



Cabinet Report

Purpose: For Decision

ISLE OF WIGHT COUNCIL

Date	9 MAY 2024
Title	PROPOSED CHANGES TO POST 16 TRANSPORT POLICY STATEMENT 2024
Report of	CABINET MEMBER FOR CHILDREN'S SERVICES, EDUCATION AND CORPORATE FUNCTIONS

Executive Summary

1. The purpose of this report is to determine Isle of Wight Council's Post 16 Transport Policy (the Policy) for 2024. As required by law the necessary consultation has been followed. The three proposed changes are to introduce parental contributions (charge) for transport and uplift each academic year in line with the Consumer Price Index, to introduce personal transport budgets (PTB) for Post 16 students and update the content within the policy to make eligibility clearer and align with national Department for Education (DfE) guidance.

Recommendation

Option 1 – all recommendations are approved

Recommendation 1: Introduce a flat rate annual parental contribution, with inflation-linked increases also being applied in future years.

Recommendation 2: To reword and update the Council's Policy to align it with the latest Department for Education statutory guidance.

Recommendation 3: Introduce Personal Transport Budgets (PTB's) to be available to families where a child or young person's needs or circumstances mean that suitable transport is difficult to find, or not available at all, in the local operator market.

Background

2. The Council is required by law to consult on its Post-16 Transport policy every year. This report details proposed changes to the policy following consultation with stakeholders and seeks Cabinet approval of the Draft Post 16 Policy Statement (Appendix 1).
3. Statutory guidance from the Department for Education on Post 16 transport to education and training requires the Isle of Wight Council to prepare and publish an annual transport policy statement each year specifying the arrangements for the provision of transport for persons of sixth form age in education or training. The policy must be determined and published by 31 May each year.
4. The Isle of Wight Council and its post 16 providers are committed to ensuring transport is available to enable students to access education and training as set out in the policy statement. The support is provided either by the Isle of Wight Council or further education and training providers.
5. There is no automatic entitlement to local authority funded home to school or college transport once a student is over the age of 16. The Isle of Wight Council has considered its resources and the travel to college opportunities for students. Students can attend a college or school of choice and, if needed, apply to their provider's student support for assistance.
6. The Isle of Wight Council does offer, under discretionary power, a transport service to enable Post 16 students with a Learning Difficulty or Disability (usually with an Education, Health and Care Plan) to access a place that is the closest suitable provision for their needs.
7. Students from low-income families, in care or care leavers may be eligible for a yearly bursary the 16-19 Bursary Fund from the Education Funding Agency. Students and families apply for the bursary directly through their chosen college or Post 16 provider.
8. Statutory guidance clarifies the duty to consult with stakeholders in developing the statement before publication.
9. The Isle of Wight College, school sixth forms and Post 16 training providers also provide travel information for learners. Southern Vectis bus company provide a variety of reduced fare options.

Corporate Priorities and Strategic Context

10. The recommendations in this report links to the Corporate Plan 2021-25 priority which is to work with local communities to maintain and ensure appropriate local school provision. It supports students with learning difficulty or disabilities to continue into Post 16 training or education.

Responding to climate change and enhancing the biosphere

11. The School Transport Service primarily contracts with Isle of Wight Council approved transport operators to provide vehicles suitable for transporting students

with special needs. These operator's licence through the Isle of Wight Council meets its requirement for vehicle emissions. Where the needs of the student allow, the service will provide transport through a network pass on public bus services.

12. School transport being planned and organised in the most efficient and cost-effective way, utilising route planning software technology which forms part of business-as-usual activity. The emphasis is placed on shared transport solutions that minimises carbon emissions and impact on the environment.



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13. The Council has been successful in securing £12.7M funding that will see a new fleet of 22 zero emission, all electric, double decker buses on the island. This successful bid also supports our main transport provider, Southern Vectis, in their Climate Change Strategy with their target of becoming a net zero carbon business by 2045.

Economic Recovery and Reducing Poverty

14. As set out within the corporate plan, this report demonstrates the Council's commitment to work with local communities to maintain and ensure appropriate local school provision and Post 16 transport supports this.

Impact on Young People and Future Generations

15. The Isle of Wight Councils provision of transport to certain Post 16 students with learning difficulties and disabilities facilitate those students access to education which in turn may ultimately support their employability. The consultation process

¹ Climate and Sustainability Impact Assessment Tool Outcome

invited those young people and their families to provide views on the content of the policy.

Corporate Aims

16. The recommendation in this report directly links to the Corporate Plan 2021-25 priority which is to work with local communities to maintain and ensure appropriate local education provision.

Current Policy/Proposed Changes

Recommendation 1: Introduce an annual parental contribution, with inflation-linked increases also being applied in future years.

17. The Council currently arranges transport for around 169 Post 16 students, whom all have an Education, Health Care Plan (EHCP). The Council currently funds all Post 16 transport for these pupils whilst there is no statutory requirement to do so.
18. The Council proposes to introduce a parental contribution towards transport costs. The consultation consulted on two options, the first being a flat rate charge of £570 per academic year (11% of the annual unit cost £5,186) and future increases linked to inflation. The proposed contributions have been benchmarked with other local authorities and fall into the lower sector of charges. The second option is to have a banded approach as detailed below.

Distance to travel	Annual proposed academic charge
Up to 5 miles	£640
5.01 miles to 7.5 miles	£887
7.51 miles to 10 miles	£1,242
Over 10 miles	£1,419

19. Costs of arranging transport have increased over the past few years as the demand for school transport has increased, and the costs of transport arrangements have also risen. The Council continues to work to deliver value for money in its services and this proposed change will enable the Council to recover a small percentage of costs against a discretionary arrangement which we currently fully fund. This proposed change would bring the Council's School Transport Policy in line with a number of other local authorities.
20. Part of the proposals is to waive parental contribution costs for both options for those families who are on low income, in receipt of certain benefits or if the student is in receipt of free school meals. Furthermore, those families with a low income but not in receipt of certain benefit and can evidence that the imposition of the charge would reduce their income to below the stated threshold, may apply for a discretionary waiver or reduction in charge.

Recommendation 2: To reword and update the Council's Policy to ensure it reflects the latest Department for Education statutory guidance.

21. The Post 16 Statement has remained unchanged for a number of years and requires updating to be in line with DfE guidance and ensure the Council is

compliant. It is proposed that a number of updates are made throughout the Policy document to provide clarity in wording and language, ensure the Policy is relevant to the current School Transport Service, and to reflect the most recent DfE guidance.

22. The following changes are proposed, and the draft statement (Appendix 1) details these changes:
- Review the wording for students without special education needs or a disability.
 - Clarifying that there isn't a statutory requirement to provide free transport.
 - Review all wording that states free transport as it is proposed a contribution/charge will be introduced.
 - Remove reference to travel arrangements remaining the same once a student reaches the Post 16 age group. This currently continues entitlement by default and mode of transport.
 - Include wording to confirm a student would need to apply each academic year for transport assistance.
 - Define entitlement to mainland schools if named in the child's EHCP.
 - Clearly define and set the statutory duty to facilitate attendance for students with special education needs and/or disability, attending Post 16 education.
 - Clarify the transport will only be provided at the start and end of school day, in line with statutory guidance. Currently transport is provided at all times of the day for Post 16 college students.
 - Residential placements – insert information when transport will be provided (i.e. start and end of each term, half term and school closures). Parents will be responsible for all other transport.
 - Review administrative and operational arrangements (Section 7 of Appendix 1) in the current policy.
 - Insert wording to clarify eligibility for students on apprenticeships and traineeships that transport will only be provided to the students registered education establishment. Travel to other education establishments during the day is excluded.
 - Review any specific language relating to colleges or institutions (i.e. St Georges).
 - Explanation of the Appeals and Complaints Process to be brought in line with proposed School Transport policy, which has been drafted based on the latest DfE statutory guidance.

Recommendation 3: for Personal Transport Budgets (PTB) to be available to families where a child or young person's needs or circumstances mean that suitable transport is difficult to find, or not available at all, in the local operator market.

23. The Council assists eligible families currently using a range of transport solutions for Post 16 students. The majority of children and young people are able to make use of parental mileage allowance, buses, minibuses or taxis to travel to and from school. Some children and young people require an adapted vehicle or other special arrangements to accommodate their specific needs.
24. There are some situations where a child or young person's needs or circumstances mean that suitable transport is difficult to find, or not available at all, in the local operator market. For example, this may be because a child or young person requires an adapted vehicle that is not available locally, or they require

skilled support tailored to their individual needs.

25. The current Policy does not make provision for the Council to offer flexible transport options, such as a transport budget, that could provide a better and safer option for transporting the child or young person. Introducing a PTB would offer a flexible option for families to make suitable travel arrangements tailored to a child or young person's needs. If this proposal is agreed, Personal Transport Budgets would be offered to families where it is the most appropriate option from that point onwards. Parents would not be obliged to accept the offer of a PTB.

Consultation and Engagement

26. The public consultation took place from 26th January – 13 March 2024 and received 27 responses.
27. External consultation took place with the following stakeholders:
- Families with children and young people (via schools).
 - Families with children and young people who have special educational needs and disabilities (SEND) (via schools and Parent Voice).
 - Other residents (Council website – iow.gov.uk).
 - Young people (via schools, colleges and training providers).
 - MP.
 - Local Media (County Press, Island Echo, Council Facebook).
 - School and Post 116 education providers, including Alternative Provision settings and Education Centres.
 - Parent Voice (SEN Forum).
 - Childcare and early years providers.
 - Special Education Needs & Disability Advice & Support Service (SENDIASS).
 - Parish, Town and Community Councillors.
 - Transport Operators (Southern Vectis and taxi operators).
28. All comments received as part of the consultation have been read, analysed and provided to the School Transport Service. A summary of the consultation questions and responses can be found in Appendix 2.
29. **37% of respondents either strongly agreed or agreed with Option 1, the proposal to introduce a flat rate annual parental contribution, with inflation-linked increases also being applied in future years (Recommendation 1).**

(Proposal 1) To what extent do you agree, or disagree, with Option 1?	Responses	Percentage
Strongly disagree	8	30%
Disagree	3	11%
Neither agree nor disagree	6	22%
Agree	8	30%
Strongly agree	2	7%
Don't know	0	0%

37% of respondents either strongly agreed or agreed with Option 2, the proposal to introduce a banded rate annual parental contribution, with inflation-linked increases being applied in future years (Recommendation 1).

(Proposal 1) To what extent do you agree, or disagree, with Option 2?	Responses	Percentage
Strongly disagree	9	33%
Disagree	5	19%
Neither agree nor disagree	3	11%
Agree	6	22%
Strongly agree	4	15%
Don't know	0	0%

Respondents were also asked to decide which out of the two options they felt most favourable. **41% found Option 1, a flat rate annual parental contribution, the most favourable.**

Which option for Proposal One do you find more favourable?	Responses	Percentage
Option 1 - flat rate annual parental contribution	11	41%
Option 2 - banded rate annual parental contribution	10	37%
Don't know	6	22%

30. When asked about their reasons for their answers respondents commented that they do not think people on low incomes should have to make a contribution and that families are already struggling with the cost of living. Other respondents did not feel that any charge should be brought in as it will disadvantage SEND students, if approved felt that Option 2 would be a fairer option. However, another respondent commented that Option 2 would disadvantage those families living further away from their education establishment.
31. Following the consultation, guidance from the Council's legal department was sought regarding Option 2 (banded rate) and it is deemed that this option could possibly discriminate against those pupils who live in rural area. Pupils on the Isle of Wight are already quite limited with their Post 16 provision and the majority of education providers are located in the Newport area, therefore this approach would disadvantage pupils living in rural areas. Therefore, having a flat rate applicable to all users would ensure that a parental contribution could be implemented fairly.
32. **Mitigation:**
- There is no automatic entitlement to local authority funded school or college transport once a student is over the age of 16. The Council recognises that families may need a transport service to ensure that Post 16 students with special needs or disabilities can access an education placement that is suitable for their needs and so do offer, under discretionary power, a transport service. In line with DfE statutory guidance, local authorities are able to charge for this service.
 - Families on a low income that receive certain benefits would not be required to pay the contribution. Families with a low income, but not in

receipt of certain benefits, where imposing the contribution would reduce their income to around £16,90; or those with discretionary circumstances, would be able to apply for a discretionary waiver or reduction in contribution. This falls in line with DfE guidance which states ‘local authorities may wish to consider waiving or reducing charges for children from low-income families but are not required to do so.’

- Based on the current cohort of pupils receiving transport (158 Post 16 and 19 students) it has been identified that these students have been entitled to free school meals and therefore may qualify for the parental contribution to be waived if their circumstances remain the same.
- Responses to the public consultation regarding affordability have been considered alongside that this is a discretionary service being provided and for which low-income families will have a waiver of contribution. If the Council were to continue to absorb the increased cost of the transport arrangements, this would impact and reduce the limited resources available for other essential services.
- The Council works to limit the spend on school transport wherever possible, whilst ensuring statutory requirements continue to be met. There are robust procurement processes in place where the School Transport Service regularly review contracts to optimise and obtain best value. The Council also continue to work with central government to maximise funding for vulnerable young people, and to ensure the challenges in respect of the increasing spend on local authority funded school transport is recognised nationally.

33. **Respondents were informed that the Council was proposing to reword and update the Policy to ensure it reflects the latest Department for Education statutory guidance, is relevant to the service and is easy to understand (Recommendation 2).**

34. Respondents were asked to provide any feedback that they had on the changes to the Policy. Respondents were generally negative, and concerns were raised about the impact the changes would have on SEND children and their families. One respondent made a neutral comment that families mobility vehicles could be used to ease the pressure on cost for the Council.

35. 8 comments were provided in response to Recommendation 2 and have been tagged as ‘positive’, ‘negative’, or ‘other’. Comments often include multiple topics and therefore may fall under more than one category (for example, a mix of positive and negative comments):

Positive comments, or support for the proposed changes	0
Negative comments, or concerns about the proposed changes	4
Other comments, neutral view, considerations or suggestions	4

36. The 4 negative comments were generally around the proposals to introduce a parental contribution or concerns related to SEND families already being financially disadvantaged and how this would add to the pressure. They also commented that they do not feel it should be means tested as it is not fair or in the interests of the

most disadvantaged. Our mitigation factors around the introduction of a parental contribution are detailed in paragraph 34 of this report.

37. **56% of respondents either strongly agreed or agree to the proposal for Personal Transport Budgets (PTB) to be available to families where a child or young person’s needs or circumstances mean that suitable transport is difficult to find, or not available at all, in the local operator market (Recommendation 3).**

To what extent do you agree, or disagree, with Proposal Three?	Responses	Percentage
Strongly disagree	5	19%
Disagree	0	0%
Neither agree nor disagree	4	15%
Agree	11	41%
Strongly agree	4	15%
Don't know	3	11%

38. When asked about the reasons for their answers, respondents commented on the flexibility for parents who already have suitable Motability vehicles to transport their children. Respondents also commented that they thought this was a good idea as long as it is not forced upon families.

39. Other respondents were concerned that offering PTB’s would shift the responsibility onto the parent and increase stress on parents with SEND children. They felt the Council is better equipped to negotiate and plan provision, whilst others felt PTB’s won’t solve transport market issues.

40. **Mitigations:**

- PTBs would be introduced as an option for parents who are eligible for transport assistance. The parent would not be obliged to accept a PTB, and the arrangement would only be put in place where it is agreed between the Council and the parent as the best means of providing transport arrangements.
- The Council would explore a PTB at the request of a parent, school or where the Council thinks it could be suitable. A PTB may be suitable for families who already have an adapted vehicle for their SEND child and is able to transport them to school.
- The service is developing a PTB offer to parents which incorporates the existing option to offer a parental mileage allowance (PMA). Many local authorities already use PTB’s and have well established processes. We will network with our colleagues in other authorities to design an offer that will be suitable for the Council and our families. In addition to this, we will work with our colleagues in Children’s Social Care regarding processes already in place for payments to reach families who are already receipt of a personal budget for care packages.

Scrutiny Committee

41. School Transport activity and costs were considered at Policy and Scrutiny Committee for Children's Services, Education and Skills on 7th September 2023. Consideration was given to the report which outlined the trends in school transport activity and the plans underway to manage associated costs. The committee were asked to support the savings proposals, and to seek support from the Government in recognising the increasing number of children with special educational needs (and the additional funding required for those transport costs). The chairman agreed to write to the Minister in seeking support from the Government to delegate responsibility for setting school transport policies to local authorities.

Financial / Budget Implications

42. School transport spend was just over £4.3 million for the 2022/23 financial year, with expenditure rising by 10% from £3.9 million in the previous financial year. School Transport expenditure is forecast to be £4.4 million at 2023/24 year end, with a budget gap of £400,000.
43. Post 16 Transport cost the Council £763K in the 2022/23 financial year. It is forecast that expenditure will be £731.5K for the 2023/24 financial year.
44. The proposal to introduce a parental contribution forms part of the School Transport savings programme for the 2024-25 financial year.

Recommendation 1: Introduce an annual parental contribution, with inflation-linked increases also being applied in future years.

45. Based on the current cohort of (169 students) Option 1 (flat rate charge) would generate a possible income of £62,700 per academic year. This is taking into account a third of children who have been identified as possibly qualifying for a waiver due to their family being on a low income. If the Council were to continue to absorb the increased cost of transport arrangements, this would impact and reduce the limited resources available for other essential services for vulnerable children. The savings would have to be found from other areas within the Council.
46. There are no financial/ implications impacted by recommendation 2.

Recommendation 3: for Personal Transport Budgets (PTB) to be available to families where a child or young person's needs or circumstances mean that suitable transport is difficult to find, or not available at all, in the local operator market.

47. Personal Transport Budgets features in the School Transport Transformation savings plan with a targeted saving on £40,000. PTB's are used in many other local authorities and have been proven to deliver a saving compared to contracted transport.

Legal Implications

48. Local authorities have a duty to prepare and publish annual Post 16 Transport Policy Statement. The statement must be published on the Isle of Wight Council's website by 31 May each year for implementation in September of the following academic year.

Equality and Diversity

49. Participants of the consultation were asked to 'describe what, if any, impact the Policy for School Transport provision may have on you, people you know, or your organisation, group or business'. Many of the comments raised referred to the impact of a charge being imposed.
50. Participants of the consultation who described the impact of the Policy were then asked if the impact they had mentioned "relate to any of the following characteristics or issues." Based upon the 20 respondents who answered this question, the following groups were selected:

Changes to policy impacting on characteristics or issues:	Responses	Percentage
Age	8	20%
Sex	1	3%
Disability	12	30%
Sexual orientation	0	0%
Gender reassignment	0	0%
Poverty	5	13%
Marriage and/or civil partnership	0	0%
Rurality	7	18%
Pregnancy and/or maternity	0	0%
Environmental impact	2	5%
Race	0	0%
Religion or belief	0	0%
Don't know	3	8%
None of these	2	5%

51. An Equalities Impact Assessment (Appendix 3) has been produced which also highlights that there is a potential impact for the forementioned characteristics of age, disability, poverty and rurality in the event the recommended changes to the Policy are approved.

Impacts and mitigations are described within the assessment, and include:

Age: The impact on age identified here is in respect to the legislative requirements and the subsequent considerations made by Isle of Wight Council when deciding on the support necessary in relation to travel and transport to facilitate a young person's attendance at their place of education. As a young person becomes a Post 16 learner, the Council considers transport support is only necessary if it is essential to enable them to attend their programme of study. If the young person is able to access other forms of travel, support/funding, and has the available means to access their education setting, then they would be expected to use these in the first instance.

In the public consultation, there was also a theme of respondents not being aware of statutory transport ending at 16 years and discretionary transport for Post 16 students with special educational needs and disabilities, being chargeable by the Council.

Mitigation: Where transport is necessary to facilitate attendance for children with special educational needs and disabilities, the Council will provide transport assistance. Each young person will be considered on a case-by-case basis to ensure provision reflects actual need with the contribution waived for learners from families in receipt of income-based benefits or who are on a low income.

Disability: The vast majority of young people over the age of 16 in education will attend placements which are accessible from their home address. However, where a young person or a family member (with responsibility for the young person) has Special Educational Need and Disability (SEND) or disability this may make accessing an education placement difficult or impossible without the Council providing support with travel/transport arrangements. The proposed policy change concerns provision for this cohort of learners (and their families) recognises the potential impacts on this protected characteristic.

The Council will ensure support is available if it is considered necessary in order for the young person to attend their education placement / training. Where possible and where appropriate, the Council will support young people to use public transport and make their own journeys independently and will expect parents to provide transport assistance. In the public consultation, Disability was the most frequent impact named by respondents. Respondent comments included that transport for SEN students should be free at 16+.

Mitigation: The Council recognises that families may need a transport service to ensure that students 16+ with special educational needs or disabilities can access a place that is suitable for their needs and so do offer a transport service, under discretionary powers. Department for Education guidance allows local authorities to request a parental contribution. This can be paid in instalments on a termly or monthly basis if required. The Post 16 2024 Policy will allow for parental contribution charges to be waived when parents/ carers are on a low income, in receipt of certain benefits or if the student is in receipt of free school meals. Families with exceptional circumstances can also apply for a discretionary waiver or reduction in parental contributions.

Poverty: In the public consultation, affordability was named as the most frequent reason for respondents explaining their reasons for views on the proposed introduction of a parental contribution and policy wording updates.

In the public consultation, affordability was named as the most frequent reason for respondents explaining their reasons for views on the proposed introduction of a parental contribution and policy wording updates.

Mitigation: This has been considered by the Council, and the contribution rate would be waived for families in receipt of certain benefits. Families with exceptional circumstances would also be able to apply for a discretionary waiver or reduction in parental contributions. Based on the current cohort of children it is believed that at least a third of children would be eligible for the waiver due to their income.

Rurality: Families living in rural areas often face a longer journey in terms of distance and journey times to access Post 16 provision. Public transport may be a more restricted offer. The longer journey and restricted public transport may limit families' capacity to support their child's travel. As journeys from rural areas will tend to be longer, the cost of providing transport for young people from rural areas are greater on average.

Mitigation: Where transport is necessary to facilitate attendance, the Council will provide transport assistance. Each young person will be considered on a case-by-case basis, including the proposed journey and any limitations on infrastructure, to ensure provision reflects actual need. The Post 16 Policy will continue to allow for parental contribution charges to be waived when parents/ carers are on a low income, in receipt of certain benefits or if the student is in receipt of free school meals. Families with exceptional circumstances can also apply for a discretionary waiver or reduction in parental contributions.

Property Implications

52. There are no Property implications in relation to the recommendations in this report.

Options

53. **Option 1 – All recommendations to be approved.** This option would align our Post 16 Statement/Policy with Department for Education national guidance² and other local authorities. This option is the preferable recommendation as the Council is not required to provide funded Post 16 transport. Continuing to fully fund Post 16 transport provision places additional pressures on Council expenditure and Transformation savings. **This is the recommended option.**
54. Option 2 – Recommendations 2 and 3 only to be approved. This option would align our Post 16 Statement/Policy with Department for Education guidance and also explore alternative ways of providing transport assistance for those students who may not ordinarily be able to travel via public transport. However, this option would result in the Council still fully funding SEND pupils in Post 16 education, when we are not required to do so. This will continue to impact on the service's budget and increase budget pressures across the Council. This option would also result in the Council being part of the minority of other local authorities who do not charge. 57% of 75 local authorities asked do request a parental contribution. In addition, 15% of local authorities are either currently reviewing or looking to review their policies to introduce a charge.
55. Option 3 – Recommendation 2 only be approved. The option would align our Post 16 Statement/Policy with Department for Education guidance however alternative ways of providing transport will not be explored, which will likely increase the cost of bespoke provision (e.g. taxis). Also, this option would result in the Council still fully funding SEND pupils in Post 16 education when there is not a requirement to do so, continuing to impact on the service's budget and increase budget pressures across the Council.

² [DfE Post 16 transport and travel support to education and training](#)

56. Option 4 – all recommendations rejected. This option would result in the Council policy not aligning with DfE guidance and would also result in the Council still fully funding transport provision for SEND pupils in Post 16 education, when there is not a requirement to do so, continuing to impact on the service’s budget and increase budget pressures across the Council.

Risk Management

57. The proposed changes relating to aligning/updating Isle of Wight Council Post 16 Transport Policy with DfE guidance for local authorities ensures the policy is compliant and up to date.
58. Recommendation one features in the School Transport service transformation programme and may deliver savings if approved. If not approved, it will be difficult to achieve these savings. In addition, the School Transport service expenditure may continue to rise as demand rises. To mitigate this, the service would need to explore further workstreams to continue with the transformation work required to control future spend.

Evaluation

59. The Council has considered the view expressed through the public consultation. The decision has to be a carefully balanced consideration of all factors, including the responses to the consultation, the viability of the service and the importance of the Council operating within its budget. Post 16 Transport for children with special educational needs or disabilities is not statutorily required to be fully funded, which is placing additional cost pressures on the Council budget.

Appendices Attached

60. **Appendix 1** – Draft Post 16 Statement/Policy
61. **Appendix 2** – Summary of Feedback from Consultation
62. **Appendix 3** – Equality Impact Assessment

Background Papers

63. [Department of Education guidance on Post 16 Transport and Travel Support to Education and Training](#)

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