

## Home to School transport demand as at Summer 23

### Mainstream Schools provision

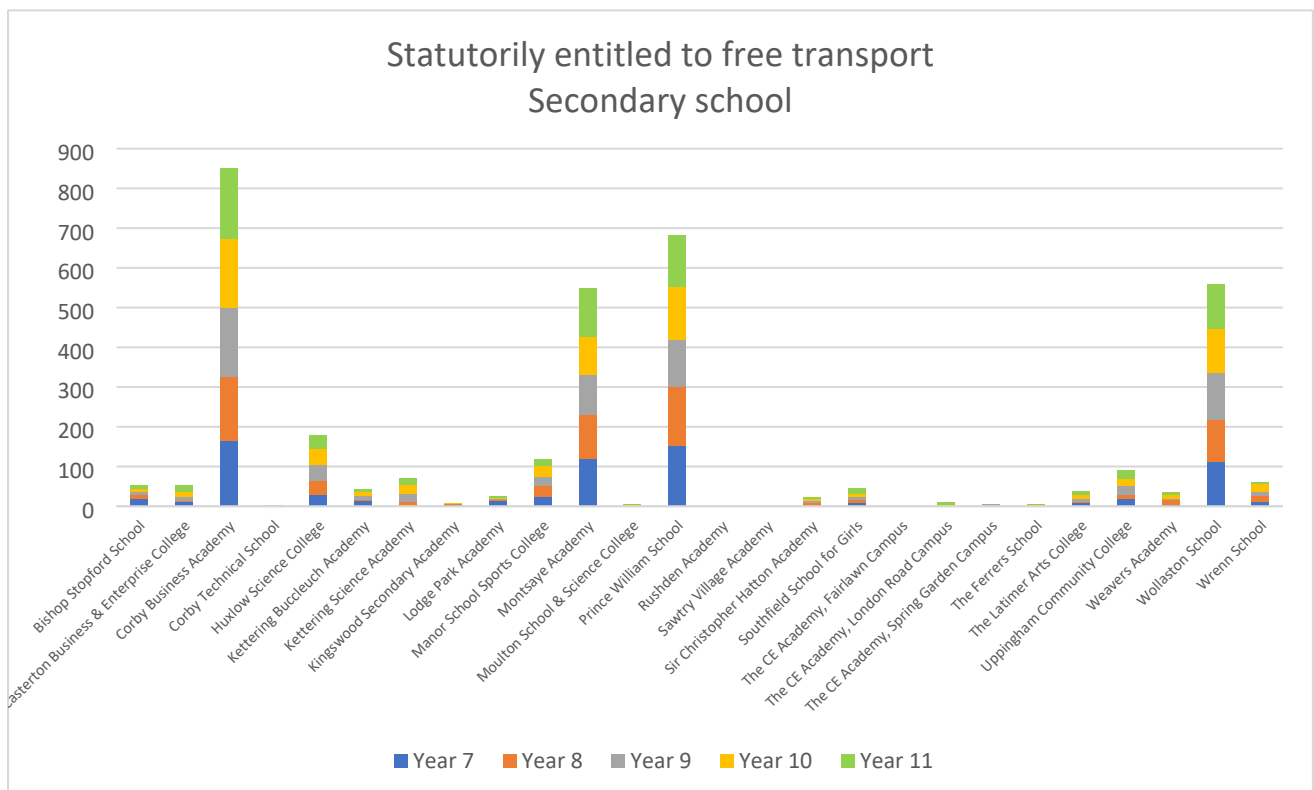
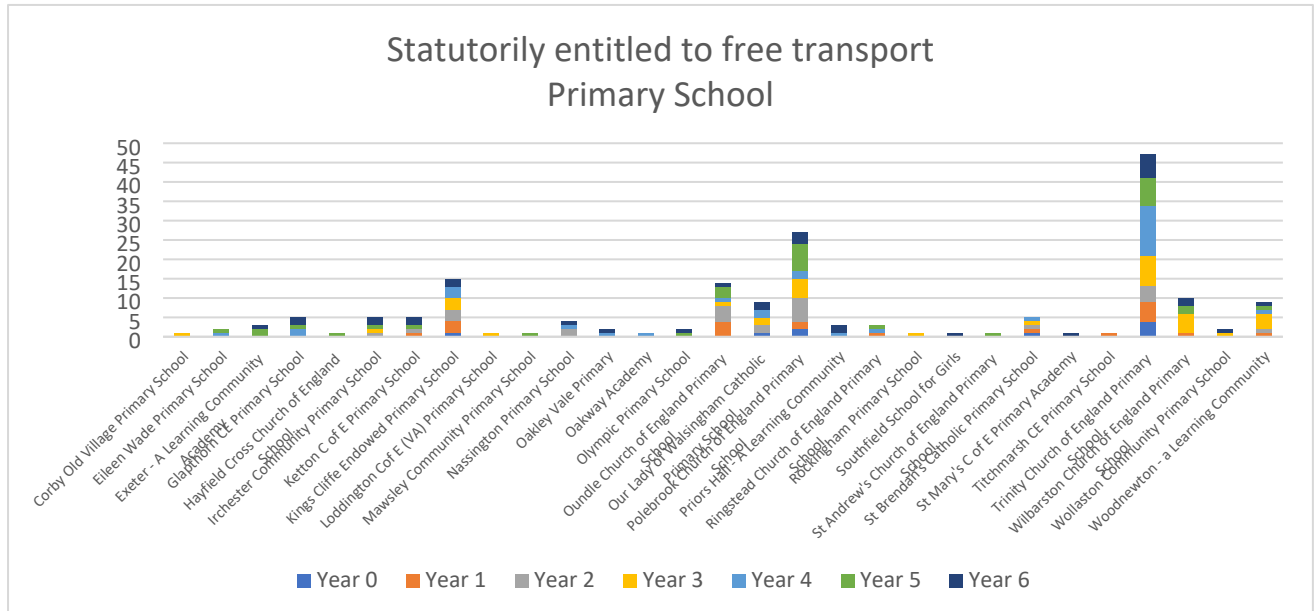
Every day NNC provides transport for 4133 mainstream students to and from 54 schools. Some of these students are entitled to free transport under the legislation and some are travelling as fare paying passengers under the Authority's Discretionary powers. Some 3988 of these students are of statutory school age. The rest are Over 16 and attending some form of Sixth Form studies.

Ten schools alone account for 3614 students.

Schools with the greatest proportion of HtoS transport	Count of students on transport (all age groups)
Prince William School	967
Corby Business Academy	860
Wollaston School	604
Montsaye Academy	577
Huxlow Science College	179
Manor School Sports College	129
Uppingham Community College	95
Kettering Science Academy	79
Sir Christopher Hatton Academy	62
Wrenn School	62

## Students Entitled to Free Transport

The Local Authority is required to provide free home to school transport for young people of statutory school age (5 to 16) who meet the eligibility criteria set out in the statutes surrounding home to school transport.



Four secondary schools show as significant peaks in free Home to School transport entitlement. A closer examination of towns/villages of origin students attending these schools shows the following geographical breakdowns:

Corby Business Academy	
Brigstock	9
Corby	712
Great Oakley	21
Gretton	7
Little Stanion	40
Weldon	61
<b>Grand Total</b>	<b>850</b>

Wollaston School	
Bozeat	107
Earls Barton	154
Easton Maudit	3
Great Doddington	39
Grendon	20
Irchester	231
Wellingborough	3
Wilby	1
<b>Grand Total</b>	<b>558</b>

Montsaye Academy	
Braybrooke	2
Broughton	5
Burton Latimer	4
Corby	19
Desborough	431
Great Oakley	4
Kettering	30
Loddington	3
Mawsley	33
Rushton	6
Stoke Albany	1
Thorpe Malsor	3
Weston by Welland	2
Wilbarston	5
<b>Grand Total</b>	<b>548</b>

Prince William School	
Achurch	1
Aldwinckle	12
Apethorpe	7
Ashton	3
Barnwell	15
Blatherwycke	3
Brigstock	3
Bulwick	2
Clopton	8
Collyweston	6
Corby	6
Cotterstock	3
Deenthorpe	1
Denford	6
Denford Ash	1
Duddington	1
Easton on the Hill	10
Elmington	1
Glaphorn	4
Great Oakley	2

Hemington	3
Islip	31
Kings Cliffe	47
Lilford	4
Little Stanion	1
Lower Benefield	2
Lowick	8
Luddington	1
Lutton	5
Nassington	30
Pilton	1
Polebrook	15
Southwick	7
Stoke Doyle	2
Sudborough	2
Tansor	5
Thorpe Waterville	2
Thrapston	344
Thurning	1
Titchmarsh	18
Upper Benefield	6

Upper Laxton	3
Wadenhoe	2
Warmington	31
Weldon	1

Woodnewton	8
Yarwell	8
<b>Grand Total</b>	<b>683</b>

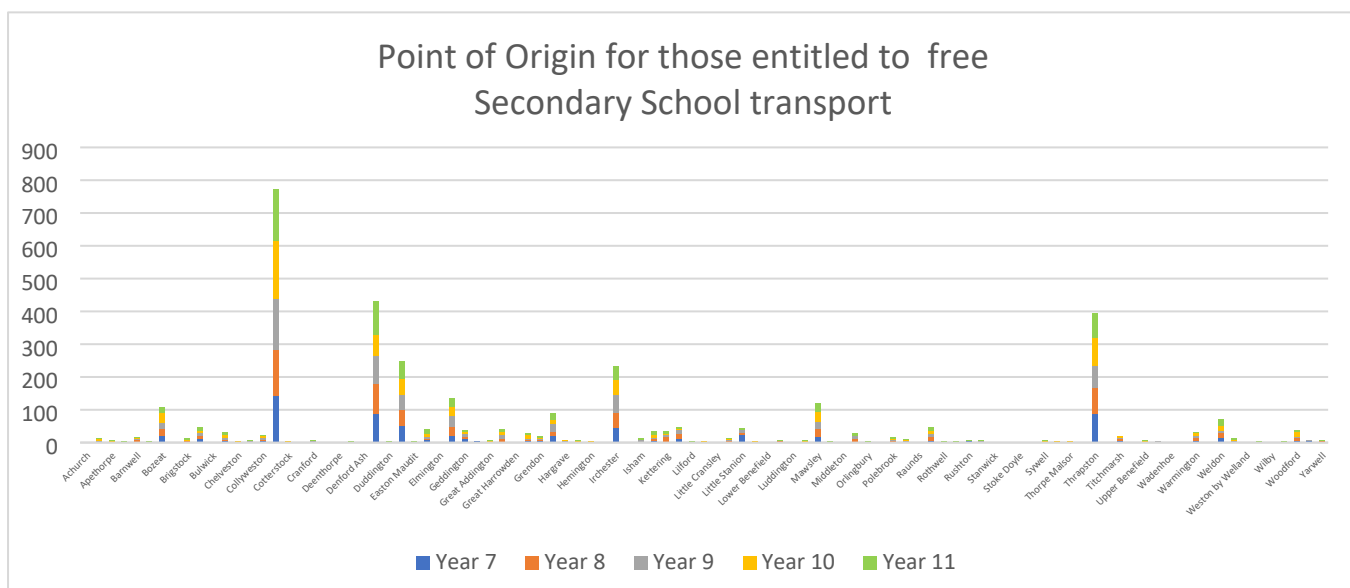
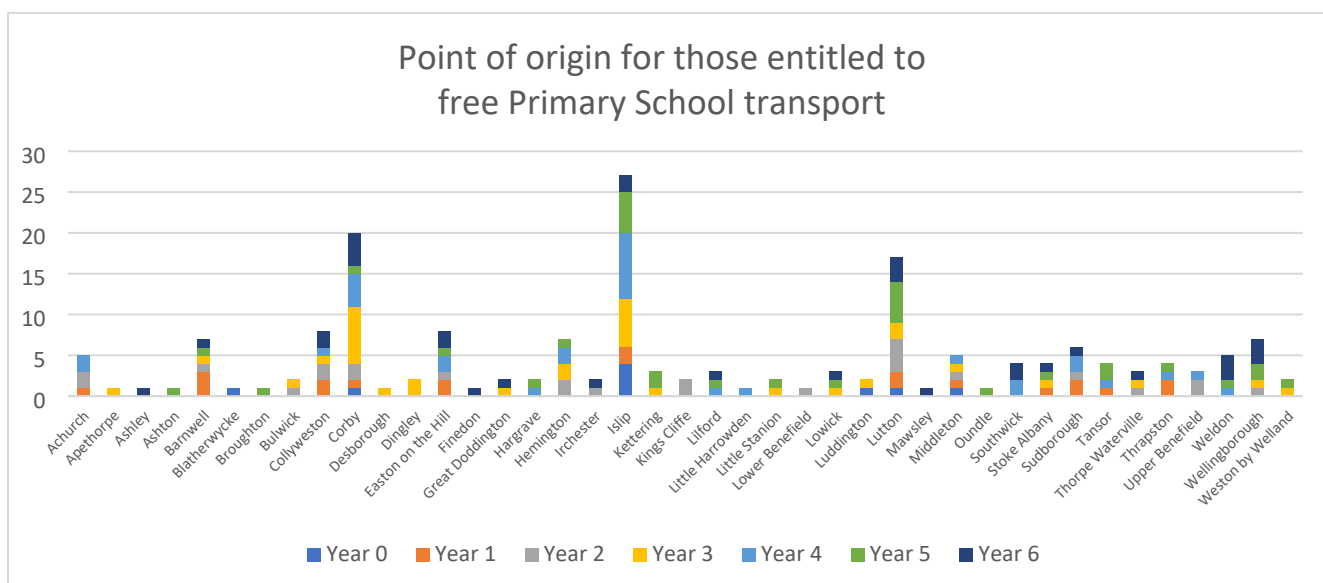
Prince William has the widest “catchment” of any education establishment in North Northamptonshire. It is also arguably the most rural school in the Unitary area, serving a vast number of small villages and communities in the former East Northants. It has feeder schools in several communities, including Thrapston, which also helps to give it the one of the largest cohorts of pupils entitled to free transport.

Any changes to the arrangements for feeder schools would potentially have a significant effect of the families in Thrapston, and thus on Prince William School.

## Communities requiring free transport to access schooling.

Taking into account that free transport is only available for those accessing their nearest suitable (or linked) school, we can potentially identify capacity issues in local school provision by looking at where students receiving free transport live. The graphs below show a breakdown of communities where there are children and young people who are entitled to free transport to access their nearest suitable (or linked) school.

We can see that some communities appear to have a particular dependency upon home to school transport. By splitting the data by year group we can potentially identify whether the issue is current or historical, and whether the pattern is improving or worsening over time.



There appear to be fewer capacity issues for Primary Schools than for Secondary schools, although demand may also be less because many parents prefer to take their younger children to school themselves rather than rely on the Council to transport them, and also that Primary Schools tend to be more local.

Key points of demand for Primary school capacity appear to be Corby, Islip and Lutton. The capacity issues in Corby appear to be reducing, with those entitled to free transport dropping from 7 children requiring transport currently in year 3 to just 1 currently in each of Reception and Year 1.

For secondary schooling the numbers requiring transport are considerably higher. The main points of unmet demand appear to be Bozeat, Corby, Desborough, Earls Barton, Finedon, Mawsley and Thrapston. Unfortunately there does not seem to be much movement in the overall numbers by year group for any of these communities, which alone account for nearly 63% of the students entitled to free transport to secondary schools.

## Discretionary Transport

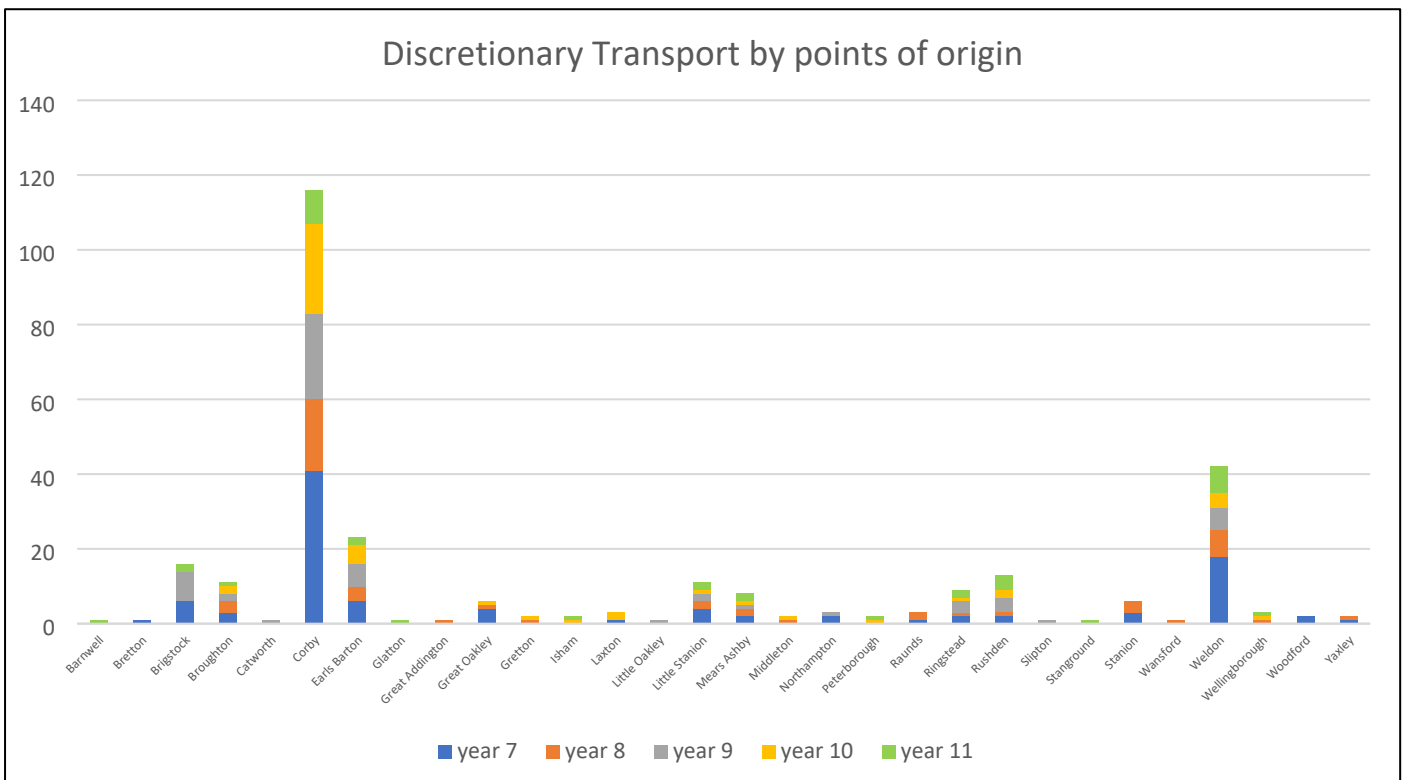
Discretionary transport is the transport provided under the Council’s discretionary powers for young people who are not entitled to free transport under the legislation. The scheme is colloquially known as the spare seat scheme or the fare paying scheme. The fact that these pupils are receiving discretionary transport means that:

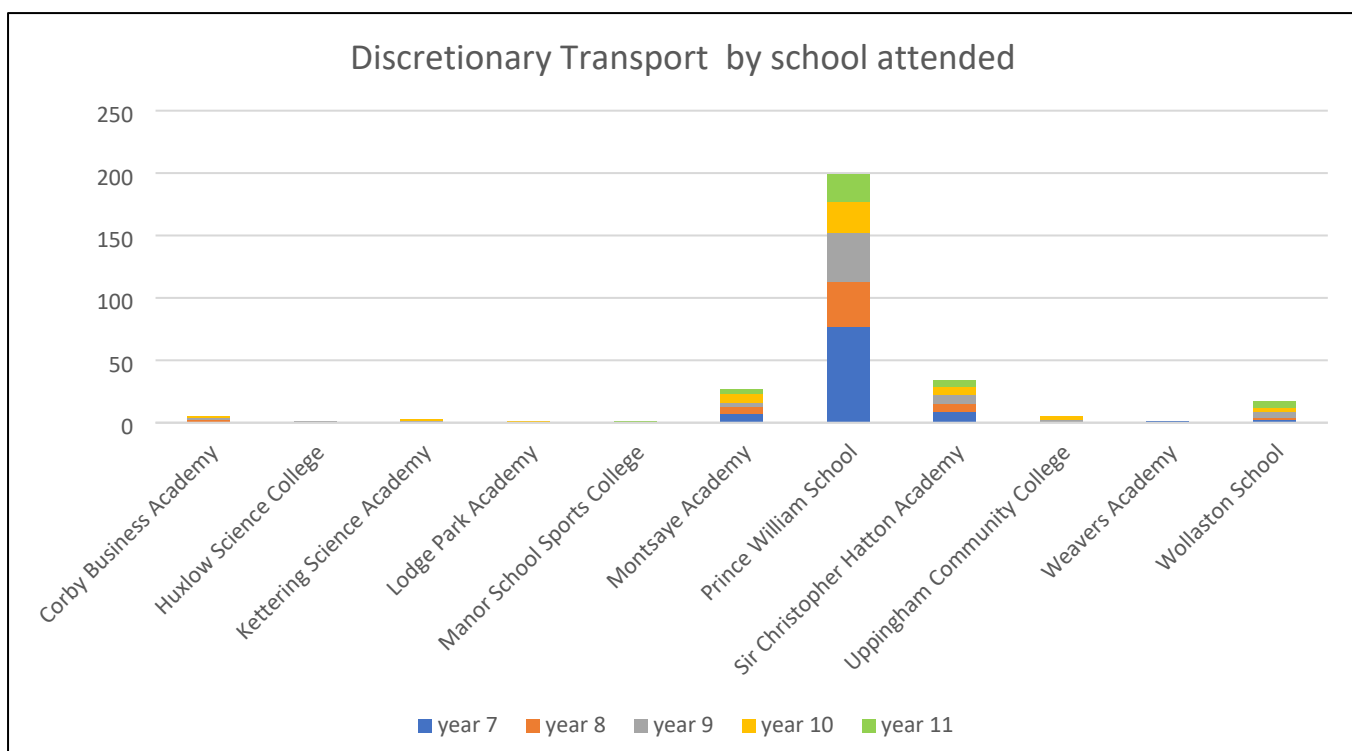
1. the nearest suitable school was within the statutory walking distance or
2. there would have been an alternative school suitable for their needs closer to home than the one attended, i.e. they are attending these schools from parental choice.

The Council currently requires a contribution from each young person of £600 per year towards the cost of this transport. This transport actually costs the Council approximately £1200 per child, made up from both the direct cost of transport paid to the transport operators and the cost of administration of the scheme. The Council is currently consulting on a series of options relating to Discretionary transport from withdrawing the facility completely, reducing availability or increasing the payable charges.

The commercial fare for these journeys would also be higher than £600. The Government currently has a capped fare scheme in place with fares capped at £2 per journey. This would equate to £760 for a home and return journey for the 190 days of school each year. Our fare is therefore currently undercutting the commercial market.

There are no children of primary school age (years reception to year 6) currently making use of Discretionary transport services.





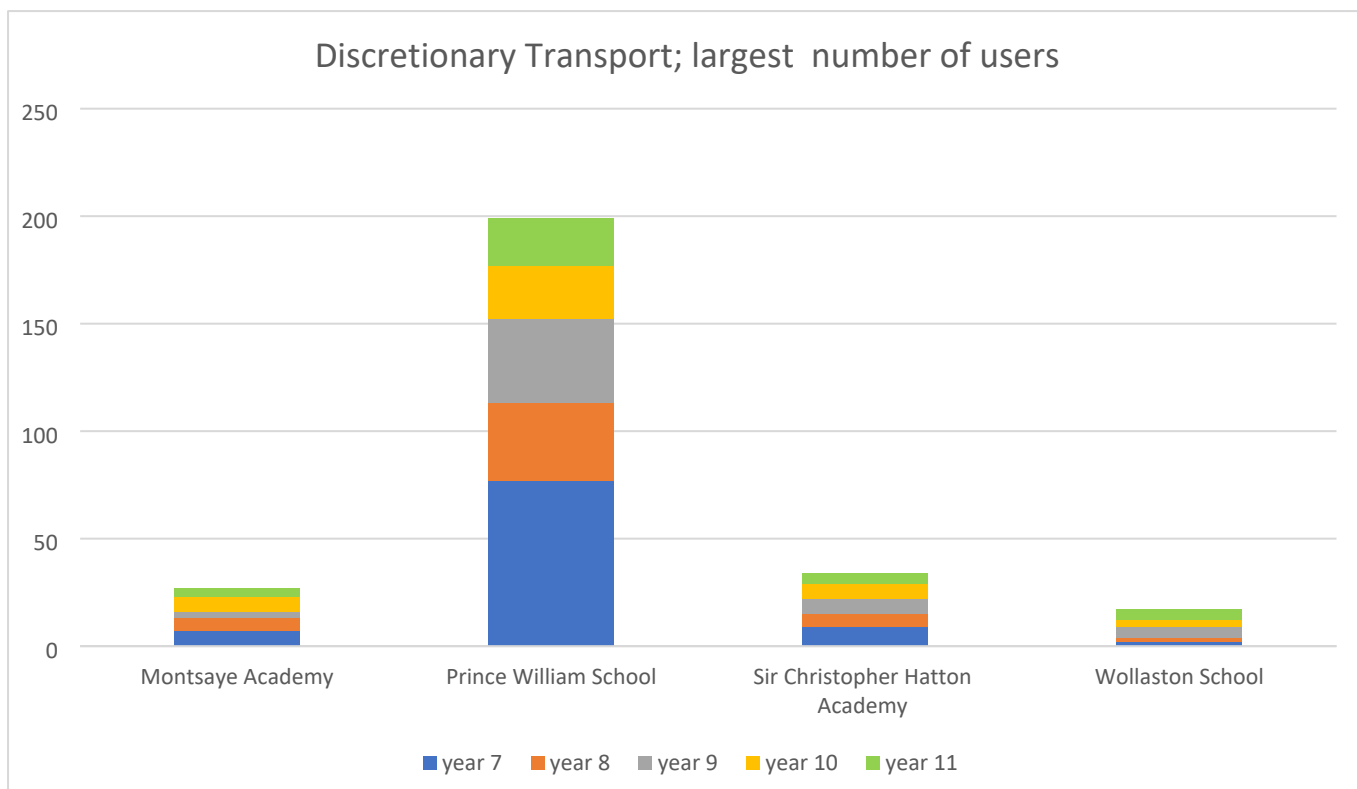
From the two charts above we can see:

The largest points of origin for those in receipt of discretionary transport is Corby, followed (at some distance) by Weldon and Earls Barton. Any changes to discretionary transport, either in capacity or cost will therefore have a disproportionate impact upon families of students in these areas.

Increases in costs or reduction in availability of discretionary transport may cause some families to want to send their children to other schools, which may cause capacity issues in schools more local to the points of origin, both now and in the future. As these schools fill, students will be referred to more distant schools, with the potential that more students would become entitled to free transport.

Schools with the largest number of students receiving discretionary transport	year 7	year 8	year 9	year 10	year 11	Grand Total
Montsaye Academy	7	6	3	7	4	27
Prince William School	77	36	39	25	22	200
Sir Christopher Hatton Academy	9	6	7	7	5	34
Wollaston School	2	2	5	3	5	17
<b>Total in year group</b>	<b>95</b>	<b>50</b>	<b>54</b>	<b>42</b>	<b>36</b>	<b>278</b>





The vast majority of students receiving Discretionary Transport are attending Prince William School, with 200 pupils using the service, with over half of these students coming from Corby (98 pupils) and Weldon (42 pupils).

When the four schools with the highest levels of discretionary transport users are discounted, there are only 17 young people of statutory school age claiming a seat under the discretionary transport provision. This would be manageable within current service parameters, even if the guaranteed seat provision were to be withdrawn.

Number of pupils	Point of origin								
	Barnwell	Cor by	Laxton	Little Oakley	Little Stanion	Middl eton	Northa mpton	Ringst ead	Grand Total
Corby Business Academy		3				2			5
Huxlow Science College								1	1
Kettering Science Academy		3							3
Lodge Park Academy					1				1
Manor School Sports College	1								1
Uppingham Community College		1	3	1					5
Weavers Academy							1		1
<b>Grand Total</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>17</b>

## Sixth form demand

Although young people are now required to engage with education to the age of 18, the legislation relating to transport provision still only requires the Local Authority to provide free transport for those of between the ages of 5 and 16. It is understood that this is because young people over 16 have free choice of placement for Post 16 studies, including the option to undertake apprenticeships and paid work-place training.

The figures given here should be treated with some caution as there may be a few students at Post 16 who are entitled to travel support due to additional needs as well as those travelling from choice. This has not been taken into account when producing these figures for Post 16 demand.

The former combined Authority operated a partnership with the three main colleges in the area to provide transport to the college campuses at a subsidised cost. NNC will be taking up its place in this partnership. The transport scheme is administered by the colleges themselves and is not part of this current document.

For those who choose to continue to study in school the only home to school transport provision from the Council is the Discretionary Transport scheme discussed above.

There are currently 173 students attending 10 schools under the Post 16 provision.

When demand for Sixth form discretionary places is added to the statutory school age demand for discretionary transport, we can see a significant demand at some schools. Some schools, such as Prince William, also have a waiting list for spaces on discretionary transport, which in most cases was unfulfilled last academic year.

Schools attended	Number of Post 16 students	Statutory school students receiving discretionary transport	total discretionary seats provided	Approximate number of additional vehicles* provided each day to meet demand
Prince William School	100	200	300	5.4
Wollaston School	35	17	52	0.9
Sir Christopher Hatton Academy	7	34	41	0.7
Montsaye Academy	2	27	29	0.5
Corby Business Academy	5	10	15	0.3
Manor School Sports College	12	1	13	0.2
Kettering Science Academy	8	3	11	0.2

\*based on 56 seat coach

