b>Explanation of why option has been chosen.</b> (Include any advice given by Legal Services.)</p> <p>This assessment has identified that an increase in the contribution rate charged to Post 16 students, and for paid permits will have an adverse impact upon: -</p> <ul style="list-style-type: none"> <li>• Young people and their families; and</li> <li>• People living in rural areas</li> </ul> <p>This impact reflects the nature of home to school travel, i.e. that it is provided for eligible pupils of statutory school age and post 16 students, and that pupils / students from rural areas are disproportionately represented within the total service user group.</p> <p>Access to the council's home to school travel arrangements for Post 16 students and pupils utilising a paid permit is provided on a discretionary basis in accordance with the Home to School Travel Policy</p> <p>The proposed increase in the charge is recommended as a result of the significant increases in the council's expenditure in respect of home to school travel and as a mechanism for recovering a contribution towards that cost.</p>	

<p><b>Section 11. If the proposal is to be implemented how will you find out how it is really affecting people?</b> (How will you monitor and review the changes?)</p> <p>The agreed increase to the contribution rates will be published after the decision by the Executive Member, and become effective from 1 September 2026.</p> <p>The Home to School Transport Board will monitor any impacts arising from the increase.</p>
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**Section 12. 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

**Section 13. 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 Council’s expenditure in respect of Home to School Transport has increased significantly during the course of the last 5 years, and the budget continues to face significant pressures.

Home to school travel is provided for post 16 students, and for non-eligible pupils where capacity exists in commissioned transport on a discretionary basis. Where this is the case the council seeks to recover a contribution to the cost of provision through the application of the contribution charges.

Given that the charge relates to home to school travel this increase has a disproportionate effect upon young people, and their families.

However, the proposed increase is considered to be required within the context of the continued pressure upon the Council’s Home to School Travel budget, and is in line with inflation.

**Section 14. Sign off section**

This full EIA was completed by:

**Name: Jon Holden**  
**Job title: Head of School Organisation and Transport, CYPS**  
**Directorate: CYPS**  
**Signature: Jon Holden**

**Completion date: 20 April 2026**

**Authorised by relevant Assistant Director (signature): Jo Heaney**

**Date: 20 April 2026**