

Report title: 2024 – 2025 Post 16 Transport Statement

Meeting	Cabinet
Date	9 April 2024
Cabinet Member (if applicable)	Councillor Reynolds
Key Decision Eligible for Call In	Yes Yes

Purpose of Report

The purpose of this report to ask Members to consider adopting the proposed Post-16 Transport Statement as presented at appendix 1 In addition, Members are asked, to consider, setting the amount payable under the proposed transport statement to the following level -

Band	Mileage	Amount
1	<=3 miles	£300
2	>3 and <=10 miles	£1000
3	>10 and <=20 miles	£2000
4	>20 miles	£3000

Where, under the proposed transport statement, a student receives Council organised transport, Cabinet is also recommended that the parental contribution be set to £500 per academic year

Recommendations

Members are recommended to adopt the proposed Post-16 Transport Statement as presented at appendix1, which would take effect from the 31 May 2024 and would apply to existing and new students at the start of the 2024 academic year.

Members are also recommended to set the personal travel payment to the following –

- Band 1 - Living less than or equal to three miles from home to setting (one way) - £300
- Band 2 - Living greater than three miles but less than or equal to ten miles from home to setting (one way) - £1000
- Band 3 – Living greater than ten miles but less than or equal to twenty miles from home to setting (one way) - £2000
- Band 4 – Living greater than twenty miles from home to setting (one way) - £3000

Where, under the proposed transport statement, a student receives Council organised transport, Cabinet is also recommended that the parental contribution be set to £500 per academic year.

Reasons for Recommendations

Adopting the proposed transport statement allows the Council to address, in part the increase in costs, while providing those with the greatest need the most assistance, but also make provision for other students of sixth form age.

Based on 2024 / 25 budget, setting the proposed level of personal travel payment, would allow for assistance to be provided while meeting budgetary constraints.

Setting the parental contributions to £500 is considered a reasonable amount, given the amount students/ families in receipt of a personal travel payment will need to make up to cover the costs of their transport, and represents between 15% - 20% of the cost depending on the route. Current parental contributions stand at £380 per academic year.

Resource Implication:

It is anticipated that in the first year of operation there will be an increase in administrative burden on the home to school transport service, it is anticipated resources for this will be met by existing staff; however, this will be monitored, and additional resources sought if required.

Date signed off by Strategic Director & name

Rachel Spencer-Henshall (22/3/24)
Strategic Director – Corporate Strategy,
Commissioning and Public Health

Is it also signed off by the Service Director for Finance?

Isabel Brittain (28/03/24)

Is it also signed off by the Service Director for Legal Governance and Commissioning?

Julie Muscroft (28/03/24)

Electoral wards affected: All

Ward councillors consulted: All

Public or private: Public with private appendices.

By virtue of Paragraph(s) 1 of Part 1 of Schedule 12A of the Local Government Act 1972

By virtue of Regulation 21 (1) (A) of the Local Authorities (Executive Arrangements) (Access to information) (England) Regulations 2000

Appendix IV is to be considered in private due to it containing information that is subject to legal privilege.

Has GDPR been considered? Yes, GDPR has been considered and where necessary responses to the consultation have been redacted to avoid individual(s) being able to be identified.

1. Executive Summary

- 1.1 The Council are under a duty to prepare and publish an annual post-16 Transport Statement.
- 1.2 A Post-16 Transport Statement outlines how post 16 pupils, many with Special Educational Needs and/or Disabilities (SEND), are helped to access their place of education or training. If the proposed changes are adopted there will be a cost reduction and the post 16 transport budget will be more sustainable moving forward. The projected cost of operating the new policy based on the existing cohort is approximately £950,000. The cost of operating the current policy in 2022/23 was £2.6M.
- 1.3 The proposed changes will result in eligible post 16 pupils receiving a flat rate payment (based on distance) as travel support. Pupils with the highest needs will in some cases continue to be transported as they had been previously, i.e. through the Council arranging transport through its list of approved private operators of taxis and minibuses.

2. Information required to take a decision

Improving the outcomes for our children with special educational needs is at the heart of the Councils 'Inclusive Ambitions' to tackle key inequality issues in Kirklees. By investing in and working with our children and young people and their families at the earliest opportunity, will support u to help them in achieving their best possible outcomes.

Kirklees wants:

- All our children and young people to have the best start in life
- Our children and young people to be proud to come from Kirklees
- Our children and young people with Special Educational Needs and Disabilities (SEND) to live and be educated in Kirklees
- Our children and young people with Special Educational Needs and Disabilities to make good educational progress, have high aspirations and good life opportunities

Kirklees has a comprehensive SEND strategy – The Big Plan [SEND - The Big Plan](#) with robust governance to take plans forward. The big plan as, at its core, a sufficiency strategy which focuses on enabling more children and young people to secure places and thrive in local education settings.

The proposed Post-16 Transport statement compliments this wider SEND strategy by empowering families to make their own decisions on transport and the flexibility this brings, it also supports a level of independence and can support young people in preparing for adulthood.

Current Operations

- 2.1 As of the beginning of September 2023 the council arranged transport for around 1350 pupils with SEND made up of 1050 pre 16 pupils and 300 post 16 pupils. For post-16, the service transport students to 27 different educational settings using 140 routes.
- 2.2 Currently for both pre and post 16 SEND pupils have transport provided by the Council. The Council contracts private hire and public service vehicle (PSV) operators to provide minibuses and taxis. The Council employs 188 Passenger Assistants to support eligible children with the greatest need whilst traveling by minibuses and taxi, across pre and post 16 transport. While the number changes regularly of those 188 14 are currently working just on post-16 routes.

- 2.3 The Council also provides free transport to eligible children attending mainstream settings by providing procured school buses or where there is capacity on the public bus network, a bus pass.
- 2.4 The cost of this provision in 2022/23 financial year was £12,180,246 for both pre and post 16; with post-16 on its own costing circa £2.6m.
- 2.5 Statutory eligibility for free or supported transport is set out in the Education Act 1996, statutory guidance published by the Department of Education and discretionary eligibility is set out in Policies or Transport Statements of the Local Authority.
- 2.6 Link to the Education Act 1996 [Education Act 1996 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/1996/56)
Link to statutory guidance for pre-16 [Home-to-school travel - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/home-to-school-travel)
Link to statutory guidance for post-16 [Transport to education and training for people aged 16 and over - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/transport-to-education-and-training-for-people-aged-16-and-over)

Statutory duty

- 2.7 The Council has a statutory duty under the Education Act 1996 to provide transport for eligible children to their place of education, mainly those with Special Educational Needs and Disabilities (SEND) but also other children where their nearest appropriate school is too far for them to get to or there is no safe route.
- 2.8 There are three broad categories of travel, supported by Council policies and statutory guidance - Pre 16 Travel of SEND pupils, Post 16 Travel of SEND pupils and Mainstream pupils.
- 2.9 Pre 16 eligible pupils (mainstream and SEND).

A pre 16 and mainstream child is eligible if they are of compulsory school age, attend their nearest suitable school and:

- live more than the statutory walking distance (2 miles for under 8s, 3 miles for over 8s) from that school, or
- could not reasonably be expected to walk to that school because of their special educational needs, disability, or mobility problem, even if they were accompanied by their parent, or
- would not be able to walk to that school in reasonable safety, even if they were accompanied by their parent,

For eligible SEND and mainstream pre 16 pupils the Council has a statutory duty to arrange transport from home to school.

- 2.10 Post 16 eligible SEND pupils:

For eligible SEND post 16 pupils the Council has a duty to publish a Transport Statement. The Transport Statement must set out the arrangements the Council intends to make so to help pupils access education or training. In the Transport Statement the Council, must have regard to statutory guidance and other duties (such as the Public Sector Equality Duty), and must consider applications for assistance. However, in the case of post 16 travel, assistance does not mean the Council has to provide transport, it is for the Council to determine what form that assistance takes.

Proposed changes to Transport Statement

- 2.11 For post 16 pupils the Council arranged taxis and minibuses for around 300 eligible pupils. In 2022 –2023, this cost £2.6m. These costs are rising and are not sustainable in the future.
- 2.12 The proposal is that the Council provided each eligible pupil with a post 16 personal travel payment based on the distance the pupil travels to access education – the further they travel the higher the payment.
- 2.13 Families could spend their budget in whichever way is best for the pupil, giving them flexibility to tailor their travel arrangements based on individual needs.
- 2.14 The proposed payment amounts consulted upon were:

Band	Mileage	Amount
1	<=3 miles	£300
2	>3 and <=10 miles	£1000
3	>10 and <=20 miles	£2000
4	>20 miles	£3000

- 2.15 The Council understands that a post 16 personal payment may not be appropriate in all circumstances, especially for those pupils with the most complex needs. Therefore, this approach includes provision for Council organised transport to be provided for individual pupils where a post 16 personal payment would not be appropriate. Based on students currently in post-16 education circa 100 students would likely still receive transport organised by the Council.
- 2.16 Full details can be seen in the proposed Transport Statement at **Appendix I**
- 2.17 Responses to the consultation are attached at **Appendix II**
- 2.18 As part of the consultation it was important to obtain the views of students who would be impacted by the proposed changes. As such, officers attended a 'our voice' session held at Kirklees College, a summary of that session including views from the students can be found at **Appendix III**.

Data and evidence used to develop the proposed Transport Statement

- 2.19 This proposal has been developed based on:
- Our own consideration of our statutory duties,
 - An analysis/benchmarking of Policies of other authorities
- 2.20 That analysis of other local authority policies showed the principal of offering a personal travel payment had been implemented and was in place or was being considered and consulted upon by other local authorities.
- 2.21 While the principal of personal travel payment has been tried and tested, what was apparent from the benchmarking was the financial amount offered can and does vary, and different authorities will set the amount payable based on their own local circumstances and budgets.
- 2.22 The proposed personal travel payment consulted upon (2.14 above), is based on current budget information for the 24 / 25 financial year.

2.24 Once developed consultation commenced.

Proposed changes as a result of consultation

Following consultation, the following changes have been made to the proposed transport statement; the changes do not require further consultation.

Page	Section Title	Change	Reason
3.	Assistance and concessions offered by other organisations	Amended information for Huddersfield New College	Direct students / families to website for latest information
		Added links to other college websites	Direct students / families to websites for latest information
4.	Eligibility for support from Kirklees Council under its transport policy statement	Added clarification on what will generally be taken into account when considering 'exceptional circumstances'	To provide further clarity on definition of 'exceptional circumstances'
5.	Council organised transport and charging	Removed the 'need' test and replace with 'in the best interests of the Council and / or student' and provide clarity that it is the Council that determine this.	'Need' should not be the only determining factor in deciding if transport should be provided. Provide clarity that it is the Council's decision.
7.	Change of Payment	Removed reference to 'child'	To reflect the age group for whom the statement applies
11.	General	Amended paragraph relating to responsibility for ensuring transport arrangements are safe	To provide clarity that it is parents or carers responsibility to ensure transport put in place under a PTP is safe.
16.	Calculation of PTP	In the paragraph relating to absence from education changed from 'will' be reduced to 'may' be reduced.	Allow for discretion in deducting amounts for absences

3. Implications for the Council

It is important that we are evidencing the fact that, as a matter of routine, we are considering the way proposals will contribute to the Council's strategic priorities. In all reports, authors need to provide information on the anticipated impact the outcomes arising from the implementation of your report will have in the following areas:

3.1 Council Plan

The proposed Post-16 Transport statement seeks to provide assistance to students, while addressing the services financial position in a fair and balanced way.

3.2 Financial Implications

It is accepted that, unless traveling to an educational / training setting by service bus, the proposed level of personal travel payment for families will not meet the full cost of transporting students to and from the post-16 educational/training setting. Therefore, this could place additional financial burden on families, particularly those on low-income, or those that need to travel the furthest due to a lack of suitable educational provision within Kirklees.

The proposed policy seeks to mitigate the financial implications by directing families and students to other sources of potential financial assistance, such as bursaries or support provided by settings themselves.

It should be noted that majority of students attending mainstream colleges do not receive travel assistance from the Council to enable them to attend further education.

3.3 Legal Implications

The proposed policy marks a significant shift in the assistance that will be provided to families and students. This increases the risk of legal challenge. The service has sought to mitigate this risk by taking external legal advice throughout the process and on the policy development.

Appendix IV – contains the legally privileged advice that Cabinet must consider. Given Appendix IV contains legally privileged information it is restricted under Paragraph 5 of Part 1 of Schedule 12A to the Local Government Act 1972.

The aim of the proposed transport statement is to target limited financial resources to those with the greatest need, and in achieving this aim the statement set the following criteria for being eligible for transport assistance -

- Not able to travel independently and safely to education EITHER because they have a special educational need or disability, which may be identified in an Education Health and Care Plan OR because they can demonstrate other exceptional circumstances. Exceptional circumstances will be assessed on a case-by-case basis.
- Resident in the administrative area of Kirklees Council and are over 16 years of age but under 19 or a continuing learner who started their programme of learning before their 19th birthday (years 12, 13, 14).
- Attending a programme of learning at a suitable school or college.

Section 509AB of the Education Act 1996, alongside the statutory guidance, provides that the following factors must be taken into account when determining whether to provide transport assistance or not -

- a) the needs of those for whom it would not be reasonably practicable to access education or training provision if no arrangements were made (particularly those who are / at risk of becoming NEET, and young parents),
- b) the need to ensure that young people have reasonable opportunities to choose between different establishments at which education and training is provided,
- c) the distance from the learner's home to establishment of education and training,

- d) the journey time to access different established establishments,
- e) the cost of transport to the establishment in question,
- f) alternative means of facilitating attendance at establishments,
- g) preferences based on religion,
- h) non-transport solutions to facilitate learner access.

In developing the proposed transport statement, officers have considered the above points and can provide Members with the following response in respect of each –

Assessment of what arrangements are needed under S509AB(3)(a) of the Education Act 1996 – consideration of our duties and responsibilities.

- a) *The needs of those for whom it would not be reasonably practicable to access education or training provision if no arrangements were made*

The law and guidance associated with Post 16 Transport require the local authority to consider the needs of certain group of learners, specifically:

- Young people with SEND
- Those who are or at risk of becoming NEET
- Young parents
- Those who live in rural areas where there is limited access to public transport

The proposed transport statement specifically considers the needs of SEND young people and the statement sets out the support for those learners.

The proposed transport statement also states that transport support will be provided for other exceptional circumstances for those young people who are not of SEND. The local authority will consider:

- Those who are or at risk of becoming NEET,
- Young parents,
- Those who live in rural areas where there is limited access to public transport,

As exceptional circumstances if through the application process it can be demonstrated that there is no other reasonably practicable method of the young person accessing education or training without support from the local authority.

Such matters which would be taken into account in determining if there is no other reasonably practicable way of the young person being able to access their chosen education or training may be:

- No other financial support, i.e. from their family, other funding sources etc,
- Long walking distances to the nearest public transport access point, or
- Unreasonable travel times, including walking and other modes of travel.

- b) *The need to ensure that young people have reasonable opportunities to choose between different establishments at which education and training is provided*

The proposed transport statement does not restrict the reasonable choice of a young person in choosing an establishment, if they are eligible for support.

In developing the transport statement, it was considered that the further away the post 16 establishment is from the young person's home the greater the cost of transport will be, in most cases. The statement provides a greater amount of

support for greater travel distances. In developing the policy, especially the proposed amounts of travel support, it is accepted that the amount of support will not cover the whole cost of transport in all cases. However, it is considered that that is it reasonable for the whole costs of transport including the amount over and above the support provided, to be considered by young person when they choose a place of education or training. Where a choice is made, and a young person is eligible, then support will generally be provided.

c) *The distance from the learner's home to establishments of education and training*

In developing the proposed transport statement specific considerations has been given to the distance between the learner's home and establishment. This has resulted in a tiered rate of support based on travel distance.

For learners who are of SEND we have taken into account that they may not be reasonably be able to walk the statutory travel distance and propose a lower tier of transport support for those who need to travel under 3 miles.

For learners who are not of SEND who need to travel large distances to their establishment, the statement allows the local authority to consider exceptional circumstances, however, there will a limited set of circumstances which will be considered, as per point 1 above.

d) *The journey time to access different establishments*

In developing the proposed transport statement, consideration has been given to the journey time for young people to access different establishments. If a learner is eligible for transport support, a personal travel payment will, in general, be made. The amount of travel payment is dependent on the distance from a learner's home to their establishment, it is expected that journey time will be greater the greater the distance, therefore, more support is generally provided to those with the greatest journey time. This payment can be used for the most expedient form of transport to limit travel time. In considering the impact of the proposed transport statement of journey times we accept that providing a personal travel payment may in some circumstances result in the cost of the most expedient form of transport not being met by the payment.

The proposed statement allows the local authority to consider exceptional circumstances beyond those learners who have SEND. One of which may be to provide support to those who have very long journey times i.e. beyond 75 minutes. However, we would expect that all other alternatives to travel support to be considered and the provision of transport support is in exceptional circumstances.

e) *The cost of transport to the establishments in question*

In developing the proposed Transport Statement, the cost of transport has been taken into account.

We have decided to target the support we provide to those learners to those with the greatest need i.e. learners with SEND or those with exceptional circumstances.

We have decided, in general, to provide for learners who continue their post 16 learning at their pre 16 establishment to continue to receive transport organised by the Council, i.e. to continue their existing transport arrangements, pre to post 16, albeit with a contribution to the cost of this transport made by families consistent with our current arrangements.

We have considered for those learners who will receive a personal travel payment, that the amount provided may not cover the full cost of the learner or their family to arrange transport themselves. We have taken into account when we decide to provide transport support to all learners with SEND and learners with exceptional circumstances who apply for it and to do this, we must distribute the available budget fairly, taking into account the considerations above.

In setting a parental contribution for transport arranged by the local authority, we have undertaken an analysis to determine the difference between those who must contribute to their arranged transport by paying the local authority and those who receive a payment from the local authority and must make up the difference between the payment made and the actual costs of transport. As everyone's circumstances are different and there will be a significant degree of choice within the family on what transport is self-arranged, it is difficult to match this accurately in all cases. The amount of contribution recommended is considered a reasonable amount to contribute, and represents around 15-20% of the costs, depending on the route. It is accepted and understood that depending on the mode of transport selected by those who receive a personal transport payment, they may contribute proportionally more, however, as there will be an element of choice in the mode of transport, we consider that keeping the parental contribution to around 20% of the costs is reasonable in the circumstances.

In relation to those on low incomes, we have not considered specifically within the proposed transport statement a provision for those on low incomes. We consider that providing transport support in cases where the learner has SEND, supports those on low incomes and SEND to access establishments of their choice. For learners who are not of SEND there is provision in the statement to consider exceptional circumstances. Although in consideration of exceptional circumstances we do not propose to consider those on low incomes to meet exceptional circumstances, difficulties around exceptionally long journeys times may be considered, as these longer journeys may in general be considered more expensive – cost is considered in directly as a consideration on providing transport in these circumstances.

f) *Alternative means of facilitating attendance at establishments*

The principal of providing a personal travel payment enables choice by the learner or their family to choose the best means of transport for their needs, which can include alternative means, such as cycling, mopeds and independent travel.

To support the active consideration of alternative means by those who are or are not in receipt of transport support, promotion of alternative means will be undertaken by the application form, any communication regarding the grant of travel support and on our website and other points of access to information.

g) *Preferences based on religion*

The proposed transport statement does not limit choice by a learner, or their family based on any factor, including religion. A learner may choose to attend a place of education or training based on religion and as long as the learner is eligible, the proposed statement will enable transport assistance to be granted. We have decided to target assistance to those students who have SEND verses any difficulty in accessing an alternative setting preferred based on religion, such as long travel times or cost.

As part of the application process, we do not ask learners or their families to state the type of post 16 establishment or the type of course they are attending. The statement will support eligible learners to access their chosen establishment regardless of type, including those chosen based on preferences based on religion.

h) Non-transport solutions to facilitate learner access

We have considered whether transport assistance can be used for non-transport solution. At present we do not consider it a reasonable use of the transport budget to facilitate learner access education or training in this way, i.e. purchasing bikes or scooters etc. It has never been requested and we do not anticipate being an issue for us to resolve in this way. If in future non-transport solutions are a needed by learners, we will consider it in a future version of the statement.

3.4 Other (e.g. Risk, Integrated Impact Assessment or Human Resources)

Moving to a personal travel payment may result in passenger assistants currently on post-16 transport no longer being required for post-16 transport; however, any passenger assistant affected will move over to pre-16 transport where there is a shortage of passenger assistants.

There should be no impact on the armed forces community in terms of healthcare, housing and/or education.

Integrated Impact Assessment (IIA)

An integrated Impact Assessment has been completed and can be found at – [Integrated Impact Assessment](#)

4 Consultation

4.1 Consultation on the proposed Transport Statement took place between 14 November 2023 and 31 December 2023, with the following groups by:

- Parents of existing children on transport,
- Parents of Children with Additional Needs in Kirklees ('PCAN'),
- Public,
- Councillors,
- Schools/Colleges,
- Governors,
- Other local authorities
- Local transport body

4.2 The consultation took place primarily by the Council's online consultation platform – though a web survey. The survey was promoted via the Council's media and social media outlets. Offers were made through drop-in sessions and through working with PCAN to support respondents to fill in the online form with tables at drop-in sessions. In addition, all Councillors were emailed on the 15/11/23 notifying them of the proposed policy and that consultation had commenced.

4.3 A number of face-to-face drop-in sessions were arranged in partnership with PCAN and Kirklees College, these took place on: -

- 26th October 23 and 28th November 23– Special School Head Teachers meetings

- 14th, 15th and 22nd November 23, 7th, 11th and 13th December 23 – PCAN drop-in sessions,
- 28th November 23 and 7th December 23 – Kirklees College Parents evenings,
- 28th November 23 – Local Offer Live event,
- 29th November 23 – Session with Foundation Skills Group of learners at Kirklees College,
- 6th December 23 – Follow up session with Foundation Skills Group at Kirklees College
- 10th November 23 – Kirklees Learning Progression Board

4.4 Those consulted with were asked to complete an online questionnaire about the proposals.

4.5 A total of 130 people responded to the consultation, with the main themes arising from the consultation being – the data on demographics and yes/no responses are in Appendix II.

- Financial Impact (40)
- Environmental Impact (2)
- Impact on Education (15)
- Impact on Safety / Safeguarding (19)
- Impact on family / parents (36)
- Lack of suitable transport options (11)
- Promotes independence (4)

(numbers in brackets reflect the approx. number of comments under each theme)

4.6 Members of the Childrens Scrutiny Panel were briefed on the proposed changes at their meeting on the 26 March 2024. Members of the panel raised concerns over the impact of the proposed policy on safeguarding, with parents having to arrange their own transport. Members asked officers to look at the messaging that can be provided to parents around reducing this risk by utilising drivers licensed by Kirklees and the wider West Yorkshire region.

Members were also concerned that the proposed policy exposed parents to price / cost increases; whereas the Council has collective bargaining power and can negotiate price on block. However, there was a recognition that the ability of the Council to negotiate does not always lead to lower costs.

Members also asked about the legalities of sharing information to help parents pool resources and car-share or share the cost of transport. Members of the panel were also concerned over the practicalities of being able to do this.

Members noted that there were beneficial factors with the proposed changes, in promoting independence and confidence in students.

Members questioned the fairness of the approach and that it may result in parents having to change jobs to help get children to their further education setting.

Members also asked officers about other transformation work being undertaken within the service, particularly the Council purchasing its own fleet. While Members of the panel commented on those proposals, they do not impact the decision Cabinet are being recommended to make.

5 Engagement

Details of engagement that has taken place on the proposed changes are detailed within the main body of the report.

6 Options

6.1 Options Considered

6.1.1 The options open to Cabinet are -

- a) Make no change - adopt a Post-16 Transport Statement that keeps providing Council organised transport for all eligible post 16 students,

It is open for the Council to keep the existing model of providing transport for all eligible post-16 students. Taking this option will provide the maximum assistance available but will see the Council having to meet the continued increases in costs associated with this model of assistance (overspending).

- b) Change to a personal travel payment - move to the default position of offering a personal travel payment for all post-16 students, except where the needs of the student are so great that the Council providing transport is the only option, and set the level of personal travel payment at,

Band	Mileage	Amount
1	<=3 miles	£300
2	>3 and <=10 miles	£1000
3	>10 and <=20 miles	£2000
4	>20 miles	£3000

6.1.2 The financial implications of setting the personal travel payment to the above are as follows -

Mileage	Band	Amount	No. in Band	PTP Cost	Existing Costs
<=3	1	300	67	20,100	260,597
>3 & <=10	2	1000	68	68,000	395,408
>10 & <=20	3	2000	37	74,000	454,199
20+	4	3000	15	45,000	330,561
Totals			187	207,100	1,440,766
Cost of students staying on transport			108	739,817.15	739,817.15
Totals			295	946,917.15	2,180,583.32

Cost Difference 1,233,666.17

6.1.3 As can be seen from the above table, continuing to provide transport for all students will see costs of in excess of £2m for the Council. Based on current trajectories for demand and costs of transport, those costs will continue to rise year on year.

N.B –

- the mileage is based on a one-way journey from the student's home address to their setting,
- All costings are based on students attending college 5 days per week over the academic year; not all students attend 5 days,

- The 'costs of students staying on transport' is based on current students who, if the new policy were in place, would likely remain on transport due to their needs. Predominantly this is students that would remain in their SEND setting for post-16 education. Costs of this are based on current daily prices,
- Amount to be offered is based on benchmarking against other local authorities and to meet budgetary pressures,
- Savings realised is based on the 23/24 post-16 transport budget line which stands at 1.8m,
Existing costs is based on current 'daily price' for each route that falls within the relevant PTP mileage band.

6.2 Reasons for recommended Option

- 6.2.1 Members are recommended to adopt the proposed policy, as presented at appendix 1
- 6.2.2 Adopting the proposed transport statement allows the Council to address, in part the increase in costs, while providing those with the greatest need the most assistance, but also make provision for other students of sixth form age.
- 6.2.3 Based on 2024 / 25 budget, setting the level of personal travel payment as presented, would allow for assistance to be provided while meeting budgetary constraints.
- 6.2.4 Setting the parental contributions to £500 is considered a reasonable amount, given the amount students/ families in receipt of a personal travel payment will need to make up to cover the costs of their transport, and represents between 15% - 20% of the cost depending on the route.

7 Next steps and timelines

- 7.1 If Cabinet adopt the proposed transport statement the next steps will be to publish the Transport Statement and communicate the changes to services users, schools and relevant sixth form education providers.
- 7.2 The service will also need to adjust its application form and procedures to reflect the changes in approach.
- 7.3 The service will also monitor the effects of the changes and report back to Members.

8 Contact officer

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9 Background Papers and History of Decisions

N/A

10 **Appendices**

- Appendix I Proposed Post 16 Transport Statement
- Appendix II Proposed Post 16 Transport Statement – Consultation Results
- Appendix III Proposed Post 16 Transport Statement – Feedback from ‘Our Voice’ engagement session
- Appendix IV Legal Advice (private appendices)

11 **Service Director responsible**

Katherine Armitage
Service Director
Environmental Strategy and Climate Change