

Open Report on behalf of Debbie Barnes, Executive Director of Children's Services

Report to:	Councillor Mrs P Bradwell, Executive Councillor for Adult Care and Health Services, Children's Services
Date:	01 June 2016
Subject:	Post 16 Transport Policy Statement
Decision Reference:	I011251
Key decision?	Yes

Summary:

The Council provides subsidised transport for learners of sixth form age (extended to age 21 or 25 for learners with Learning Difficulties and or Disabilities (LDDs)) to a school sixth form, college of further education or other approved setting. This costs the authority over £2.8m per year (2015/16 forecast), and the authority recovers a proportion of the cost through the charge to parents or students, which is currently £418 per annum (£423 per annum if paid in instalments).

The provision of transport support by the Council is in recognition of a duty to "ensure access" to further education and training opportunities (DFE Guidance on Post 16 Transport to Education and Training, February 2014).

This report sets out the Council's proposed Post 16 Transport Policy Statement as required by section 509AA of the Education Act 1996.

This statement continues the provision of previous years but includes an increase in the charge for Post 16 Transport to £500 from September 2016 to July 2017 and £570 from September 2017 to July 2018. This proposed charge was subject to a survey consultation carried out between February 22nd and March 19th 2016.

Recommendation(s):

That the Executive Councillor for Adult Care and Health Services, Children's Services:

1 approves the adoption of the Post 16 Transport Policy Statement attached at Appendix A as the Council's Post 16 Transport Policy Statement for 2016/17.

2 approves an increase in the charge for post 16 transport to education and training for the academic year 2017 to 2018 to £570 (£579 if paid by instalments).

Alternatives Considered:

The recommendation is for an increase in the student/parental contribution towards the cost of post 16 transport from £418 in 2015/16 to £500 in 2016/17 with a further increase to £570 in 2017/18 with a facility to pay in instalments. There were two alternative recommendations made:

1. To increase the contributions, but by a smaller amount
- Or
2. To not increase the contribution, i.e. to leave the contribution at the present level (£418pa)

The reasons for not pursuing these options are set out in the Report.

Reasons for Recommendation:

The Transport Policy Statement attached at Appendix A is seen as sustainable over the next two years as described in the Report.

The recommendation is made in order to help ensure that the post 16 transport support policy is sustainable into the medium-term future during a period of financial retrenchment.

1. Background

The Council has a statutory duty under section 10 of the Education and Skills Act 2008 to exercise its functions so as to promote the effective participation in education or training of persons belonging to its area with a view to ensuring that those persons participate in appropriate full-time education or training, an apprenticeship or are in full-time occupation and participate in sufficient relevant training, all pursuant to section 2 of the 2008 Act.

The Council also has a statutory duty to publish a Post 16 Transport Policy Statement every year, setting out the arrangements for the provision of transport or otherwise that the authority considers it necessary to make for facilitating the attendance of persons of sixth form age at schools, any institution maintained or assisted by the authority which provides further education or higher education or both, any institution within the further education sector, any 16 to 19 Academy or any other establishment at which the authority secures the provision of education or training.

The Council proposes to offer the help as set out in the document attached at **Appendix A**.

Post 16 Transport to Education and Training Statutory Guidance dated February 2014 requires the Council, in planning transport provision, to take into account its duty to promote effective participation under the 2008 Act and the duty under

section 2 of that Act on young people to participate in education or training up to age 18 as described above.

The overall intention of the 16-18 transport duty is stated in the Guidance to be to ensure that learners of sixth form age are able to access the education and training of their choice and ensure that if support for access is required it will be assessed and provided where necessary.

To achieve the aim of ensuring access the Council subsidises the cost of post 16 travel in Lincolnshire to support access to education and training opportunities for learners of sixth-form age. This subsidy ensures that the cost of the travel is not a barrier to accessing opportunities, as is required in the guidance issued to local authorities by the Department for Education.

The context in which the Council's support to post 16 transport must be assessed is one of declining government funding for local authority services. Over the past 6 years government funding to the County Council has reduced by some 40% of the Council's annual income from central government (excluding school budgets).

Over the period from 2009/10 to the end of the 2015/16 financial year the County Council has made some £145m of savings. It is known that further savings of £130m will be required between 2016 and 2020.

These savings have been and will continue to have to be achieved against a background of increasing cost pressures including the cost of adult social care for an ageing population and more generally the national living wage. In the area of transport the requirement that young people remain in education or training to age 18 itself represents a pressure on the cost of post 16 transport. In addition the cost of commercial contracts and bus and train fares has been rising in recent years.

Furthermore the Council has maintained a balanced budget over the last two years by calling on reserves. Once used reserves are gone and they are not a sustainable form of funding for services.

In the course of the savings that have been made to date as referred to above the contribution made by parents and students to the cost of post 16 transport has been maintained at a level that has not exceeded CPI inflation. The annual increase in the charge to parents/students has been less than 2% per annum, adding a total of, only £19 to the annual charge over the 3 year period 2013 – 2016. (£399 to £418).

In the circumstances it is appropriate to consider whether the contribution made by young people and their parents to the cost of transport to post 16 education and training be increased and the Council's level of support correspondingly reduced. Not do so would be to require additional cuts to other services in order to maintain the subsidy at current levels. Alternatively the Council would have to look at other ways of providing support to access education and training which would cut the cost and potentially the level of the current services.

The proposals contained in this Report are considered to be affordable and to enable existing levels of service to be sustained.

Currently, the net cost to the Council of providing the subsidised transport for post 16 learners is over £2m a year. The cost to students, of £423 a year (when paid in instalments), is around £2.22 a day for a return journey, whatever the distance to the qualifying school, college or setting. This compares favourably with commercial fares in nearly all cases.

Some examples of daily commercial fares are given below, with the cost to students of the proposed charge given also.

Provider	Journey	Single as at 31/12/15	Daily Return at 31/12/15	Daily Return (2016/17)	Daily Return (2017/18)
LCC	A designated Lincolnshire Sixth Form or College	n/a	£2.22	£2.66	£3.02
Bus	Skegness to Lincoln	£6.50	£8.50		
Bus	Louth to Lincoln	£6.50	£8.50		
Bus	7 day Megarider		£33.00		
Train *	Metheringham to Lincoln	£4.20	£4.40		
Bus	Skegness to Boston	£4.23	£5.80		
Train *	Heckington To Boston	£5.60	£6.10		
Train *	Wainfleet To Boston	£7.10	£8.60		
Train *	Sleaford To Grantham	£6.20	£10.20		
Bus	Sleaford To Grantham	£3.60	£6.30		
Bus	Long Sutton To King's Lynn	£3.40	£5.80		
Bus	Louth To Grimsby	£4.20	£6.80		
Train *	Market Rasen To Lincoln	£5.90	£8.90		
Bus	Market Rasen To Lincoln	£5.00	£7.70		
Bus	Ruskington To Lincoln	£6.00	£8.50		
Train *	Gainsborough To Lincoln	£6.50	£8.40		
Train *	Ruskington To Lincoln	£5.50	£6.80		
Bus	Gainsborough To Lincoln	£4.20	£7.60		
Bus	Welbourn To Lincoln	£3.60	£6.60		
Bus	Navenby To Lincoln	£3.50	£6.40		

*Young people can get up to a third off these fares by buying a young person's railcard, but travel times are restricted.

The existing level of charge and proposed future levels of charge are set out in the following table.

**Post 16 Transport/Concessionary Transport Charges
Current and Proposed Charges to Parents/Students**

	2014-15	2015-16	2016-17	2017-18
Annual charge	£410.00 Or paid by instalment £414.00	£418.00 Or paid by instalment £423.00	£500.00 Or paid by instalment £510.00	£570.00 Or paid by instalment £579.00
Equivalent Charge per week single payment (38 weeks)	£10.78	£11.00	£13.15	£15.00
Equivalent Charge per week instalment (38 weeks)	£10.89	£11.13	£13.42	£15.23

The policy itself, which it is not proposed to change other than the level of the charge, continues to support families on low incomes by ensuring that the charge is affordable as set out above. At the same time the Council applies a flat charge regardless of location which in a large rural county ensures that families in rural locations are not disadvantaged by the greater cost incurred by the Council in arranging transport in rural locations. For students with learning difficulties or disabilities, the transport needs are assessed on an individual basis. Whatever transport is specifically needed to meet the needs of individual learners, these are provided at the same fixed rate charge. This is made clear in the Transport Policy Statement

In addition to this, colleges, sixth forms and other providers of further education are given 'bursary funding' directly by the government, which funds are specifically provided to help learners with the cost of further education, including transport costs if appropriate. This funding stream, which was once routed through local authorities, is available to students on application. Low income criteria are used by colleges and other providers to determine support given. The control of these funds is in the hands of the providers.

Equality Act 2010

The Council's duty under the Equality Act 2010 needs to be taken into account when coming to a decision.

The Council must, in the exercise of its functions, have due regard to the need to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the [Equality Act 2010](#)
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it: [Equality Act 2010 section](#)

[149\(1\)](#). The relevant protected characteristics are age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation: section 149(7)

Having due regard to the need to advance equality of opportunity involves having due regard, in particular, to the need to:

- Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
- Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it
- Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low

The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.

Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to tackle prejudice, and promote understanding.

Compliance with the duties in this section may involve treating some persons more favourably than others.

A reference to conduct that is prohibited by or under this Act includes a reference to:

- A breach of an equality clause or rule
- A breach of a non-discrimination rule

This duty cannot be delegated and must be discharged by the decision-maker. To discharge the statutory duty the decision-maker must analyse all the relevant material with the specific statutory obligations in mind. If a risk of adverse impact is identified consideration must be given to measures to avoid that impact as part of the decision making process.

An Equality Impact Assessment is enclosed at Appendix C in respect of the proposed Transport Policy Statement. The EIA concludes that there are potential impacts for certain groups in the protected characteristics categories. Mitigating actions are set out in the EIA at Appendix C. In respect of disability, in particular the individual transport needs of students and young learners are always considered and appropriate transport arrangements made. The policy is to provide transport for students to and from home to a school, college or other setting. 'Home' can be a point up to 3 miles from the students actual home for the purposes of operation of the policy, however this distance criteria is always disapplied where the young person could not be expected to walk to a school or college, or to a

transport pick up point and bespoke arrangements are made for the young person as needed.

The potential impacts identified are based on the fact that certain groups with a protected characteristic are often more likely to be on lower incomes. This is addressed by the affordability of the Council charge and the existence of bursaries from provider institutions which take into account ability to pay. These bursaries are provided through funding provided directly by the government to provider institutions. This is money that used to be channelled through the local authority. That is no longer the case.

The Council does not itself therefore operate any kind of reductions or means tested assistance for families on low income. The flat rate charge is considered to be justifiable in a large rural county like Lincolnshire for reasons given above and is less bureaucratic and costly to administer. Families on low incomes can apply for the bursaries just referred to.

Child Poverty Strategy

The Child Poverty Strategy aims have been taken into account in arriving at the Transport Policy Statement. Education and training, and the acquisition of qualifications and skills, is recognised as a key component of an anti-poverty strategy. By providing transport support to all young learners living in Lincolnshire, access is enabled to a choice of appropriate courses of learning opportunities. The following key strategic themes of the strategy are specifically addressed.

Poverty of Access

The provision of transport support to all students, enables all post 16 learners to follow full time education or training courses for two further years after reaching school leaving age, with subsidised transport from their home address (or a point near it) for a single flat rate, whatever the distance to the designated transport area (DTA) school or college. This effectively counters the disadvantage that students from poorer backgrounds might encounter by ensuring that access to opportunities is affordable. The cost to the student, set out in the statement is in most cases less than the commercial fare (see table above).

Poverty of Aspiration

The Council wants all its young people to make the best of their abilities and of the opportunities available to improve their qualifications and skills. Raising of the Participation Age (RPA) legislation requires all young people to stay in prescribed forms of further study or training after reaching school leaving age, until age 18. The policy on transport support ensures that all young learners staying on in full-time education or training can access suitable courses or opportunities, and thus their aspirations can be met and raised.

Best use of Resources

Best use of resources aims to ensure that all key stakeholders contribute towards improving the life chances of children and young people in a co-ordinated way.

Stakeholders in the context of this statement include students, their parents/carers, colleges, schools and other providers of further education, interest groups (e.g.: the students Union, the groups named in the SEN local offer, the County Council and any other groups of individuals involved in or interested in, further education).

By deploying its resources to allow for all post 16 students to benefit the Council is able to ensure maximum value for the outlay, and the policy also helps support the commercial transport network since the Council tends to discharge its policy duty by purchasing season tickets for entitled learners on commercial services.

Joint Strategic Needs Assessment (JSNA) and Joint Health and Wellbeing Strategy (JHWS)

The JSNA reports on the health and wellbeing needs of the people of Lincolnshire. It brings together detailed information on local health and wellbeing needs and looks ahead at emerging challenges and projected future needs.

The Lincolnshire JSNA and JHWS identify a number of needs that directly relate to young people. The policy on transport support under-pins the aims of the JSNA and JHWS in the following areas.

- Improve health and social outcomes and reduce inequalities
- Achieve potential
- Improve educational attainment

Each of the above aims is specifically addressed by this policy statement, since its over riding aim is to enable young people to participate in education and training until they reach the age of 18 or beyond. For students with learning difficulties and or disabilities it is particularly important that they are allowed longer to complete this process of further education and the transport policy supports continued participation for this category until the age of 21 or even 25 years.

Under section 17 of the Crime and Disorder Act 1998, the Council must exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment), the misuse of drugs, alcohol and other substances in its area and re-offending in its area.

The Post 16 Transport Policy Statement sets out the means by which the Council supports young people to access education and training and therefore contributes to reducing the potential for crime and disorder. In particular, by offering guaranteed transport at an affordable rate the policy enables young people to engage in purposeful activity namely education and training leading to recognised qualifications. This takes place in recognised settings where issues such as

citizenship and community cohesion are integrated into the student offer by means of curriculum input and tutorial support.

Consultation/Community Engagement

A survey of stakeholders and other interested parties was concluded between 22 February and 19 March 2016. The survey and accompanying information is reproduced as **Appendix B**.

The survey asked the respondent to indicate whether they approved of, disapproved of, or had no view, on the proposed increases, with space for respondents to give reasons or arguments in support of their view.

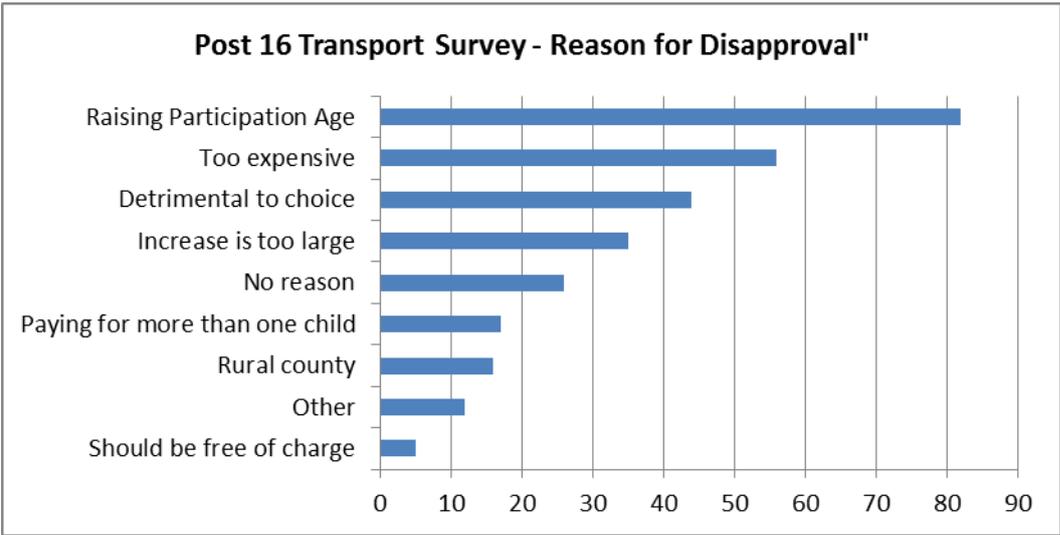
The result of the survey is summarised below.

There were **336** respondents to the survey conducted between 22 February and 19 March 2016. The majority of these respondents (222- 67%) were parents, with a smaller number being students (66 - 20%), and a miscellaneous smaller group (45 -14%) being made up of mainly teachers, administrators, support staff and other professionals, with a few grandparents and governors included.

Of the **336** respondents, a large majority (291- 87%) disapproved of the proposal to increase the charges. A much smaller number (34 - 10%) approved of the proposals, with a very small number (10 - 3%) having no view on the proposals.

The responses indicating disapproval have been analysed, and allocated to 9 main reasons. It should be noted that the survey did not offer options on reasons, but allowed the respondents to state their own reasons for their view. These are reproduced in the bar chart below

Table 3 Reasons for disapproval of proposals from range of responses.



The comments made by respondents can be seen at **Appendix B**.

Analysis of results

It can be seen from the analysis of the 'disapprove' responses, that the most popular explanation or reason (80+) is the recent change in legislation which raised the participation age. However, this does not in itself mean that the Council should subsidise transport at the current rate. The Council must consider the arrangements for the provision of transport or otherwise that the authority considers it necessary to make for facilitating the attendance of persons of sixth form age at schools at the institutions referred to at the beginning of this Report. Balancing the available resources against affordability when compared to commercial fares it can be seen that the proposed levels of charges still confer a significant degree of support on young people whilst ensuring the sustainability of that support at a time of severe public funding cuts.

Other popular responses included that the increase is too much and/or that the charge is too expensive (50+ and 30+), or that the change is detrimental to choice (40+). Again, these responses, though understandable, have to be viewed in the context of the council's duties and also its financial position, and the cost of commercial fares, details of which are provided in the report.

Other noted responses included the cost of transport when more than one student is in further education, and the rural nature of Lincolnshire. These points are noted, and the policy framework itself is designed to provide for transport at an affordable cost whatever the distance needed to travel to a designated sixth form or college. The standard rate is payable whatever the cost to the council of providing the transport for the entitled learner.

It is perhaps understandable that users of the service and parents of students (who will be paying the contribution in the main), and other interested parties who benefit from the service, will disapprove of proposals to increase the contribution. However, one purpose of the increase is to ensure the medium-term sustainability of the policy, to benefit learners throughout the county.

A separate survey conducted by the Council in December/January 2015/16 on spending priorities, asked residents in Lincolnshire to prioritise services where these services were not statutorily required. The respondents to this survey were from a more diverse section of the population. Interestingly, post 16 education transport was not one of the priorities identified by a majority of the respondents to this survey, who put post 16 transport support as a much lower priority than gritting, pothole filling and other services. Over 50% of respondents on the matter of Post 16 transport (4,174) thought the provision should "stop completely" or be "a lot less". A summary of this wider survey of Council services can be accessed at

<http://lincolnshire.moderngov.co.uk/documents/s13249/5.0%20APPENDIX%20G%20-%20Consultation%20Comments.pdf>

2. Conclusion

The Post 16 Transport Policy Statement meets the Council's legal obligations and provides a level of support which will enable every full time Post 16 learner in Lincolnshire to access a choice of courses of education or training.

The decision-maker is asked to consider the information here and approve the statement for publication as the Council's Post 16 Transport Policy Statement for 2016/17.

3. Legal Comments:

The Council has the power to increase the contribution payable by students and parents of children of sixth form age. The Council has a duty to publish a Transport Policy Statement as described in the Report.

The Council must have regard to the statutory guidance referred to in the Report. The way in which the guidance has been taken into account in arriving at the recommendations is set out in the Report together with other matters to which the Executive Councillor must have regard in reaching a decision.

The decision is consistent with the Policy Framework and within the remit of the Executive Councillor if it is within the budget.

4. Resource Comments:

Additional income to the Council will arise from the decision of the Executive Councillor on supporting an increase in the charge for Post 16 transport to £500 from September 2016 to July 2017 and £570 from September 2017 to July 2018. The flat rate will relate to a day return for travel of any distance required to the designated or nearest school sixth form or college. The Council's funding is under significant financial pressure due to large reductions in Local Government funding, and this option will reduce the level of subsidy applied on this service contributing towards the Council's overall savings plan. The proposal will ensure the medium-term sustainability of the policy, which ensures that all Lincolnshire post-16 learners, can access a school, college or setting at a cost that is considered affordable.

5. Consultation

a) Has Local Member Been Consulted?

Not Applicable as there are no Local Members as it affects the whole of Lincolnshire.

b) Has Executive Councillor Been Consulted?

Yes

c) Scrutiny Comments

The Children and Young People Scrutiny Committee will consider this report at its meeting on 27 May 2016. Comments from the Committee will be reported to the Executive Councillor.

d) Policy Proofing Actions Required

Not Applicable

6. Appendices

These are listed below and attached at the back of the report	
Appendix A	Post 16 Transport Policy Statement
Appendix B	Details of community/stakeholder engagement
Appendix C	Post 16 Education Transport Support Policy – Equality Impact Assessment

7. Background Papers

The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
Post 16 Education Transport Guidance July 2014	https://www.gov.uk/government/publications/home-to-school-travel-and-transport-guidance

This report was written by David Robinson, who can be contacted on 01522 553259 or david.robinson@lincolnshire.gov.uk.

Children's Services

Post 16 Education Transport Policy Statement 2016/17

Transport policy statement for learners aged 16-18 in further education (schools, colleges and centres offering courses funded by the Education Funding Agency (EFA)) and for continuing learners aged 19 and over.

Published May 2016

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Summary of policy and main objectives

The aim of the policy is to enable every learner reaching school leaving age living in Lincolnshire to access an appropriate course of education or training to meet their education or training needs. This policy applies to further education and not higher education undergraduate study and is aimed at learners aged 16-18 years, with additional support for learners beyond the age of 18 who have disabilities and/or learning difficulties

To enable this, Lincolnshire County Council will provide or subsidise transport to the nearest Sixth Form, College of Further Education or other licensed providers over 3 miles from the student's home. A copy of college designated transport areas (DTAs) and a list of licensed providers is attached at the end of this policy statement.

This support is subject to an annual contribution by the learner of £500 (2016/17) which can be paid in three instalments of £170 by September, January and April each year, total £510 including an administration charge of £10. Details of when and how the payment may be made are given below. The contribution must be paid by all learners who qualify for transport support. There are facilities for payment by instalments and these are detailed in Section 2 below. The transport provision is one outward journey and one return journey, timed for the start and finish of the school or college day.

Transport provision made is appropriate to the location and timings of the school or college day. It may be necessary for a student to make his or her own way to and from a transport "pick-up" point.

Learners with learning difficulties and/or disabilities may require transport support beyond the age of 19 because their further education requires attendance beyond that age. In these circumstances, transport support is offered up to age 21 years and exceptionally up to 25 years of age, on the same basis as for mainstream post 16 learners. The specific needs of learners with learning or other disabilities are assessed.

The normal entitlement is to transport support for two years with additional support available to learners with a disability or learning difficulty

How and when to apply for transport

If a learner thinks they are eligible for transport support they should make their application from March. They can apply anytime from that month but if the application and payment is not made by 31 July there is no guarantee that transport will be in place for September.

Transport can be applied for online (www.lincolnshire.gov.uk/schooltransport). Alternatively forms can be completed and sent to the transport office. Help with making applications is available by ringing 01522 782020
If a parent or learner wishes to make a paper application they can also request a form from the Customer Service Centre on 01522 782020.

Details of fares, concessions, discounts, subsidies, passes and other travel arrangements available in Lincolnshire

From the County Council – Entitlement

As stated above, there is a learner contribution or charge for the provision of transport support. This is £500 for the school or college year 2016/17. The contribution may be paid in one annual payment, or in 3 instalments of £170 (total £510 including administrative costs). In order to help learners who may have difficulty finding the initial instalment in September, we will, in cases of financial difficulty accept the first payment in up to three smaller instalments. A first instalment must be paid in order to receive the travel pass. Evidence of benefit entitlement may be required.

From the County Council – Concessionary

Transport support as summarised above is available to all learners who qualify under the criteria. Spare seats on contract vehicles (non-fare paying) serving schools and colleges are available for learners who do not qualify for transport support under the policy, where there is no commercial 'fare paying' service in the

area. These are known as 'concessionary seats'. These seats are offered at the same charging rate as for entitled learners (£500 p.a. in 2016/17) although the charge is calculated on a daily basis depending on when the seat is offered. Spare seats can be applied for if a transport entitlement is refused. Please ring 01522 782020 for application details. Concessionary travel/spare seat allocation is given at the discretion of the County Council's Passenger Transport Unit (PTU) and can be withdrawn at short notice if the seat is needed for a learner entitled to transport support

From the County Council – CallConnect

Call Connect is part of the County's public transport network, but operates on a pre-booking basis to transport people from specific pick-up points to specific set-down locations. Anyone can use the service for any purpose, and thus it may be of use to some learners who do not qualify for a bus or train pass under the County's policy. The service costs no more to use than standard bus services and registration is free. Call Connect cannot be booked more than a week ahead in most cases. Details can be obtained by ringing 0345 234 3344 or 01522 553143 or from the website www.lincsinterconnect.com

From local bus operators

Provision of public transport in Lincolnshire is made largely by local bus operators, who offer services on a commercial basis. The County Council supports a number of local bus services to enable people to access services. Most operators have weekly or monthly travel card schemes, discounts and promotions and these can be confirmed with the operators directly. There is a website which can be used to find details of services: www.lincsbus.info. For travel information ring Traveline on 0871 200 22 33. www.traveline.info

From schools and colleges and other providers offering post 16 courses

Schools with sixth form provision and colleges of further education have some funding available to help students of sixth-form age (16-18) with expenses connected with their study, including travel costs. The funding, now known as '**bursary funding**' replaced the Education Maintenance Allowance (EMA) that was paid directly to students and pupils.

Bursary funding is paid to schools and colleges who decide how they are to allocate their funds. Enquiries about support for school or college travel expenses should be made directly to the schools or colleges concerned. We do not have details of specific help offered by individual colleges and advise that they be contacted directly.

The following schools, colleges of further education and independent providers below, offer courses that might qualify for transport support. To find out if transport support is available to a particular college, consult the transport policy and designated transport area (DTA) map at Appendix H (iv) of the policy (www.lincolnshire.gov.uk/schooltransport). You are advised also to contact the

college/school/centre you are interested in directly to ask about any support there might be available with transport. These are listed in alphabetical order below:

- Aegir Community School, Gainsborough Educational Village, Sweyn Lane, Gainsborough, DN21 1PB
Tel: (01427) 619360
Website: www.gainsboroughfederation.lincs.sch.uk
- Boston College, Skirbeck Road, Boston. PE21 6JF
Tel: (01205) 365701
Website: www.boston.ac.uk
- Boston Grammar Schools Federation, South End, Boston, Lincs, PE21 6JY
Tel: (01205) 366444
Website: www.bostongrammarschool.co.uk
- Boston High School, Spilsby Road, Boston, Lincolnshire, PE21 9PF
Tel: (01205) 310505
Website: www.bostonhighschool.co.uk
- Bourne Grammar School, South Road, BOURNE, PE10 9JE
Tel: (01778) 422288
Website: www.bourne-grammar.lincs.sch.uk
- Bourne Academy, Edinburgh Crescent, Bourne, PE10 9DT
Tel: (01778) 422365
Website: www.bourneacademy.org
- Branston Community Academy, Station Road, Branston, LN4 1LH
Tel: (01522) 880400
Website: www.branstonca.lincs.sch.uk
- C G Partnership (Training Projects) Limited, 8 Queen St, Market Rasen LN8 3EH
Tel: (01673) 843489
Website: cgpartnership.com
- Caistor Grammar School, Church Street, Caistor, LN7 6QJ
Tel: (01472) 851250
Website: www.caistorgrammar.com/?page_id=1303
- Carre's Grammar School Academy Trust, Northgate, Sleaford, NG34 7DD
Tel: (01529) 302181
Website: www.carres.lincs.sch.uk
- Children's Links, Holland House, Horncastle College, Mareham Road, Horncastle, LN9 6PH
Tel: (0845) 3730645
Website: www.childrenslinks.org.uk

- College of West Anglia, Tennyson Ave Kings Lynn, Norfolk PE30 2QW
Tel: (01553) 761144
Website: www.cwa.ac.uk
- Cordeaux Academy, North Holme Road, Louth, LN11 0HG
Tel: (01507) 606555
Website: www.cordeauxacademy.org
- De Aston School Academy Trust, Willingham Road, Market Rasen, LN8 3RF
Tel:(01673) 843415
Website: www.de-aston.lincs.sch.uk
- Grantham College, Stonebridge Road, Grantham. NG31 9AP
Tel: (01476) 400281
Website: www.grantham.ac.uk
- Grimsby Institute, Nuns Corner, Grimsby. DN34 5BQ
Tel: (0800) 315002
Website: www.grimsby.ac.uk
- Hill Holt Wood, Norton Disney, Lincoln LN6 9JP
Tel: (01636) 892836
Website: www.hillholtwood.com
- Kesteven and Grantham Girls' School, Sandon Road, Grantham, NG31 9AU
Tel: 01476 563017
Website: www.kestevengrantham.lincs.sch.uk
- Kesteven & Sleaford High School Selective Academy, Jermyn Street, Sleaford, Lincolnshire, NG34 7RS
Tel: 01529 414 044
Website: www.kshssa.co.uk
- Lincoln Castle Academy, Riseholme Road, Lincoln, LN1 3SP
Tel: 01522 529203
Website: www.lincolncastleacademy.co.uk
- Lincoln Christ's Hospital School, Wragby Road, Lincoln, LN2 4PN
Tel: 01522 881144
Website: www.christs-hospital.lincs.sch.uk
- Lincoln College, Student Services, Monks Road, Lincoln, LN2 5HQ
Tel: (01522) 876000
Website: www.lincolncollege.ac.uk
- Lincolnshire Regional College, Heath Road, Skegness. PE25 3SY
Tel 0800 389 0097

Website: www.grimsbyinstitutegroup.co.uk

- Lincolnshire Rural Activities Centre, Kenwick Hill, Louth, Lincolnshire, LN11 8NR
Tel: 01507 608 855
www.grimsbyinstitutegroup.co.uk
- Linkage Community Trust, Toynton Hall, Toynton All Saints, Spilsby, PE23 5AE
Tel: 01790 752449
Website: www.linkage.org.uk
- Monks' Dyke Tennyson College, Louth Campus: Monks' Dyke Road, Louth, LN11 9AW
Tel: 01507 606349
Website: www.mdtc.co
- New College Stamford, Drift Road, Stamford. PE9 1XA
Tel: (01780) 484381
Website: www.stamford.ac.uk
- North Lindsey College, Kingsway, Scunthorpe. DN17 1AJ
Tel: (01724) 281111
Website: www.northlindsey.ac.uk
- North Kesteven School, Moor Lane, North Hykeham, LN6 9AG
Tel: 01522 881010
Website: www.nkschool.lincs.sch.uk
- Peterborough Regional College, Park Crescent Peterborough, Cambridgeshire PE1 4DZ
Tel: 0845 872 8722
Website: www.peterborough.ac.uk
- The Priory City of Lincoln Academy, Skellingthorpe Road, LN6 0EP
Tel: (01522) 882800
Website: www.prioryacademies.co.uk
- The Priory Witham Academy, De Wint Avenue, Lincoln, LN6 7DT
Tel: (01522) 882929
Website: www.prioryacademies.co.uk
- Queen Elizabeth's Grammar School, West Street, Horncastle, LN9 5AD
Tel: (01507) 522465
Website: www.qegs.lincs.sch.uk
- Queen Elizabeth's Grammar School, Station Rd, Alford LN13 9HY
Tel: (01507) 462403
Website: www.qegs.co.uk

- Riseholme College, Riseholme Park Riseholme Lane, Lincoln LN2 2LG
Tel: (01522) 895290
Website: www.bishopburton.ac.uk/riseholmecollege
- Sir John Gleed School, Neville Avenue, Spalding, PE11 2EJ
Tel: (01775) 722484
Website: www.gleed.lincs.sch.uk
- Sir Robert Pattinson Academy, Moor Lane, North Hykeham, LN6 9AF
Tel: (01522) 882020
Website: www.srpa.co.uk/
- Sir William Robertson Academy Ltd, Main Road, Welbourn, LN5 0PA
Tel: (01400) 272477
Website: www.swracademy.org
- Skegness Academy, Burgh Road, Skegness, PE25 2QH
Tel: (01754) 879122
Website: www.skegnessacademy.org
- Skegness College of Vocational Training, 28 Alghitha Road, Skegness, PE25 2AG
Tel. (01754) 766611
Website: www.skegnesscollege.co.uk
- Spalding Grammar School, Priory Road, Spalding, PE11 2XH
Tel. (01775) 765800
Website: www.spaldinggrammar.lincs.sch.uk
- Spalding High School, Stonegate, Spalding, PE11 2PJ
Tel: 01775 722110
Website: www.spaldinghigh.lincs.sch.uk
- St Bernard's School, Wood Lane, Louth, LN11 8RS
Tel: (01507) 603776
Website: www.st-lawrence-special.lincs.sch.uk
- St George's Academy, Westgate, Sleaford, NG34 7PP
Tel: 01529 302487
Website: www.st-georges-academy.org
- St Peter and St Paul Catholic Voluntary Academy, Western Avenue, LN6 7SX
Tel: 01522 871400
Website: www.sspp.lincs.sch.uk
- The Deepings School, Park Road, Deeping St. James, PE6 8NF
Tel: 01778 342159
Website: www.deepingschool.org.uk

- The Eresby School, Eresby Avenue, Spilsby, PE23 5HU
Tel: 01790 752441
Website: www.eresbyspecialschool.co.uk
- The Garth School ,Pinchbeck Road, Spalding, PE11 1QF
Tel: 01775 725566
Website: www.lincolnshire.schooljotter.com/thegarh
- The Giles Academy, Church End, Old Leake, Boston, PE22 9LD
Tel: 01205 870693
Website: www.gilesacademy.co.uk
- The Grantham Sandon School, Sandon Road, Grantham, NG31 9AX
Tel: 01476 564994
Website: www.sandon.lincs.sch.uk
- The John Fielding Community Special School, Ashlawn Drive, Boston, PE21 9PX
Tel: 01205 363395
Website: www.johnfieldingschool.co.uk
- King Edward VI Grammar School, Edward Street, Louth, LN11 9LL
Tel: 01507 600456
Website: www.kevigs.org
- The King's School, Brook Street, Grantham, NG31 6RP
Tel: 01476 563180
Website: www.kings.lincs.sch.uk
- Lincoln St Christopher's, Hykeham Road, Lincoln, LN6 8AR
Tel: 01522 528378
Website: www.lincolnstchristophers.com
- The Priory Academy LSST, Cross O'Cliff Hill, Lincoln, LN5 8PW
Tel: 01522 889977
Website: www.prioryacademies.co.uk
- The Priory Ruskin Academy, Manthorpe Site, Rushcliffe Road, Grantham, NG31 8ED
Tel: (01476) 410410
Website: www.prioryacademies.co.uk
- The Queen Elizabeth's High School, Morton Terrace, Gainsborough DN21 2ST
Tel: (01427) 612354
Website: www.qehs.lincs.sch.uk
- Skegness Grammar School Vernon Road, Skegness, PE25 2QS
Tel: (01754) 610000

Website: www.sgs.lincs.sch.uk

- St. Francis Community Special School, Wickenby Crescent, Lincoln, LN1 3TJ
Tel: (01522) 526498
Website: www.st-francis.lincs.sch.uk
- Willoughby School, South Road, Bourne, Lincolnshire. PE10 9JD
Tel: (01778) 425203
Website: www.willoughby.lincs.sch.uk
- University Academy Holbeach, Park Road, Holbeach, Spalding PE12 7PU
Tel: (01406) 423042
Website: www.universityacademyholbeach.org
- Walton Girls' High School and Sixth Form, Harlaxton Road, Grantham, Lincolnshire, NG31 7JR01476 563251
Tel: (01476) 563251
Website: www.waltongirls.co.uk
- William Farr Church of England Comprehensive School, Lincoln Road, Welton, LN2 3JB
Tel: (01522) 866900
Website: www.williamfarr.lincs.sch.uk
- YPLP, Earlesfield Centre, Trent Road, Grantham, Lincs, NG31 7XQ
Tel: 01476 592169
Website: <http://www.lincolnshire.gov.uk/yplp>

Transport support arrangements for learners who reach the age of 19 whilst continuing on a course

Providing the student or pupil had not reached his or her 19th birthday before the course began (a date of 1st September is used to determine the notional start date of a course), and remains otherwise eligible for transport, the support will be continued for the remainder of the school or college year, if the student has not received two years of transport support.

For learners with learning difficulties and/or disabilities, transport support may be offered until they are 21 years, or 25 years if needed to complete an appropriate course of study begun before the age of 19 years. Transport is provided at the beginning and end of the school/ College day.

Transport support for learners with learning difficulties/disabilities (LLDD)

Learners with learning difficulties and/or disabilities (LLDD) are individually assessed for transport needs, and appropriate arrangements are made to ensure that their specific needs are met. The provision of transport is subject to an annual contribution from the learner of £500 (2016/17). This contribution may be paid in instalments. (See section 3 above).

Transport support for learners with learning difficulties/disabilities is available under the policy until they are 21 years, or 25 years if necessary, in order to complete an appropriate programme of study.

Apprenticeships and internships

The County Council's post 16 transport support policy does not apply to apprenticeships or internships. For information on support in respect of apprenticeships, contact your apprenticeship provider or the website:

www.apprenticeships.org.uk

Wheels to work and training

Lincolnshire County Council is supporting a county wide 'Wheels 2 Work' (and to training) initiative run by 'Access your Future' from September 2010. Wheels 2 Work is a scheme to provide transport (normally mopeds, but also scooters and electric bicycles) for those who otherwise could not access work or training.

The scheme will be run as a social enterprise and will assist existing post 16 students who have genuine transport needs (which will be assessed before entry on to the scheme is agreed) and to help reduce the number of young people not in education, employment or training (NEETS) in the county. Please note that capacity is limited. For details of the scheme, look on the Website at www.access-your-future.com.

How entitlement to transport support is assessed

When we receive an application, we determine entitlement against the criteria. If the learner is going to his/her nearest and/or designated sixth form or college, and the sixth form or college is more than three miles from the home, he/she will qualify for transport support. Subject to the contribution being paid, transport support, in the form of a bus or train pass, or other form of support, will be provided.

We will consider any application made, and we recommend that anyone who thinks they might be entitled to transport support should apply.

We will respond to your application by writing to the applicant's address confirming entitlement to transport support, and enclosing details of when and how payment of the learner contribution can be made. This payment can be made in a single payment or in instalments. (See section 3 above). After an arrangement to pay the contribution has been made the travel details and pass are sent out. If transport support is refused an opportunity to appeal against the decision is given.

Independent Travel Training/Mobility training

Mobility and independence with travel training is available to eligible students who have difficulty with transport. Applications for help should be made either to the County Council - ring (01522) 782020 or speak to the Student Services Officer or Head of Sixth Form at the school or college. The aim of the training and support is to help bring about the confidence and develop skills needed to travel independently.

Specialist Courses

The policy of the County Council is to offer transport support to young learners, to their nearest or transport designated sixth form or college. Designated transport areas (DTAs) are areas drawn round colleges and schools indicating a transport entitlement, subject to living more than 3 miles from the sixth form or college.

Transport support is not offered to a school or college that is not the nearest or designated one for the students address, and account is not taken of preferred courses or specialist courses, which are not available at the nearest or designated college or school.

There is limited transport support available to access some specialist courses delivered from Riseholme College. These are currently:

- Agriculture (Level 2 or above)
- Environmental Studies (Level 2 or above)
- Horticulture (Level 2 or above)
- Arboriculture (Level 2 or above)
- Equine Management (Level 2 or above)

Transport support is also available under the policy to students following courses in:

- Access to Music (Lincoln only)
- Year 12 and Year 13 students attending the Lincoln University Technical College (Lincoln UTC) until July 2016 when this support ends.

All of the above are supported if the distance criterion is met, i.e. the distance from home to college is over three miles, and the student contribution is paid.

Help with travel support outside the Local Authority Area

Transport support is offered on the basis of the policy criteria stated above to a school college or other further education institution that is outside the LA boundary if it is the nearest or designated school or college to the student's home address.

Lincolnshire based learners living in areas bordering other local authority areas are thus able to travel to centres beyond the Lincolnshire border if it is the nearest appropriate school or college to access a course, and the travelling time is reasonable (up to 75 minutes per journey). The designated transport areas (DTAs) for colleges are shown on a map at Appendix G of the Policy Document.

Appealing against a refusal to offer transport support

If transport support is refused (which should be given as a decision in writing, with a reason), an applicant is entitled to appeal the decision by asking for a review. A refusal to offer transport support will be based on the fact that one or more of the criteria has not been met. Details of how to appeal are given in the letter notifying the decision. Help in appealing a decision and advice on evidence required can be requested by ringing (01522) 782020.

Contact us

You can contact us in a number of ways, detailed below.

For information and queries on ***transport entitlement***:

Education Transport Service
County Offices
Newland
LINCOLN
LN1 1YL

Tel: 01522 782020

Fax: 01522 516054

Email: schooltransportapplications@lincolnshire.gov.uk

For information and queries on the ***transport that has been provided***, tickets etc:

Passenger Transport Unit
Lincolnshire County Council
Crown House
Grantham Street
LINCOLN
LN2 1BD

Tel: 01522 782020
Fax: 01522 568735
Email: ptu@lincolnshire.gov.uk

For Main Office and Switchboard (***all County Council services***)

Lincolnshire County Council
County Offices,
Newland,
LINCOLN
LN1 1YL

Tel: 01522 552222
Fax: 01522 516137
Minicom: 01522 552055
Email: customer_services@lincolnshire.gov.uk

Appendix B

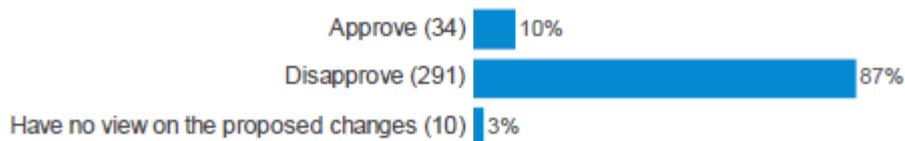
Transport Changes

Transport Changes

This report was generated on 03/21/16. Overall 336 respondents completed this questionnaire. The report has been filtered to show the responses for 'All Respondents'.

The following charts are restricted to the top 12 codes. Lists are restricted to the most recent 100 rows.

To help us make a decision about the charge for post-16 transport over the next two years, please tell us what you think by ticking the relevant box below and leaving your comments. Do you?



Please give us your views:

The increase is £82 from this current year with a further £70 for the 17/18 year. The level of service could be improved and a safer PUDO for the children.

16-18 year olds now have to be in education where it was compulsory before, therefore the bus should be government funded like it is from 4 yrs - 16. They have no choice but to stay on in some form of education so why should parents pay the penalty and be charged a horrific amount of money when the buses run anyway for up to 16 year olds to the school.

Approve conditionally, The case as proposed is fine for any student travelling to their nearest sixth form/ college, however,,if they choose to go to a different schools incurring higher travel costs then these should not be subsidised but charged accordingly.

I think if children have to be in secondary education the government should provide transport. If even if the daily rate is competitive and fair it will still put enormous pressure on family's..

If it is a legal requirement to stay in education until the age of 18, how is it fair to charge people for this?

My daughter travels from sutton bridge to Holbeach daily and the proposed new cost will save me pence per day so I will buy her a weekly ticket from the bus company

I Disapprove of the increase to bus fares for Children travelling to school because I think if they have to stay in Education now transport should be provided for them.

A better installment plan over 12 months by DD would be beneficial with 1 Annual ticket being printed for payers via DD.

I feel that now it is compulsory for pupils to stay in education until 18 years old - that transport to further education should be free for all students.

We believe all education should be encouraged and therefore transport should be free. Plus all children should be in education even if they have an apprenticeship, until they are 18 years old by law now. Therefore transport must be free, as it is for primary and secondary school children. But, if you must have to pay, most children are only doing 3 days a week at college, so why should we have to pay for 5 days worth of transport, paying for two days that are not actually on the bus? or train?

County Council have to make cuts due to Government policy. I was grateful she had transport for 11 years which must have saved money and time for me.

Transport Changes

Please give us your views:

Bus route G78. The price increase wouldnt be so bad if - a) The bus turned up! On four occasions since September I have had totake my child to school as it hasnt arrived. b) If it got to the Grammar School on time. My child is usually just walking in the gates when the bell rings. Since the High/Grammar buses have merged the bus leaves ten minutes later form Donington though it is supposed to arrive at the same time. As when my older child attended, I shall not rely on it at exam times. This somewhat defeats the purpose of paying £500 dont you think?

since many have no other option other than to go to school the government should help more with transport costs. This September I will have two Children in post 16 education thus costing me £1010.00 a year this is will cause us a problem.

A 19% increase from the previous and then a further 14% increase the following year is disgusting for my daughter to carry on her education and succeed in her future. Is the service going to increase by the same % are they going to be more reliable and most of all pleasant?? Are they having newer busses that accommodate all the students! Wasn't the RPA a government decision?? How are they supporting this by making the students pay more money??

1. Because staying at school /in fulltime education is compulsory until the age of 18. 2. Our nearest Sixth Form school is just 6-7 miles away-fee therefore should be lower than for those who travel from much further away. 3. Fee should remain same for 2 sixth form years at least, for those who live & go to their designated school. 4. Different payments should be levied according to distance travelled.

What is most displeasig is that with the RPA being 18 all children have to be in further education to age 18. Therefore as in full time education - they do not earn are effectively children under the schooling system, but not classed as such under the Council's transport policy. The government policy and Council's policy sholud make both being 18. Your statement "these channages do not affect any entitlement under the council's policy" speaks volumes of the mismatched policies.

Thats a 17% increase in the cost. When Tax Credits are increased by 17% I'll be more than happy to pay the increase, until then, this is diabolical especially as government says my child must be in education until 18. Make increase in proportion to increase of tax credits or benefits.

I think having to pay to attend desigated school is a disgrace. My son has been travelling on the same transport since starting school (he is now 13) and I now have to pay for him to attend his local school.

19% increase, please try to manage your money better!

It would be cheaper for me to drive my child to school each day. However I am unable to because I have another child at another school. What's appalling is that the prices are being increased so much!

Although it is a considerable jump in price per year for student at 16 plus in college education it is still considerably cheaper than the private daily bus charge. If my son used these, it would cost me approximately £200 per month and would make the costs to send him to full time college education difficult.

we already have a huge amount to pay out of our own pocket, young people already struggle enough to afford to pay for the equipment, resources and transport to be able to fund their education. increasing prices is unfair and would discourage more students to not attempt further education after their GCSEs.

you shouldn't have to pay anything while your child is in full time education nothing has changed since year 11 so should still be entitled to a free bus pass.

Children have to stay in education post 16 so we have no choice but to pay, plus I dont think this increase is reasonable.

Working in the NHS, I have received no increase year on year in line with current rates, therefore every penny counts.

In my opinion there should be no charge at all for the provision of post 16 transport to and from sixth form for all under 18s as they are compelled to attend full time education up until this age. Therefore why should there even be a charge as they are in the same financial situation as they were age 11-16 even when attending the catchment school when it was free of charge.

Transport Changes

Please give us your views:

As a single parent, I already find it expensive to send my child to sixth form, the government wants them to stay in education but then doesn't subsidise families that need extra help!

I feel that the government should pay the costs as they have said students have to be in education for at least an extra year. This year my daughter got funding for her bus pass, if next year she doesn't then she won't be able to do the next level as I won't be able to fund the bus money.

Students who have to stay in education from ages 16-18 should not have to pay for this as it is the law, also those who cannot afford the fees may be limited with their education.

seems reasonable

How can we expect students to want to travel to college and sixth form establishments if they cannot afford to get there. You will be creating a generation of people who lack qualifications and therefore lower their job prospects.

I understand the Council's difficulties and appreciate that they subsidise transport. However, I have two girls at the High School, one post 16 and one who may soon have to pay for her transport too - this is a serious situation and one many parents may not be able to manage.

This does not constitute support for all young people to continue their education. They are not working. This relies on parental support. If a parent has two children in sixth form this is a huge amount of money. If children are going to be required to be in education post 16, they should have the same rights as other children who also attend for their education.

It is outrageous that bus fares are rising by 20% when wages are rising by about 1%. This service is vital if students are to realise their true potential by accessing the education that is their right.

I think they should rise the money bit higher specially for students like myself what travel from Sleaford to Lincoln 10.10 every three days a week.

It will make it expensive for families sending children to school, particularly those already paying bus fares for pre-16 siblings and may limit the choice of schools they can afford to attend.

Proposed increase is extreme and may cause hardship and anxiety, especially to those with more than one child to pay for.

Cost of transport for educational reasons should not be subject to huge increases. Students should have the option of selecting the best school to meet their needs and if this means they are prepared to travel to ensure this, then we should respect those carefully considered decisions. I have worked in education for two decades and know that if a young person makes such a choice it is for good reason.

As the government has made it law for children to stay in school or some sort of education until they are 18 I believe that free school transport should continue until they leave!!! So therefore I think any kind of increase is disgusting especially for families on low income how are these people supposed to pay & even if they are not on low income they still shouldn't have to pay.

I totally disapprove of the increase fares on the concessionary transport. The government have made it law that 16 year olds must stay in education until they reach the age of 18. So therefore they should provide funding towards the travel. My daughter will have to pay the above ad at times she has to stand for her entire journey.

It is a lot of extra money. Also I don't think post 16 students attending a special school should pay at all if they cannot use public transport safely. Or in a wheelchair and severe disabilities as need specialist transport assistance.

If children are required to stay in education post 16, surely transport should remain free. Having more than one child post 16 makes it even more difficult to afford even with parents in employment.

If it is mandatory for everyone under 18 to be in some kind of education, then they cannot expect us to pay for a decision they made. For parents with more than one child, the fee for both is especially unreasonable.

Transport Changes

Please give us your views:

Disgusted! How are minimum wage families meant to pay this when they are living on the bread line anyway. As it is my daughter has to stand up on her school bus due to not enough seats! The government are making our children stay in further education till they are 18 and now trying to charge all this for a bus pass my daughter wont even use every day of the week or all year round. Its appalling!

I had two students in Sixth Form and struggled to pay for one child, let alone two. In fact one child had to cycle a 5 mile dangerous route as we could no longer afford to pay this cost. This fee also disadvantages parents who do not live within walking distance of their nearest school.

I don't agree with having to pay at all, seeing as my daughter gets the same bus as all the other students, the bus isn't always reliable and I find it not particularly good value for money

Young people have to have transport to get to education facilities and with the new legislation many more are doing so. The government should find this transport otherwise children and parents may make decisions based on cost instead of what is best for that child. Fuel costs have clearly been reducing for providers. This is yet another example of attacking low income families, already meagre incomes - so lets withdraw charitable status of private schools as a cost saving measure and redistribute the wealth. By making it more expensive to pay in instalments you are again penalising less wealthy parents.

Despite the rise in price, you've got to agree that the service is still good value for money, being able to pay in seven installments may soften the blow of the price increase.

The increase is far too much. You can no longer leave school at 16 year to find employment therefore you have to stay at school or go to college. Transport is already expensive and those that cannot afford to pay in one go are charged more for making installments.

The reason for this is that though there is no legal duty to supply school transport for post 16 students, this is purely due to legislation not catching up with updated legislation on students attending sixth form, college or apprenticeships. This does not mean that due to strains placed on local government by central government that students and families are legally obliged to pay for school journeys as further education is mandatory in some form then the cost for transport also should be borne by councils. The cost of public transport for student is vastly disproportionate as the cost of a return journey from Lincoln to Skegness is £8.50, that is 84 miles that equates to just under 10p per mile. The cost per mile from my home to William Farr School is 6 miles return applying your costs this equates to 37p per mile, this is 27 p per mile more (current rates) proposal increasing to 44p per mile. Considering the government whether local or central is legally obliged to supply education

This is prohibitively expensive now. I will have a 16 yo and an 18 in post 16 education from September both requiring a bus pass and I don't think we will be able to afford both.

i cant afford this, even as monthly installments, this will effect my chances of completeing my education

i dont have that sort of spare money lying about, i struggle with it at the minute, i dont want to struggle even more

I am already having problems meeting the cost of travel any increase would cause serious financial difficulty

As we are both pensioners the increase will still be a big help.

Education is compulsory for all children up to the age of 18. The fee is far too high, the busses are running to the schools, why should children aged 16 plus be penalised. Prescriptions etc are still free up to 18 years, why shouldnt transport be.

I disagree with having to pay for my son's buspass as he has to stay in education until he's 18, so I feel he should still be entitled to a free buspass as he was for the first five years of his schooling. Also, I struggle to find the money to pay for his bus pass at the moment and he still has another year of school.

Transport Changes

Please give us your views:

I feel the transport should be free since children are not given the choice to go into the workplace between 16 and 18, most jobs with decent pay/pension require some sort of post 16 qualification. Additionally if they do not pass English and Maths with a GCSE grade C they are made to stay on another year. In the meantime the parents (especially lone parents like myself) struggle on trying to manage paying extra for school transport. Also why take three payments? What is wrong with monthly payments that are far easier for people on a low income to manage and plan for. The bus service is not good either, the Horbling bus rolls up at the end of the school day at 4.15pm - 45 minutes after school finishes. I hear it does a previous journey before, my children do not get home until 4.50pm and still have homework, only to be up at 6.30am to be ready to catch the 7.35 bus. If it was a good bus service it would be dedicated to getting the children to school and back in a timely manner.

Savings should be found somewhere else.

It is not our fault that we live in rural Lincolnshire and the government have mandated children must complete further education. There is no 6 form within 15 miles of our home. In addition to increase costs when the government gives so much to foreign aid and migrants is beyond me.

This is the closest 6th form for my child, so feel it should come under the free remit, especially as it is no longer an option to stay on in education.

I disapprove as I resent having to surrender my child benefit money for travel for my child when they are still in full time education. On speaking to some parents, it seems we may not use this service next year if these charges go ahead as we may car share to take the children to school and allow them to get the train home as they will be allowed to leave the premises when their studies end. With their railcards this means the train will be a cheaper option next year. Parents with children approaching 6th form in September have not been informed of these proposed charges and the ones I have spoken to have been shocked by the price hike as ultimately this affects them too, I think they should have been allowed to air their views - not that it will make much difference, as these things tend to go ahead anyway.....

I have twins going to sixth form, this is going to result in a bill of around £1000. We are a low income family and this is going to be a huge struggle.

The fees are already too high and it is unfair to penalise people because they live in a rural area. Education should be free and these constitutes a charge for accessing education.

It is not our choice for the students to stay on in further education until they are 18 so I don't think parents should have to pay that amount. I think the government should pay towards it

I do not approve of an increase in the costs at all. I do not approve of the fact that we have to pay at all - the bus goes past the house and picks up other children in lower years and we now have to keep our children in education until they are 18, it is not a choice thing.

I do not see why we have to pay for a bus to get the kids to college when by law they have to be in education till they are 18. They do not charge to get them to secondary school.

My son travels by bus to sixth form at Branston, on which he has travelled for the past five years. As the bus is running anyway and students are obliged to attend post 16 education services, I struggle to see why the charge is in place.

I strongly disagree with the proposed increase. The council should be challenging central government for extra funding to the transport budget, so students are able to continue their education. Students now have to be in full time education of a sort, due to Government legislation. In an ideal world it would be fantastic especially in a rural area, where commercial buses are sadly a rarity, due to cutbacks on public transport, that travel was free for children. On a positive note, many thanks, to all your drivers, for getting our children safely to school.

As it is compulsory education and she has taken the bus since year seven I think it should be free. I have to pay in monthly installments as I cannot afford the current price, not sure what I would do with a price increase.

Transport Changes

Please give us your views:

Why so expensive? Who thought of that amount of money, physically I cannot afford that extra £70 for my bus pass, I have to travel and paying everyday will work out just as much!

My son is currently in the sixth form. We live in a rural area and have no choice but to use public transport. As the government insist on some form of post 16 training I feel the cost of transport should be subsidised. If costs are raised it could also be counterproductive with students finding other ways to get to school such as car sharing in upper sixth form. In this case county will be paying bus companies to run buses that aren't full.

As children have to remain in education until age 18 I think they should have free bus travel to school. Next year I will have two children in sixth form and £1,000 is too much money.

I disapprove strongly with the proposed increase in charges by 20%. I suspect that that is why you refrained from using a percentage increase. Do you think the public are stupid! If you wish to save money on transport costs, reduce the mileage allowance counselors, officers and staff receive. Fuel prices have fallen dramatically and I would have thought your financial strategists would have been on the that like a shot. But no, hit the kids transport. Reduce members allowances too, set an example, show how you, the members realise the need to reduces costs. If you HAVE to increase the charges then make the reductions I have suggested and then increase the charges by 4%, that I suggest is a much fairer way of progressing.

post 16 transport for education should be free for all. It should definitely be free for anyone with special educational needs, who have a very limited choice as to where they can undertake post-16 studies.

i think poeple at the age of sixteen should pay a childs bus fair because we are not adults until we are eighteen

This is a big proposed increase. This will discourage 16-18 year olds from taking higher education options. This age group ia already undervalued and receive little or no assistannce. Look at options to make the service more efficient - multiple busses go to the same destination from our village. Village residents receive precious little else form the council - bad lightins, roads, services - this is one of the only benefits village residents have to help their families.

We live in a widely dispersed community. Students are to be encouraged to continue into post 16 education. Any increase in costs to families to access any educational opportunity will only add to the pressure in families struggling financially to discount any course and provider requiring transport, and so undermine opportunities for social mobility offered by the likes of King Edward VI Grammar in Louth.

I understand that these fees need to go up, and to be honest I was expecting the increase to be greater. It is still going to be cheaper than having to pay for the bus fare every day and there is a bursary fund to help if on a low income. I do think the rules need to change for who is allowed free transport from the government.

I disagree with the proposal! Last year when I discovered I had to pay for transport I asked why as my daughter is required to remain in school until she is 18 and would be using the existing transport provided for the non sixth formers. I was directed to the Department of Education being told it was down to them. They responded by saying the local authority governed the transport and costings. The proposed rise would see an increase of 36% over the two years which for a parent who will when this comes into effect have 2 children remaining in sixth form as neither wish to progress to a vocational college course or apprenticeship. This will mean an outgoing of £1000+ per year from our household budget. I note you compare this with the MegaRider but what you fail to mention is that allows the use of transport outside of the school attendance times. which is not the case for this service.

Transport Changes

Please give us your views:

It is also worthy of note that my children currently use a service bus which is a scheduled route open to both the public and pupils as such is not put on as a special. Also those other services in my local area already provide transport to the non sixth form pupils so the route would be required to run regardless of whether sixth formers use it or not. As a public sector worker I am well aware of the need for organisations to save money and generate income but feel that hitting Children who are required by law to remain either in school or training is inappropriate.

It is an awful lot of money to find when education is now compulsory for this age group.

Pupils have to either stay in full time education or apprenticeship at the age of 16 and to have the huge hike in bus fayre is appalling, in September I will have 2 children in sixth form and I feel that this is an awful lot of money you have to find extra

Working for local government myself, I appreciate the difficulties and pressures that councils are under but the proposed figures are a substantial increase, and will cause more financial pressures for parents. We live in Skellingthorpe and our son attends North Hykeham Joint 6th form. There is no direct bus route there.

I feel I pay enough already for transport. My daughter travels a relatively short distance compared to many students and only for four days a week.

I appreciate that travel to/from school is heavily subsidised but I think the proposed increase is a massive leap in price. The table of commercial fares is not a particularly helpful example of what a bargian school transport is as my child's journey is ten minutes from Sudbrooke to Welton where as lots of those in the table are much longer. I have three other children in education and in the future prices for transport to our local sixth form may impact on the choices they make.

I believe this is very expensive however I do understand the pressure on budgets.

Lincolnshire County Councillors have received a 23% increase in their allowances in the last financial year. On top of that they have increased the council tax. They should not expect parents to pay more for their travel in such a rural area.

A 19% increase from the previous year and then a further 14% increase the following year for my daughter to carry on with her education. Is the service going to increase by the same percentage. Wasnt the RPA a government decision?

Education is compulsory till 18 years. These charges are profiteering from young people who live in a rural area with no other way of getting to school! Disgusting that a £500 a year charge or more money just for paying in installments. Freedom of info Act - can we be told how much the tender for coaches are? Unfair as kids dont travel same distance how can you charge kids standard amount same travel 15 minutes (Cowbit) you charge same travel one hour fifteen minutes (Sutton Bridge). Where does South Lincolnshire ever appear on LCC info!! We miss out on so much down in the far south.

We disapprove in the recent price increase and feel that it is very expensive for a short bus journey.

I am already finding it hard to pay the current amount for my daughter and to increase it is an insult. She travels on a normal bus service that is overcrowded, late on many occasions. I notice that in the info for bus, train costs, none of it covered Boston-Spalding areas, is this a tactic to scare parents? With council tax going up, children should be a priority for their education.

In this period of very low inflation with fuel prices at an all time low, we see no justification for an increase. Moreover there ought to be a reduction!

Seems an excessive amount to pay when has been using bus for last five years free of charge and being forced to stay on at school.

We think that as our child has to stay in school till 18 they should have travel included. £500 is a lot of moey to find extra and basically to travel 3 miles it would be cheaper to take a service bus.

Whilst I understand that Councils have to cut costs and make savings, why is it always families and workers who have to suffer and dig into earnings, why not hit pensioner free bus passes or taxi fares for overweight benefit users to go to gyms. Parliament changed laws for age to go up and should have allowed for extra transport in budgets.

Transport Changes

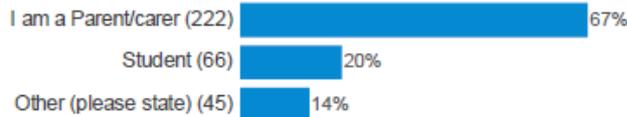
Please give us your views:

Children are expected to stay in school or education of some sort until they are 18. Surley the county council should pay for this or give us help with the extremely high costs that are now increasing.

It is because school is not optional for students under the age of 18.

It is now the law that we attend some form of education util our 18th birthday, and we already subsidise Lincolnshire County Council by having to pay extra for school equipment even though I understand that all services are having to cut their budgets , I strongly feel that education is fundamental for children to achieve their full potential, and some families will struggle to meet the new demands which will affect their children's future.

I do not agree that I should have to pay anything towards school transport what so ever. Schooling is compulsory and transport should be included free..



Lecturer

Teacher

Was a parent - son now at Uni - it was crippling me to pay the costs two years ago

Teacher

FE Lecturer

Member of public

College staff

Support staff

I work at Boston College as an Administrator

Have family in education.

6th Form Administrator

Parent of post 16-18 year olds

Lecturer

Post 16 Provider Staff - concerned at impact on students

Member of the public

Staff

Staff

Secondary school pupil

College staff

Grandparent

Lecturer

Education professional

Lecturer

Student, I no longer live with parents and now live on my own with my infant child

Please attach my email sent from

u

Transport Changes

School Governor

Director of Sixth Form

Student/ carer

College lecturer

Careers Adviser

School

Teacher

careers adviser

work in education

Post 16 children who attend special schools should be exem Be free. They can not use public transpor

Teacher

Staff

Teacher

teacher

Equality Impact Analysis to enable informed decisions

The purpose of this document is to:-

- I. help decision makers fulfil their duties under the Equality Act 2010 and
- II. for you to evidence the positive and adverse impacts of the proposed change on people with protected characteristics and ways to mitigate or eliminate any adverse impacts.

Using this form

This form must be updated and reviewed as your evidence on a proposal for a project/service change/policy/commissioning of a service or decommissioning of a service evolves taking into account any consultation feedback, significant changes to the proposals and data to support impacts of proposed changes. The key findings of the most up to date version of the Equality Impact Analysis must be explained in the report to the decision maker and the Equality Impact Analysis must be attached to the decision making report.

****Please make sure you read the information below so that you understand what is required under the Equality Act 2010****

Equality Act 2010

The Equality Act 2010 applies to both our workforce and our customers. Under the Equality Act 2010, decision makers are under a personal duty, to have due (that is proportionate) regard to the need to protect and promote the interests of persons with protected characteristics.

Protected characteristics

The protected characteristics under the Act are: age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; sexual orientation.

Section 149 of the Equality Act 2010

Section 149 requires a public authority to have due regard to the need to:

- Eliminate discrimination, harassment, victimisation, and any other conduct that is prohibited by/or under the Act
- Advance equality of opportunity between persons who share relevant protected characteristics and persons who do not share those characteristics
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The purpose of Section 149 is to get decision makers to consider the impact their decisions may or will have on those with protected characteristics and by evidencing the impacts on people with protected characteristics decision makers should be able to demonstrate 'due regard'.

Decision makers duty under the Act

Having had careful regard to the Equality Impact Analysis, and also the consultation responses, decision makers are under a personal duty to have due regard to the need to protect and promote the interests of persons with protected characteristics (see above) and to:-

- (i) consider and analyse how the decision is likely to affect those with protected characteristics, in practical terms,
- (ii) remove any unlawful discrimination, harassment, victimisation and other prohibited conduct,
- (iii) consider whether practical steps should be taken to mitigate or avoid any adverse consequences that the decision is likely to have, for persons with protected characteristics and, indeed, to consider whether the decision should not be taken at all, in the interests of persons with protected characteristics,
- (iv) consider whether steps should be taken to advance equality, foster good relations and generally promote the interests of persons with protected characteristics, either by varying the recommended decision or by taking some other decision.

Conducting an Impact Analysis

The Equality Impact Analysis is a process to identify the impact or likely impact a project, proposed service change, commissioning, decommissioning or policy will have on people with protected characteristics listed above. It should be considered at the beginning of the decision making process.

The Lead Officer responsibility

This is the person writing the report for the decision maker. It is the responsibility of the Lead Officer to make sure that the Equality Impact Analysis is robust and proportionate to the decision being taken.

Summary of findings

You must provide a clear and concise summary of the key findings of this Equality Impact Analysis in the decision making report and attach this Equality Impact Analysis to the report.

Impact – definition

An impact is an intentional or unintentional lasting consequence or significant change to people's lives brought about by an action or series of actions.

How much detail to include?

The Equality Impact Analysis should be proportionate to the impact of proposed change. In deciding this asking simple questions “Who might be affected by this decision?” “Which protected characteristics might be affected?” and “How might they be affected?” will help you consider the extent to which you already have evidence, information and data, and where there are gaps that you will need to explore. Ensure the source and date of any existing data is referenced.

You must consider both obvious and any less obvious impacts. Engaging with people with the protected characteristics will help you to identify less obvious impacts as these groups share their perspectives with you.

A given proposal may have a positive impact on one or more protected characteristics and have an adverse impact on others. You must capture these differences in this form to help decision makers to arrive at a view as to where the balance of advantage or disadvantage lies. If an adverse impact is unavoidable then it must be clearly justified and recorded as such, with an explanation as to why no steps can be taken to avoid the impact. Consequences must be included.

Proposals for more than one option If more than one option is being proposed you must ensure that the Equality Impact Analysis covers all options. Depending on the circumstances, it may be more appropriate to complete an Equality Impact Analysis for each option.

The information you provide in this form must be sufficient to allow the decision maker to fulfil their role as above. You must include the latest version of the Equality Impact Analysis with the report to the decision maker. Please be aware that the information in this form must be able to stand up to legal challenge.

Background Information

Title of the policy / project / service being considered	Post-16 Transport Policy	Person / people completing analysis	School Services Transport Team
Service Area	School Services, Transport Services	Lead Officer	David Robinson, School Services Commissioning Manager
Who is the decision maker?	Councillor Mrs Bradwell	How was the Equality Impact Analysis undertaken?	Office based discussion within School Services Transport Team. Review of existing service users and potential users from in-house knowledge and existing transport users database.
Date of meeting when decision will be made	01/06/2016	Version control	1.0
Is this proposed change to an existing policy/service/project or is it new?	Existing policy/service/project	LCC directly delivered, commissioned, re-commissioned or de-commissioned?	Commissioned
Describe the proposed change	A proposed change to the charge to parents/carers of students of sixth form age for their contribution towards the cost of home to school/college transport. The amended charges would take effect from September 2016 for the academic year 2016/17 and from September 2017 for the academic year 2017/18. The Policy remains the same. This is not a proposed change to the policy. The cost to the student/parent/carer is proposed to rise from £418 (£423) per annum to £500 per annum in 2016/17 and £570 per annum in 2017/18		

Evidencing the impacts

In this section you will explain the difference that proposed changes are likely to make on people with protected characteristics. To help you do this first consider the impacts the proposed changes may have on people without protected characteristics before then considering the impacts the proposed changes may have on people with protected characteristics.

You must evidence here who will benefit and how they will benefit. If there are no benefits that you can identify please state 'No perceived benefit' under the relevant protected characteristic. You can add sub categories under the protected characteristics to make clear the impacts. For example under Age you may have considered the impact on 0-5 year olds or people aged 65 and over, under Race you may have considered Eastern European migrants, under Sex you may have considered specific impacts on men.

Data to support impacts of proposed changes

When considering the equality impact of a decision it is important to know who the people are that will be affected by any change.

Population data and the Joint Strategic Needs Assessment

The Lincolnshire Research Observatory (LRO) holds a range of population data by the protected characteristics. This can help put a decision into context. Visit the LRO website and its population theme page by following this link: <http://www.research-lincs.org.uk> If you cannot find what you are looking for, or need more information, please contact the LRO team. You will also find information about the Joint Strategic Needs Assessment on the LRO website.

Workforce profiles

You can obtain information by many of the protected characteristics for the Council's workforce and comparisons with the labour market on the [Council's website](#). As of 1st April 2015, managers can obtain workforce profile data by the protected characteristics for their specific areas using Agresso.

Positive impacts

The proposed change may have the following positive impacts on persons with protected characteristics – If no positive impact, please state '*no positive impact*'.

Age	<p>All entitled students would have to pay an increased contribution towards transport costs. The users of the service are primarily year 12 and 13 school students (16 – 18 years of age), but also LLD learners aged to 25.</p> <p>The purpose of the proposed increase is to reduce the subsidy needed from the Council, in order to make the policy more sustainable in the near future in a climate of severe pressure on the education transport budget.</p>
Disability	<p>All entitled students would have to pay an increased contribution towards transport costs. The users of the service would have to pay this regardless of recognised learning difficulties and/or physical disability.</p> <p>If the charge is increased (thereby reducing the cost to LCC of providing this service) the service will become more sustainable in a climate of severe pressure on the education transport budget.. The cost of the transport to students with disabilities and/or learning difficulties will remain a flat rate cost across the county and is affordable for students and parents.</p>
Gender reassignment	<p>All entitled students would have to pay an increased contribution towards transport costs. The users of the service would have to pay this regardless of gender reassignment.</p> <p>If the charge is increased (thereby reducing the cost to LCC of providing this service) the service will become more sustainable in a climate of severe pressure on the education transport budget.. The cost of the transport to students who have undergone gender reassignment will remain a flat rate cost across the county and is affordable for students and parents.</p>
Marriage and civil partnership	<p>All entitled students would have to pay an increased contribution towards transport costs. The users of the service would have to pay this regardless of marriage and civil partnership.</p> <p>If the charge is increased (thereby reducing the cost to LCC of providing this service) the service will become more sustainable in a climate of severe pressure on the education transport budget . The cost of the transport to students will remain a flat rate cost across the county regardless of marriage or civil partnership and is affordable for students and parents.</p>
Pregnancy and maternity	<p>All entitled students would have to pay an increased contribution towards transport costs. The users of the service would have to pay this regardless of pregnancy and maternity.</p> <p>If the charge is increased (thereby reducing the cost to LCC of providing this service) the service will become more sustainable in a climate of severe pressure on the education transport budget. The cost of the transport to students will remain a flat rate cost across the county regardless of pregnancy and maternity and is affordable for students and parents.</p>

Race	<p>All entitled students would have to pay an increased contribution towards transport costs. The users of the service would have to pay this regardless of race.</p> <p>If the charge is increased (thereby reducing the cost to LCC of providing this service) the service will become more sustainable in a climate of severe pressure on the education transport budget. The cost of the transport to students will remain a flat rate cost across the county regardless of race and is affordable for students and parents.</p>
Religion or belief	<p>All entitled students would have to pay an increased contribution towards transport costs. The users of the service would have to pay this regardless of religion or belief.</p> <p>If the charge is increased (thereby reducing the cost to LCC of providing this service) the service will become more sustainable in a climate of severe pressure on the education transport budget. The cost of the transport to students will remain a flat rate cost across the county regardless of religion or belief and is affordable for students and parents.</p>
Sex	<p>All entitled students would have to pay a contribution towards transport costs. The users of the service would have to pay this regardless of sex.</p> <p>If the charge is increased (thereby reducing the cost to LCC of providing this service) the service will become more sustainable in a climate of severe pressure on the education transport budget. The cost of the transport to students will remain a flat rate cost across the county regardless of sex and is affordable for students and parents.</p>
Sexual orientation	<p>All entitled students would have to pay a contribution towards transport costs. The users of the service would have to pay this regardless of sexual orientation.</p> <p>If the charge is increased (thereby reducing the cost to LCC of providing this service) the service will become more sustainable in a climate of severe pressure on the education transport budget. The cost of the transport to students will remain a flat rate cost across the county regardless of sexual orientation and is affordable for students and parents.</p>

If you have identified positive impacts for other groups not specifically covered by the protected characteristics in the Equality Act 2010 you can include them here if it will help the decision maker to make an informed decision.

For all groups (not merely those in groups that have protected status), there are some positive impacts of the proposals. The purpose of the proposed increase is to ensure that the service will become more sustainable. This will indirectly support bus and taxi providers by maintaining a major customer base and providing income. This will in turn support the local (particularly rural) population by maintaining local bus services and taxi firms. Maintained transport support will have a positive impact on the local economy and will help support people living in rural areas. They will be less likely to move to larger centres of population to be nearer secondary schools and colleges.

Adverse/negative impacts

You must evidence how people with protected characteristics will be adversely impacted and any proposed mitigation to reduce or eliminate adverse impacts. An adverse impact causes disadvantage or exclusion. If such an impact is identified please state how, as far as possible, it is justified; eliminated; minimised or counter balanced by other measures.

If there are no adverse impacts that you can identify please state 'No perceived adverse impact' under the relevant protected characteristic.

Negative impacts of the proposed change and practical steps to mitigate or avoid any adverse consequences on people with protected characteristics are detailed below. If you have not identified any mitigating action to reduce an adverse impact please state 'No mitigating action identified'.

<p>Age</p>	<p>Younger people (age 16 – 18) are more likely than the general population to be users of public transport due to driving licence age and cost of private transport. Their parents/carers are more likely to have lower disposable income due to having teenager/s to support. If the parents/carers are more likely to have lower disposable income, they are less likely to have access to a car. Colleges are more likely to be a longer distance from the home than the primary or secondary school as there are fewer of them and they tend to be sited in major centres of population. Therefore, this group of students/parents may be more reliant on LCC home to school transport.</p> <p>Mitigating action. The proposed charge is below the commercial cost of transport. Parents/carers/students can apply to their chosen school/college for a bursary which if granted may contribute towards transport costs. The Policy Statement provides for payments by instalments and for the first instalment itself to be paid in instalments in cases of financial difficulty. The bursary funding is aimed at helping students with the cost of further education, including transport costs. Colleges and other providers all have schemes to offer support to those on the lowest incomes.</p>
<p>Disability</p>	<p>Students and parents/carers who have recognised learning difficulties and/or physical disability are more likely to have lower disposable income as they may be less likely to be in secure well paid employment. If the parents/carers are more likely to have lower disposable income, they may be less likely to have access to private transport. Colleges are more likely to be a longer distance from the home for rural based students than the primary or secondary school as there are fewer of them and they tend to be sited in major centres of population. Therefore, this group of students/parents may be more reliant on LCC home to school transport. An increase in cost may disproportionately affect this group.</p> <p>Mitigating action. The proposed charge is below the commercial cost of transport. Parents/carers/students can apply to their chosen school/college for a bursary which if granted may contribute towards transport costs. The Policy Statement provides for payments by instalments and for the first instalment itself to be paid in instalments in cases of financial difficulty. The bursary funding is aimed at helping students with the cost of further education, including transport costs. Colleges and other providers all have schemes to offer support to those on the lowest incomes.</p>

Gender reassignment	<p>The Council is not aware of any connection between gender reassignment as a protected characteristic and income. If such a connection exists then the negative impacts will be as for Age and Disability.</p> <p>Mitigating action. The proposed charge is below the commercial cost of transport. Parents/carers/students can apply to their chosen school/college for a bursary which if granted may contribute towards transport costs. The Policy Statement provides for payments by instalments and for the first instalment itself to be paid in instalments in cases of financial difficulty. The bursary funding is aimed at helping students with the cost of further education, including transport costs. Colleges and other providers all have schemes to offer support to those on the lowest incomes.</p>
Marriage and civil partnership	<p>The Council is not aware of any connection between marriage and civil partnerships as a protected characteristic and income. If such a connection exists then the negative impacts will be as for Age and Disability.</p> <p>Mitigating action. The proposed charge is below the commercial cost of transport. Parents/carers/students can apply to their chosen school/college for a bursary which if granted may contribute towards transport costs. The Policy Statement provides for payments by instalments and for the first instalment itself to be paid in instalments in cases of financial difficulty. The bursary funding is aimed at helping students with the cost of further education, including transport costs. Colleges and other providers all have schemes to offer support to those on the lowest incomes.</p>
Pregnancy and maternity	<p>The Council is not aware of any connection between pregnancy and maternity as a protected characteristic and income. If such a connection exists then the negative impacts will be as for Age and Disability.</p> <p>Mitigating action. The proposed charge is below the commercial cost of transport. Parents/carers/students can apply to their chosen school/college for a bursary which if granted may contribute towards transport costs. The Policy Statement provides for payments by instalments and for the first instalment itself to be paid in instalments in cases of financial difficulty. The bursary funding is aimed at helping students with the cost of further education, including transport costs. Colleges and other providers all have schemes to offer support to those on the lowest incomes.</p>
Race	<p>The transport policy booklets, application forms and online information are printed in English. The transport applications are completed in English. People whose first language is other than English may have difficulty in understanding the letter/survey. Parents/carers whose first language isn't English are more likely to have lower disposable income as they may be less likely to be in secure well paid employment. If the parents/carers are more likely to have lower disposable income, they may be less likely to have access to private transport. Colleges are more likely to be a longer distance from the home than the primary or secondary school as there are fewer of them and they tend to be sited in major centres of population. Therefore, students/parents from minority groups may be more reliant on LCC home to school transport. An increase in cost may disproportionately affect this group.</p>

	<p>Mitigating action. The policy booklet and LCC website ask people to contact the Council if they need help with reading the information. The proposed charge is below the commercial cost of transport.. Parents/carers/students can apply to their chosen school/college for a bursary which if granted may contribute towards transport costs. The Policy Statement provides for payments by instalments and for the first instalment itself to be paid in instalments in cases of financial difficulty. The bursary funding is aimed at helping students with the cost of further education, including transport costs. Colleges and other providers all have schemes to offer support to those on the lowest incomes.</p>
Religion or belief	<p>The Council is not aware of any connection between religion or belief as a protected characteristic and income. If such a connection exists then the negative impacts will be as for Age and Disability.</p> <p>Mitigating action. Parents/carers/students can apply to their chosen school/college for a bursary which if granted may contribute towards transport costs. The Policy Statement provides for payments by instalments and for the first instalment itself to be paid in instalments in cases of financial difficulty. The bursary funding is aimed at helping students with the cost of further education, including transport costs. Colleges and other providers all have schemes to offer support to those on the lowest incomes.</p>
Sex	<p>Single parents/carers are more likely to be women and are more likely to have lower disposable income as they may be less likely to be in secure well paid employment. If the parents/carers are more likely to have lower disposable income, they may be less likely to have access to private transport. Colleges are more likely to be a longer distance from the home for rural based students than the primary or secondary school as there are fewer of them and they tend to be sited in major centres of population. Therefore, this group of students/parents may be more reliant on LCC home to school transport. An increase in cost may disproportionately affect this group.</p> <p>Mitigating action. The proposed charge is below the commercial cost of transport. Parents/carers/students can apply to their chosen school/college for a bursary which if granted may contribute towards transport costs. The Policy Statement provides for payments by instalments and for the first instalment itself to be paid in instalments in cases of financial difficulty. The bursary funding is aimed at helping students with the cost of further education, including transport costs. Colleges and other providers all have schemes to offer support to those on the lowest incomes.</p>
Sexual orientation	<p>The Council is not aware of any connection between sexual orientation as a protected characteristic and income. If such a connection exists then the negative impacts will be as for Age and Disability.</p> <p>Mitigating action. The proposed charge is below the commercial cost of transport. Parents/carers/students can apply to their chosen school/college for a bursary which if granted may contribute towards transport costs. The Policy Statement provides for payments by instalments and for the first instalment itself to be paid in instalments</p>

in cases of financial difficulty. The bursary funding is aimed at helping students with the cost of further education, including transport costs. Colleges and other providers all have schemes to offer support to those on the lowest incomes.

If you have identified negative impacts for other groups not specifically covered by the protected characteristics under the Equality Act 2010 you can include them here if it will help the decision maker to make an informed decision.

Stakeholders

Stake holders are people or groups who may be directly affected (primary stakeholders) and indirectly affected (secondary stakeholders)

You must evidence here who you involved in gathering your evidence about benefits, adverse impacts and practical steps to mitigate or avoid any adverse consequences. You must be confident that any engagement was meaningful. The Community engagement team can help you to do this and you can contact them at consultation@lincolnshire.gov.uk

State clearly what (if any) consultation or engagement activity took place by stating who you involved when compiling this EIA under the protected characteristics. Include organisations you invited and organisations who attended, the date(s) they were involved and method of involvement i.e. Equality Impact Analysis workshop/email/telephone conversation/meeting/consultation. State clearly the objectives of the EIA consultation and findings from the EIA consultation under each of the protected characteristics. If you have not covered any of the protected characteristics please state the reasons why they were not consulted/engaged.

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Objective(s) of the EIA consultation/engagement activity

- To identify the groups of people we want to engage in the survey
- To identify barriers that may prevent people from receiving, reading, understanding and returning the letter/survey
- To identify mitigating actions to maximise the completed surveys returned
- To evaluate the survey findings.
- To implement agreed changes.

Who was involved in the EIA consultation/engagement activity? Detail any findings identified by the protected characteristic

Age	Office based discussion within School Services Transport Team. Review of existing service users and potential users from in-house knowledge and existing transport users database. Meetings with representatives from the LCC Community Engagement Team to refine our approach and develop the letter/survey. Young people in schools and colleges who may be affected.
Disability	Office based discussion within School Services Transport Team. Review of existing service users and potential users from in-house knowledge and existing transport users database. Meetings with representatives from the LCC Community Engagement Team to refine our approach and develop the letter/survey. Young people in schools and colleges who may be affected.
Gender reassignment	Office based discussion within School Services Transport Team. Review of existing service users and potential users from in-house knowledge and existing transport users database. Meetings with representatives from the LCC Community Engagement Team to refine our approach and develop the letter/survey. Young people in schools and colleges who may be affected.
Marriage and civil partnership	Office based discussion within School Services Transport Team. Review of existing service users and potential users from in-house knowledge and existing transport users database. Meetings with representatives from the LCC Community Engagement Team to refine our approach and develop the letter/survey. Young people in schools and colleges who may be affected.
Pregnancy and maternity	Office based discussion within School Services Transport Team. Review of existing service users and potential users from in-house knowledge and existing transport users database. Meetings with representatives from the LCC Community Engagement Team to refine our approach and develop the letter/survey. Young people in schools and colleges who may be affected.
Race	Office based discussion within School Services Transport Team. Review of existing service users and potential users from in-house knowledge and existing transport users database. Meetings with representatives from the LCC Community Engagement Team to refine our approach and develop the letter/survey. Young people in schools and colleges who may be affected.

Religion or belief	Office based discussion within School Services Transport Team. Review of existing service users and potential users from in-house knowledge and existing transport users database. Meetings with representatives from the LCC Community Engagement Team to refine our approach and develop the letter/survey. Young people in schools and colleges who may be affected.
Sex	Office based discussion within School Services Transport Team. Review of existing service users and potential users from in-house knowledge and existing transport users database. Meetings with representatives from the LCC Community Engagement Team to refine our approach and develop the letter/survey. Young people in schools and colleges who may be affected.
Sexual orientation	Office based discussion within School Services Transport Team. Review of existing service users and potential users from in-house knowledge and existing transport users database. Meetings with representatives from the LCC Community Engagement Team to refine our approach and develop the letter/survey. Young people in schools and colleges who may be affected.
Are you confident that everyone who should have been involved in producing this version of the Equality Impact Analysis has been involved in a meaningful way? The purpose is to make sure you have got the perspective of all the protected characteristics.	Yes
Once the changes have been implemented how will you undertake evaluation of the benefits and how effective the actions to reduce adverse impacts have been?	We will take into account views from Parents, Carers and young people including schools and colleges. We will compare the number of students using the Post-16 home to school/college transport service over the previous two years with the number using it in 2016/17 and 2017/18 to see if there has been a significant reduction in numbers - if so we will seek to determine the reasons. We will determine the costs of providing the service against the income generated to see if the change to the charges provided the required increase in income.

Further Details

Are you handling personal data?

No

If yes, please give details.

Actions required	Action	Lead officer	Timescale
Include any actions identified in this analysis for on-going monitoring of impacts.			
Signed off by		Date	Click here to enter a date.

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