

Report Title:	Home to School Transport Policy
Contains Confidential or Exempt Information	No - Part I
Lead Member:	Cllr Carroll, Deputy Chairman of Cabinet, Adult Social Care, Children's Services, Health and Mental Health
Meeting and Date:	Cabinet – 29 April 2021
Responsible Officer(s):	Kevin McDaniel, Director of Children's Services
Wards affected:	All

REPORT SUMMARY

The Royal Borough of Windsor and Maidenhead and Achieving for Children are proposing changes to the Home to School Transport policy from 1st September 2021. These changes are designed to support the most vulnerable children and families while ensuring fairness across all areas of the borough.

1. DETAILS OF RECOMMENDATION(S)

RECOMMENDATION: That Cabinet notes the report and:

- i) **Approves the recommended changes to the Home to School Transport policy as set out in table 3 so that it better reflects statutory guidance and is fairer to all residents and schools whilst continuing to support our most vulnerable families.**

2. REASON(S) FOR RECOMMENDATION(S) AND OPTIONS CONSIDERED

2.1 The Royal Borough of Windsor and Maidenhead in keeping with national policy, encourages pupils and their parents/guardians to engage in active travel i.e. to walk, scoot or cycle to school (accompanied as appropriate) wherever possible. School travel plans which are managed by the schools themselves help to encourage and develop alternative travel options such as active travel and raise awareness about travel issues such as air pollution and road safety.

2.2 The council is required by law to provide free home to school transport where a child meets certain eligibility criteria. These criteria are set out in table 1 and form the basis of the statutory elements of the policy.

Table 1: Statutory Home to School Transport Eligibility

Age	School	Distance
1. Statutory home to school transport eligibility.		
Aged 5 to 8 years old National Curriculum Year 1 to 3	Attend the nearest suitable school.	Live more than 2 miles from that school.
Aged 8 to 16 years old National Curriculum Year 4 to 11		Live more than 3 miles from that school.
2. Statutory home to school transport eligibility for low income families.		
Aged 8 to 10 years old National Curriculum Year 4 to 6	Attend the nearest suitable school.	Live more than 2 miles from that school.
Aged 11 to 16 years old National Curriculum Year 7 to 11	Attend one of the three nearest suitable schools.	Live between 2 and 6 miles from that school.
Aged 11 to 16 years old National Curriculum Year 7 to 11	Attend their nearest school preferred on grounds of religion or belief.	Live between 2 and 15 miles from that school.
3. Statutory eligibility when no safe walking route.		
Aged 5 to 16 years old National Curriculum Year 1 to 11	Attend the nearest suitable school.	Have no safe walking route to that school, regardless of distance.
4. Statutory home to school transport eligibility for special educational needs (SEN)		
Aged 5 to 8 years old National Curriculum Year 1 to 3	Attend the nearest suitable school.	Live two miles or less from that school and has a special educational need, disability or mobility issue that means he or she cannot reasonably be expected to walk to that place.
Aged 8 to 16 years old National Curriculum Year 4 to 11		Live three miles or less from that school and has a special educational need, disability or mobility

		issue that means he or she cannot reasonably be expected to walk to that place.
5. Excluded children		
Aged 5 to 16 years old National Curriculum Year 1 to 11	Attend the place other than the registered school, due to exclusion.	Have no safe walking route to that school, regardless of distance.

2.3 Local authorities also have a duty to encourage, enable and assist young people of sixth form age and adults aged 19 and over (including those with an Education, Health and Care (EHC) plan) to participate in education and training. [The Post-16 Home to School Transport policy 2020-2021](#) Supporting Statement details the assistance available to:

- Young people aged 16 to 18.
- Young people aged 16 to 18 with special educational needs, a disability or other mobility difficulty.
- Young people aged 19 to 25 with high needs.

2.4 Like many other local authorities, the Royal Borough offers additional assistance above the statutory minimum. A review of the borough's home to school transport policy has concluded that it needs to be more consistent, reflecting the statutory guidance so that it is fair to all residents including our most vulnerable families. The current, non-statutory transport concessions are set out in table 2.

Table 2: Non-statutory transport concessions in the Royal Borough

1. Holyport Village Residents Concession
Holyport Village residents are automatically entitled to free bus passes on public transport services to Cox Green School and are therefore not being assessed by the same rules as all our other residents.
2. Eton Wick Residents Concession
Eton Wick residents who are fare payers (not entitled to free transport) currently receive a discount so they will pay £351 (21-22) for a season ticket on a school coach. All other RBWM residents who are fare payers will pay a minimum of £651 (21-22) if they are buying a season ticket on a school coach. Eton Wick fare payers travelling on public bus services also receive discounts.
3. Post 16 students with Special Educational Needs and Disabilities

(SEND) (all RBWM) Concession
<p>Post 16 students do not have a statutory entitlement to transport assistance but are able to purchase a season ticket on a school route for £651 (£3.43 per day) per academic year. All students are travelling within the Borough and the average cost of their transport is £918 (£4.83 per day) per academic year.</p> <p>Post 16 students with SEND are also able to purchase a season ticket on a school route for £651 per academic year. Students are travelling in the Borough and to neighbouring authorities. The average cost of their transport is £6,731 per academic year or £35.42 per day (2019-2020). Students from low income families currently make no contribution to their transport costs.</p>
4. Low income families who are fare payers (statutory school age), all Borough concession
<p>Low income families who are fare payers (not entitled to free transport) currently make no contribution towards the cost of a season ticket on a school coach.</p>
5. All families (all Borough) “(temporary residential, looked after children, children with a medical condition, parents with a medical condition)” Exceptional Circumstances Concession
<p>Policy currently allows for home to school transport assistance to be provided in ‘Exceptional circumstances’ for up to 24 weeks where the pupil would not normally be entitled to transport under policy.</p>
6. All families (all Borough) Primary Concession
<p>Children awarded transport to a primary school or entry level are not normally reassessed when they reach the age of 8 - when the statutory distance criteria for awarding transport assistance changes from 2 to 3 miles.</p>
7. All families (all Borough) Nursery Concession
<p>Policy currently allows for transport to school to be provided to nursery pupils from the age of 4 (normally in National Curriculum Year R); the statutory age for transport provision is 5 years of age.</p>

2.5 The council approved budget for 2021/22 is £2,641,000 and includes a targeted saving of £280,000 in the cost of providing home to school transport. It is estimated that the proposed changes in policy will contribute approximately £74,000 towards that savings target. Additional savings are anticipated through the retendering of home to school transport contracts.

2.6 The borough has consulted with parents/guardians, schools, stakeholders, and other interested parties. Section 8 explains the process and the two appendices to the report contain the consultation responses. This feedback has been considered in the recommended options set out in table 3.

Options

Table 3: Options arising from this report

Option	Comments
<p>1a. Holyport Village residents concession</p> <p>Removal of automatic free transport provision to Cox Green School for existing and future pupils from Holyport Village.</p> <p>Residents of Holyport Village will be required to apply for transport assistance via a home to school transport application in line with all other RBWM residents.</p> <p>This is the recommended option</p>	<ul style="list-style-type: none"> • 6.7% of consultees agreed with this option (24/360 responses) • This option does not follow good practice guidance which suggests that changes to school transport arrangements should be phased in so children continue to benefit from an arrangement until they leave or change school. • This concession is unfair to children of other residents and to other schools who do not have the equivalent provision. If it is removed children will be reassessed under current policy and may still be eligible for transport support or grounds such as distance from school or low income. • Non entitled pupils will be able to purchase a bus pass on either the White Bus service (direct service to Cox Green school) or the Courtney Bus service (Holyport to Frascati Way (change) - Cox Green). The council currently purchases bus passes on these services for children living in Holyport Village. We do not operate a school bus. • Some parents may be able to apply for school bursary funding to mitigate the cost of transport. • Holyport College has changed its intake criteria

Option	Comments
	<p>and is now accepting more local pupils into the school for Year 7, reducing the likely need for this journey from September 2021.</p> <ul style="list-style-type: none"> • Maximises financial savings from this policy change.
<p>1b. Holyport Village residents concession Removal of automatic free transport provision for future pupils from Holyport Village; retain entitlement for current student cohort until they reach the age of 16.</p> <p>This is not recommended</p>	<ul style="list-style-type: none"> • 15.6% of consultees agreed with this option (56/360 responses). • This option follows good practice guidance which suggests that changes to school transport arrangements should be phased in so children continue to benefit from an arrangement until leave or change school. • This concession is unfair to children of other residents and to other schools who do not have the equivalent provision. If it is removed children will be reassessed under current policy and may still be eligible for transport support or grounds such as distance from school or low income. • Non entitled pupils will be able to purchase a bus pass on either the White Bus service (direct service to Cox Green school) or the Courtney Bus service (Holyport to Frascati Way (change) - Cox Green). The council currently purchases bus passes on these services for children living in Holyport Village. We do not operate a school bus. • Some parents may be able to access school bursary funding to mitigate the cost of transport.

Option	Comments
	<ul style="list-style-type: none"> ● Holyport College has changed its intake criteria and is now accepting more local pupils into the school for Year 7. ● Financial saving will accrue over five years from September 2021, putting pressure on short and medium term budget.
<p>1c. Holyport Village residents concession Policy is unchanged.</p> <p>This is not recommended</p>	<ul style="list-style-type: none"> ● 44.4% of consultees agreed the policy should not change (160/360 responses). ● Inequality of provision compared to other borough residents – risk of challenge if other policy changes are accepted. ● Alternative savings in home to school transport would need to be found <p>33.3% of consultees expressed no opinion regarding this concession (120/360 responses)</p>
<p>2a. Eton Wick residents concession Remove the Eton wick residents concession for September 2021. Eton Wick residents will pay the same for a season ticket on a school coach (£651) as other residents. Eton Wick residents will not receive discounts on public bus services.</p> <p>This is the recommended option</p>	<ul style="list-style-type: none"> ● 10.0% of consultees agreed with this option (36/360 responses). ● Residents may still be eligible for support under statutory policy e.g. distance from school; low income families. ● The substantial increase in season ticket cost is significant. It is possible to pay the cost in termly instalments. ● The actual cost to the council of a season ticket on an Eton Wick school coach varies between £855-£1005 dependent on route and loading. Eton Wick residents will therefore still be receiving a substantial discount. ● Cost of RBWM season ticket is still low relative to neighbouring authorities

Option	Comments
	<p>and non-residents (£893 average).</p> <ul style="list-style-type: none"> ● Parents may be able to access School bursary funding to mitigate the cost of transport. ● Maximises ability to achieve financial savings target in 2021/22.
<p>2b. Eton Wick residents concession Retain the Eton Wick concession but increase fares annually by a minimum of 10% until Eton Wick residents pay the same fare as other residents using school coaches. Eton Wick residents will not receive discounts on public bus services.</p> <p>This is not recommended</p>	<ul style="list-style-type: none"> ● 15.6% of consultees agreed with this option (56/360 responses). ● Residents may still be eligible for support under statutory policy e.g. distance from school; low income families. ● The actual cost to the council of a season ticket on an Eton Wick school coach varies between £855-£1005 depending on route and loading. Eton Wick residents will therefore still be receiving a substantial discount. ● Cost of RBWM season ticket is still low relative to neighbouring authorities and non-residents (£893 average). ● Parents may be able to access School bursary funding to mitigate the cost of transport. ● It will take a number of years to realise the savings from this change and alternative options will need to be found for 2021/22.
<p>2c. Eton Wick residents concession Policy is unchanged.</p> <p>This is not recommended.</p>	<ul style="list-style-type: none"> ● 37.8% of consultees agreed the policy should not change (136/360 responses). ● Inequality of provision compared to other borough residents - risk of

Option	Comments
	<p>challenge if other option accepted.</p> <ul style="list-style-type: none"> ● No contribution to budget position, resulting in pressure and the need to find alternative options. <p>36.7% of consultees expressed no opinion regarding this concession (132/360 responses).</p>
<p>3a. Post 16 students with Special Educational Needs and Disabilities (SEND) (all RBWM) Concession All Post 16 Students with SEND will make a contribution towards the cost of their home to school or college transport that increases as distance travelled increases:</p> <p>0-5 miles £ 651 (equivalent to the cost of a season ticket on a school bus) 5-10 miles £ 851 10-15 miles £1051 15 miles + £1251</p> <p>Students from low income families will receive a 50% discount on the cost of their transport.</p> <p>This is not recommended</p>	<ul style="list-style-type: none"> ● 4.4% of consultees agreed with this option (16/360 responses). ● Post 16 students with SEND currently pay £639 towards the cost of their transport on a school route, rising to £651 in September 2021. ● Low income Post 16 students with SEND currently make no contribution to the cost of their transport. ● Transport for students with SEND is more costly because vehicles are usually people carriers or minibuses carrying smaller numbers of students. There may also be a passenger assistant to support the students whilst travelling. ● 16 to 19 Bursaries: <ul style="list-style-type: none"> ○ Young people in education or training can apply for a bursary from their school, college or institution for financial support to help them remain in education. There are two types of bursary: ○ A vulnerable person's bursary, which is worth up to £1,200 per year and

Option	Comments
	<p>available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication).</p> <ul style="list-style-type: none"> ○ A discretionary bursary that schools, colleges and institutions award to meet individual needs, including help with the cost of transport, meals, books and equipment. ○ Applications for both types of bursary are made through schools, colleges and institutions. ○ Details of the Bursary scheme and how to apply, together with the options available for Post 16 transport in RBWM can be found here Post-16 Home to School Transport Policy 2020-21 Supporting Statement ○ The Transport Team will actively promote these options to Parents, Schools and Colleges and stakeholders in May 2021 ready for September 21. <ul style="list-style-type: none"> ● Maximises ability to achieve financial savings target in 2021/22.
<p>3b. Post 16 students with Special Educational Needs and Disabilities (SEND) (all RBWM) Concession</p>	

Option	Comments
<p>All post 16 Students with SEND will continue to make a contribution towards the cost of their home to school or college transport by paying a flat rate charge of £651. Students from low income families will receive a 50% discount on the cost of their transport,</p> <p>This is the recommended option</p>	<ul style="list-style-type: none"> • 23.1% of consultees agreed with this option (83/360 responses). • Post 16 students with SEND currently pay £639 towards the cost of their transport on a school route, rising to £651 in September 2021. A flat rate charge, regardless of distance travelled, could make continued education more accessible. • Low income Post 16 students with SEND currently make no contribution to the cost of their transport. • Transport for students with SEND is more costly because vehicles are usually people carriers or minibuses carrying smaller numbers of students. There may also be a passenger assistant to support the students whilst travelling. • 16 to 19 Bursaries: <ul style="list-style-type: none"> ○ Young people in education or training can apply for a bursary from their school, college or institution for financial support to help them remain in education. There are two types of bursary: ○ A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication).

Option	Comments
	<ul style="list-style-type: none"> ○ A discretionary bursary that schools, colleges and institutions award to meet individual needs, including help with the cost of transport, meals, books and equipment. ○ Applications for both types of bursary are made through schools, colleges and institutions. ○ Details of the Bursary scheme and how to apply, together with the options available for Post 16 transport in RBWM can be found here Post-16 Home to School Transport Policy 2020-21 Supporting Statement ○ The Transport Team will actively promote these options to Parents, Schools and Colleges and stakeholders in May 2021 ready for September 2021. <ul style="list-style-type: none"> ● Increased ability to achieve financial savings target in 2021/22.
<p>3c. Post 16 students with Special Educational Needs and Disabilities (SEND) (all RBWM) Concession Policy is unchanged. Post 16 students with SEND will continue to make a contribution towards the cost of their home to school or college transport by paying a flat rate charge of £651.</p>	<ul style="list-style-type: none"> ● 52.2% of consultees agreed the policy should not change (188/360 responses) ● No contribution to budget position, resulting in pressure and the need to find alternative options.

Option	Comments
<p>Students from low income families currently make no contribution to their transport costs.</p> <p>This is not recommended</p>	<p>20.3% of consultees expressed no opinion regarding this concession (73/360 responses).</p>
<p>4a. Low income families who are fare payers (statutory school age, all Borough) concession From September 2021, the concession will be removed altogether and low income families who are fare payers will pay the full cost of a season ticket on a school coach (£651 in 2021/22)</p> <p>This is not recommended</p>	<ul style="list-style-type: none"> ● 1.1% of consultees agreed with this option (4/360 responses). ● Parents may be able to access School bursary funding to mitigate the cost of transport. ● Parents may still be eligible for support under policy on other grounds. ● Maximises ability to achieve financial savings target in 2021/22.
<p>4b. Low income families who are fare payers (statutory school age, all Borough) concession From September 2021, low income families who are fare payers will pay a contribution of £325 (50% of the normal cost of a season ticket on a school coach)</p> <p>This is not recommended</p>	<ul style="list-style-type: none"> ● 7.5% of consultees agreed with this option (27/360 responses). ● Parents may be able to access School bursary funding to mitigate the cost of transport. ● Parents may still be eligible for support under policy on other grounds. ● Some contribution to financial savings target in 2021/22.
<p>4c. Low income families who are fare payers (statutory school age, all Borough) concession The policy will remain unchanged and low income families who are fare payers will continue to make no contribution towards the cost of a season ticket on a school coach.</p> <p>This is the recommended option</p>	<ul style="list-style-type: none"> ● 62.8% of consultees agreed the policy should not change (226/360 responses). ● Saving targets potentially unachieved. ● Targeted support for our most vulnerable families is continued while enabling them to seek education in schools which may be further from home.

Option	Comments
	<p>10.0% of consultees disagreed with all options (36/360 responses).</p> <p>18.6% of consultees expressed no opinion regarding this concession (67/360 responses)</p>
<p>5a. All families (all Borough) (temporary residential, looked after children, children with a medical condition, parents with a medical condition) Exceptional Circumstances Concession From September 2021, the 'Exceptional circumstances' concession will be removed from policy.</p> <p>This is not recommended</p>	<ul style="list-style-type: none"> ● 2.5% of consultees agreed with this option (9/360 responses). ● Parents may be able to access School and College bursary funding to mitigate the cost of transport. ● All residents can still be reviewed for support under policy. ● Maximises ability to achieve financial savings target in 2021/22.
<p>5b. All families (all Borough) (temporary residential, looked after children, children with a medical condition, parents with a medical condition) Exceptional Circumstances Concession From September 2021, 'Exceptional circumstances' transport assistance will be reduced from 24 weeks to a maximum of one school term (approximately 13 weeks).</p> <p>This is the recommended option</p>	<ul style="list-style-type: none"> ● 19.7% of consultees agreed with this option (71/360 responses). ● Parents may be able to access School bursary funding to mitigate the cost of transport. ● All residents can still be reviewed for support under policy. ● Support given for one term to deal with temporary situations. Longer term support to be agreed with School/College, family and others as needed. ● Earlier review will contribute to financial savings target in 2021/22.
<p>5c. All families (all Borough) (temporary residential, looked after children, children with a medical condition, parents with a medical condition) Exceptional Circumstances Concession The policy will remain unchanged.</p> <p>This is not recommended</p>	<ul style="list-style-type: none"> ● 52.8% of consultees agreed the policy should not change (190/360 responses). ● Inequality of provision compared to other borough residents - risk of challenge under a range of 'fairness' comparisons.

Option	Comments
	<ul style="list-style-type: none"> Unlikely to make significant contribution to savings target in 2021/22. <p>25.0% of consultees expressed no opinion regarding this concession (90/360 responses).</p>
<p>6a. All families (all Borough) Primary Concession To remove the concession and reassess pupils (including SEND pupils) for transport assistance when they reach the age of 8.</p> <p>This is not recommended</p>	<ul style="list-style-type: none"> 5.3% of consultees agreed with this option (19/360 responses). Parents may be able to access School bursary funding to mitigate the cost of transport. Some residents may still be eligible for support under policy on other grounds. Maximises ability to achieve financial savings target in 2021/22.
<p>6b. All families (all Borough) Primary Concession To retain the concession and only reassess a pupil when they move school or if they change address.</p> <p>This is the recommended option</p>	<ul style="list-style-type: none"> 45.8% of consultees agreed with this option (165/360 responses). Parents may be able to access School bursary funding to mitigate the cost of transport. This better reflects the range of education options across the Royal Borough with both 2 and 3 tier education systems. Some residents may still be eligible for support under policy on other grounds. Reduced ability to achieve financial savings target in 2021/22.
<p>6c. All families (all Borough) Primary Concession The policy will remain unchanged.</p> <p>This is not recommended</p>	<ul style="list-style-type: none"> 26.1% of consultees agreed the policy should not change (94/360 responses); <p>22.8% of consultees expressed no opinion regarding this concession (82/360 responses)</p>

Option	Comments
<p>7a. All families (all Borough) Nursery Concession To remove the concession and only assess pupils for transport assistance when they reach the age of 5</p> <p>This is not recommended</p>	<ul style="list-style-type: none"> ● 5.6% of consultees agreed with this option (20/360 responses). ● Parents may be able to access School bursary funding to mitigate the cost of transport. ● Maximises ability to achieve financial savings target in 2021/22.
<p>7b. All families (all Borough) Nursery Concession To change the concession so that nursery pupils from the age of 4 who are assessed as entitled to transport assistance will be required to make a contribution towards the cost of their home to school nursery transport by paying a flat rate charge of £651 (the cost of a season ticket on a school coach). Pupils from low income families will receive a 50% discount.</p> <p>This is the recommended option</p>	<ul style="list-style-type: none"> ● 17.2% of consultees agreed with this option (62/360 responses). ● Parents may be able to access School bursary funding to mitigate the cost of transport. ● Mirrors proposed policy for post 16 education. ● Lower level of contribution to financial savings target in 2021/22.
<p>7c. All families (all Borough) Nursery Concession Policy is unchanged.</p> <p>This is not recommended</p>	<ul style="list-style-type: none"> ● 44.2% of consultees agreed the policy should not change (159/360 responses). ● Parents may be able to access School bursary funding to mitigate the cost of transport. ● No scope for contribution to savings target. <p>33.1% of consultees expressed no opinion regarding this concession (119/360 responses)</p>

3. KEY IMPLICATIONS

Table 4: Key Implications

Outcome	Unmet	Met	Exceeded	Significantly Exceeded	Date of delivery
Recommended Home to school transport policy changes accepted in full	Not approved	Recommended options Approved and policy published by 31 st May 2021, operational 1 st			

4. FINANCIAL DETAILS / VALUE FOR MONEY

4.1 If the recommendations are not taken then there is a resulting pressure on the budget for 2021-22.

5. LEGAL IMPLICATIONS

5.1 Home to school travel and transport guidance (July 2014) refers to the following:

- Sections 444, 508A, 508B, 508C, 508D, 509AD and Schedule 35B of the Education Act 1996 (the Act), as inserted by Part 6 of the Education and Inspections Act 2006 (the EIA 2006)
- Regulation 5 and Part 2 of Schedule 2 to The School Information (England) Regulations 2002, as amended
- Equality Act 2010
- School Admissions Code
- European Convention on Human Rights
- The School Travel (Pupils with Dual Registration)(England) Regulations 2007
- Public Service Vehicles (Carrying Capacity) Regulations 1984
- Section 48 of the School Standards and Framework Act 1998

5.2 Section 508C of the Education Act 1996 provides local authorities with discretionary powers to go beyond their statutory duties and provide transport for children who are not entitled to free transport.

5.3 Individual local authorities can decide whether to apply their discretion regarding concessionary transport provision based on local needs and circumstances. The support available should be communicated through the Home to school transport policy.

5.4 In order to comply with their home to school transport duties local authorities must promote the use of sustainable travel and transport and make transport arrangements for all eligible children. The Royal Borough's Local Transport Plan and the Home to school transport policy set out how these duties will be met.

5.5 The Royal Borough's Local Transport Plan (LTP) 2012-2026 ([Local Transport Plan LTP 2012-2026](#)) was adopted in July 2012. The LTP is currently the main policy document which guides the future direction of transport strategy and delivery in

the Borough. It provides details of the key transport challenges faced in the Borough and outlines the Council's vision and strategic plans with regard to transport infrastructure and service provision.

5.6 The key objectives outlined within the LTP are as follows:

- to improve access to everyday services and facilities for everyone;
- to improve road safety and personal security for all transport users;
- to support sustainable economic growth;
- to improve quality of life and minimise the social, health and environmental impacts of transport; and
- to mitigate and adapt to the effects of climate change.

5.7 The Royal Borough of Windsor and Maidenhead's home to school transport policy ([Home to school transport policy 2020/21](#))

sets out what help and support we give to eligible children and young people who are travelling between home and school/college.

5.8 The policy covers the assistance available for:

- Children of statutory school age (aged 5 to 16).
- Children of statutory school age (aged 5 to 16) with special educational needs, a disability or other mobility difficulties.
- Young people aged 16 to 18.
- Young people aged 16 to 18 with special educational needs, a disability or other mobility difficulty.
- Young people aged 19 to 25 with high needs.

5.9 The policy also covers the assistance available to families which is concessionary or at the discretion of the council.

6. RISK MANAGEMENT

6.1 Without consideration of non-statutory concessions RBWM risks challenge from residents who consider they are not treated equitably.

Table 5: Impact of risk and mitigation

Risk	Level of uncontrolled risk	Controls	Level of controlled risk
Equitable application of home to school transport policy	Low	Amend policy to ensure inequities are removed	Low
Savings targets not achieved	Medium	Adopt recommended policy changes to ensure savings targets are achieved	Low

7. POTENTIAL IMPACTS

7.1 Equalities

7.2 The council has to give due regard to its Equalities Duties, in particular with respect to general duties arising pursuant to the Equality Act 2010, section 149. Having due regard to the need to advance equality involves, in particular, to the need to remove or minimise disadvantages suffered by persons who share a relevant characteristic that are connected to that characteristic. Further details about the Equalities Duties are set out in the Equality Impact Assessment, which all councillors should read before taking the decisions identified in this report. The Equality Impact Assessment can be found here: [council's website](#).

7.3 The Equality Impact Assessment has been updated to include comment regarding potential equality issues highlighted through the consultation (see key themes at 8.8 and Appendix 5). The specific issues that have been highlighted are not unexpected and the mitigations to ensure the impact of policy change is kept low have been noted in the Assessment.

7.4 Climate change/sustainability

There are no implications arising from this report.

7.5 Data Protection/GDPR.

Personal data received as part of the informal consultation has been processed in accordance with the requirements of the Data Protection Act 2018.

8. CONSULTATION

8.1 Statutory guidance for home to school transport states that best practice is that a consultation should run for 28 working days during term time. This consultation has run for 28 calendar days and has included part of the Easter holiday, 15th March 2021 to 12th April 2021.

8.2 The timetable reflects that we were unable to begin the consultation until the council's budget was approved in February 2021. To ensure we publish our amended transport policy by 31st May 2021 (as required) and in order to give families sufficient time to consider their options for the September 2021 return to school we have consulted over 28 calendar days. If the consultation had run for 28 working days during term time the proposals couldn't have been implemented until September 2022.

8.3 In order to mitigate the impact of partly consulting over a holiday, the Transport Team Leader has specifically targeted the stakeholder consultees by contacting them via email and by text as necessary. The targeted stakeholder consultees are noted at Appendix 3 and are summarised as follows:

- parents/guardians of all current recipients of home to school transport (922);
- schools and colleges in RBWM (68);
- schools and colleges outside RBWM area currently served by school transport (57);

- local user groups/parent representative groups (11);
- Ward Councillors, Parishes and other interested stakeholders (56).

8.4 The targeted groups were contacted via email and text and were directed to the online consultation. Recipients were also given the option of contacting the home to school transport team if they required the consultation in a different format.

8.5 In addition to the targeted approach, the consultation was made available through the RBWM website and the Local Offer website: [Home to school transport consultation 2020/21](#) It has been widely covered in the local press.

8.6 We have received 360 responses in total; 262 responses from 1114 direct invitations to the targeted groups mentioned in section 8.3 which represents a 23.5% response rate. The consultation channel has been left open to enable us to gather further information and comment. As the response to the consultation has been good it is therefore considered unlikely that the duration and timing of the consultation will be considered material.

8.7 The statistical summary of the consultation is listed in Appendix 1 and the comments have been grouped and listed in full in Appendix 2. A list of the targeted stakeholders can be found at Appendix 3. A copy of the consultation can be found at Appendix 4.

8.8 The key themes in responses received from residents and interested parties have been recorded verbatim below:

- Cox Green is the only local school to Holyport.
- The change of policy when parents have already made their school choice is unfair.
- It is only fair that the concession should be retained for those who already have it.
- Other parents have to pay, why shouldn't Holyport Village be the same.
- There is no local middle or secondary school for Eton Wick residents; residents have no choice.
- Proposed increases in fares are too high and will result in an increase in traffic as parents will have to drive their children to school.
- The proposed increase in fares is too much (*this was a comment received in respect of all the concessionary items: Eton Wick, Holyport, SEND Post 16, Low income, Nursery provision*).
- There is no safe walking route to my child's school.
- The changes will restrict the choice of school for parents.
- Covid has had a huge impact on income. This is the wrong time to be considering any changes.
- Public transport is very limited.
- Post 16 SEND students have to travel greater distances to education placements.
- Post 16 transport should be free until 18 years of age.
- The proposed changes are discriminatory to SEND students.
- Low income families will be hugely disadvantaged.
- Provision under exceptional circumstances should not be time limited.
- Transport provision should not be reassessed at 8 years of age.

- SEND students should be exempt from the Nursery proposals.

8.9 In making its decision in relation to the amended Home to School Transport Policy, the Council must conscientiously take into account the feedback from the consultation process including any alternative proposals suggested as to savings/revenue generation.

8.10 In conclusion, nothing unexpected has arisen from the results of the consultation and therefore the recommendations remain the same.

9. TIMETABLE FOR IMPLEMENTATION

9.1 Implementation date if not called in: 1st September 2021

Table 7 : Implementation timetable

Date	Details
January 2021 - February 2021	Review of non-statutory elements of home to school transport policy
February 2021	Council budget agreed
March 2021- April 2021	Consultation with stakeholders
April 2021	Report to Cabinet
May 2021	Publication of Home to school transport policy 2021/22
September 2021	Implementation of policy from 1 st September 2021

10. APPENDICES

10.1 This report is supported by 5 appendices:

- Appendix 1 – Consultation - summary of responses.
- Appendix 2 – Consultation – comments received.
- Appendix 3 - Consultation – list of targeted stakeholder consultees
- Appendix 4 - Consultation – copy of consultation form
- Appendix 5 – Consultation – Post 16 SEND Students concession – Comments and Mitigations

11. BACKGROUND DOCUMENTS

11.1 This report is supported by the following background documents:

- RBWM Local Transport Plan 2012-2026 ([Local Transport Plan LTP 2012-2026](#))
- RBWM Home to school transport policy 2020/21 ([Home to school transport policy 2020/21](#))
- Home to school travel and transport guidance, DfE, July 2014 ([Home to school travel and transport guidance](#))
- Post-16 transport to education and training, DfE, January 2019 ([Post-16 transport to education and training](#))

12. CONSULTATION (MANDATORY)

Name of consultee	Post held	Date sent	Date returned
Cllr Stuart Carroll	Lead Member for Adult Social Care, Children's Services, Health and Mental Health.	14/04/21	20/04/21
Duncan Sharkey	Managing Director	14/04/21	
Adele Taylor	Director of Resources/S151 Officer	14/04/21	15/04/21
Kevin McDaniel	Director of Children's Services	08/04/21	15/04/21
Hilary Hall	Director of Adults, Health and Commissioning	14/04/21	19/04/21
Andrew Vallance	Head of Finance	14/04/21	16/04/21
Elaine Browne	Head of Law	14/04/21	20/04/21
Emma Duncan	Deputy Director of Law and Strategy / Monitoring Officer	14/04/21	
Nikki Craig	Head of HR Corporate Projects and IT	14/04/21	19/04/21
Louisa Dean	Communications		
Karen Shepherd	Head of Governance	14/04/21	15/04/21

REPORT HISTORY

Decision type:	Urgency item?	To follow item?
Key decision	No	No

Report Author: Lynne Penn, Support Services Manager, 07887 635 049



Appendix 1 -
Consultation Commer



Appendix 2 Home to
School Transport Poli



Appendix 3 -
Consultation Distribut



Appendix 4 - Home
to School Transport P



Appendix 5 - Post 16
SEND Students Conce

Home to School Transport Policy Consultation - Results Breakdown

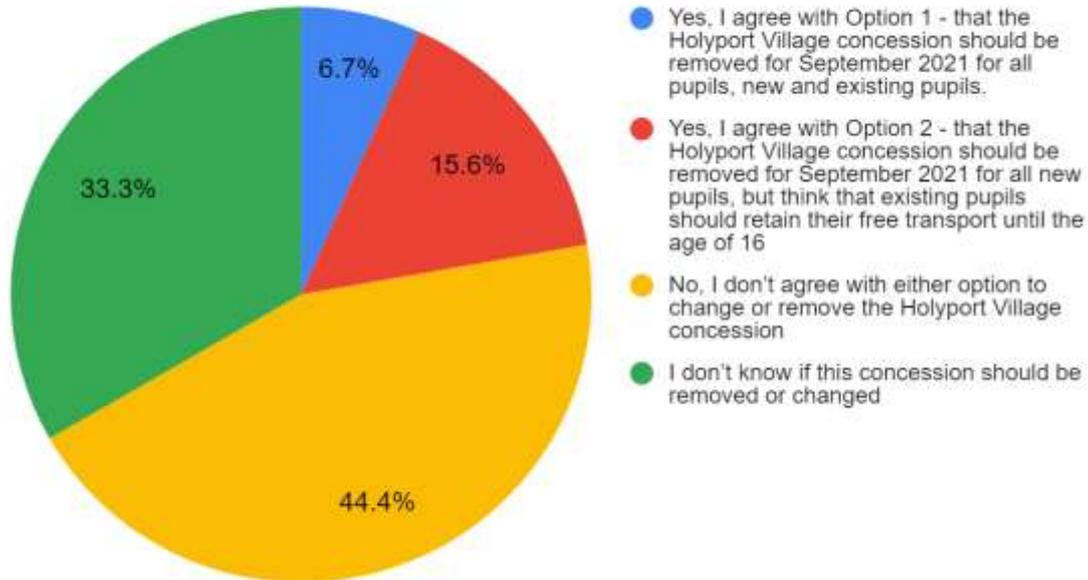
Notes

- Results as at 13 April 2021 - 360 unique responses received.
- Duplicate submissions from same individual removed
- 214 received from parents of children already receiving school transport assistance
- 98 received from parents of children not receiving school transport assistance
- 48 received from schools, organisations, or other interested parties

Holyport Village Residents Concession	Total	Organisation/ Other	Parent of a child ON transport	Parent of a child NOT ON transport
Yes, I agree with Option 1 - that the Holyport Village concession should be removed for September 2021 for all pupils, new and existing pupils. This is the Council's preferred option	24	3	15	6
Yes, I agree with Option 2 - that the Holyport Village concession should be removed for September 2021 for all new pupils, but think that existing pupils should retain their free transport until the age of 16	56	5	41	10
No, I don't agree with either option to change or remove the Holyport Village concession	160	25	82	53
I don't know if this concession should be removed or changed	120	15	76	29
Total	360	48	214	98

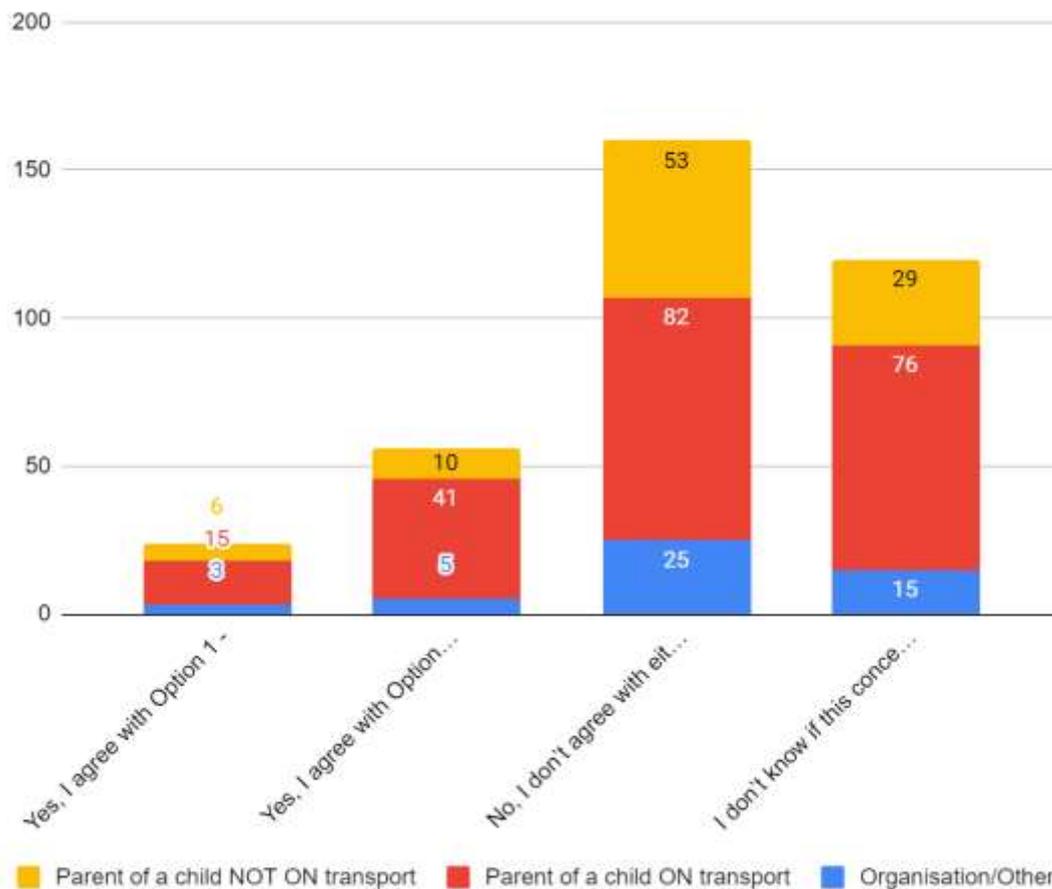
All results breakdown

Holyport Village Residents Concession



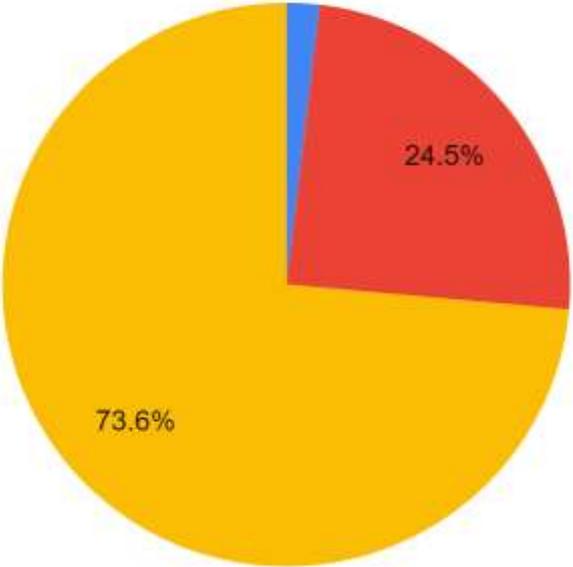
Results breakdown by respondent group

Holyport Village Residents Concession



Results breakdown for affected parties only

Breakdown of those affected or potentially affected by changes to Holyport Concession (58 total)

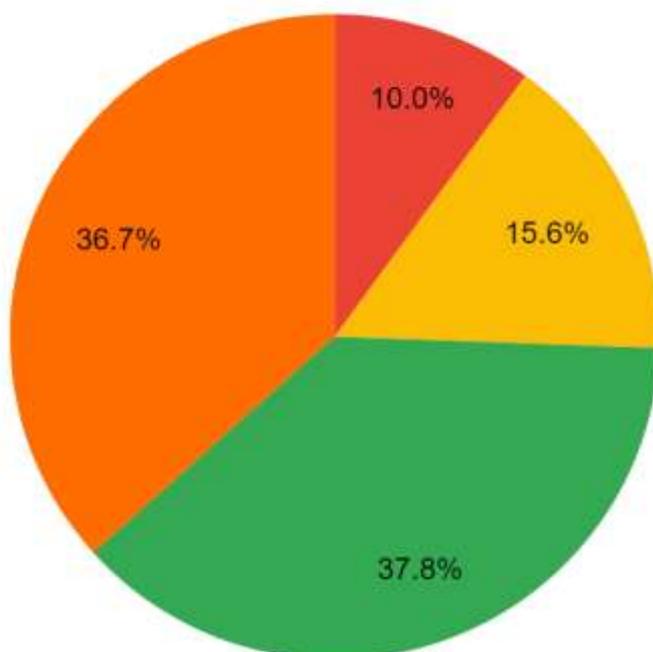


- Yes, I agree with Option 1 - that the Holyport Village concession should be removed for September 2021 for all pupils, new and existing pupils.
This is the Council's preferred option
- Yes, I agree with Option 2 - that the Holyport Village concession should be removed for September 2021 for all new pupils, but think that existing pupils should retain their free transport until the age of 16
- No, I don't agree with either option to change or remove the Holyport Village concession

Your response - Eton Wick Residents Concession	Total	Organisation/ Other	Parent of a child ON transport	Parent of a child NOT ON transport
Yes, I agree with Option 1 - that the Eton Wick residents concession should be removed for September 2021. Eton Wick residents will pay £651 for a season ticket on a school coach and will not receive discounts on public bus services. This is the Council's preferred option	36	5	21	10
Yes, I agree with Option 2 - that the Eton Wick concession should be retained, but that fares should increase annually by a minimum of 10% until Eton Wick residents pay the same fare as other residents using school coaches and that discounts on public bus services should be removed	56	11	34	11
No, I don't agree that the Eton Wick concession should be removed or changed	136	21	67	48
I don't know if this concession should be removed or changed	132	11	92	29
Total	360	48	214	98

All results breakdown

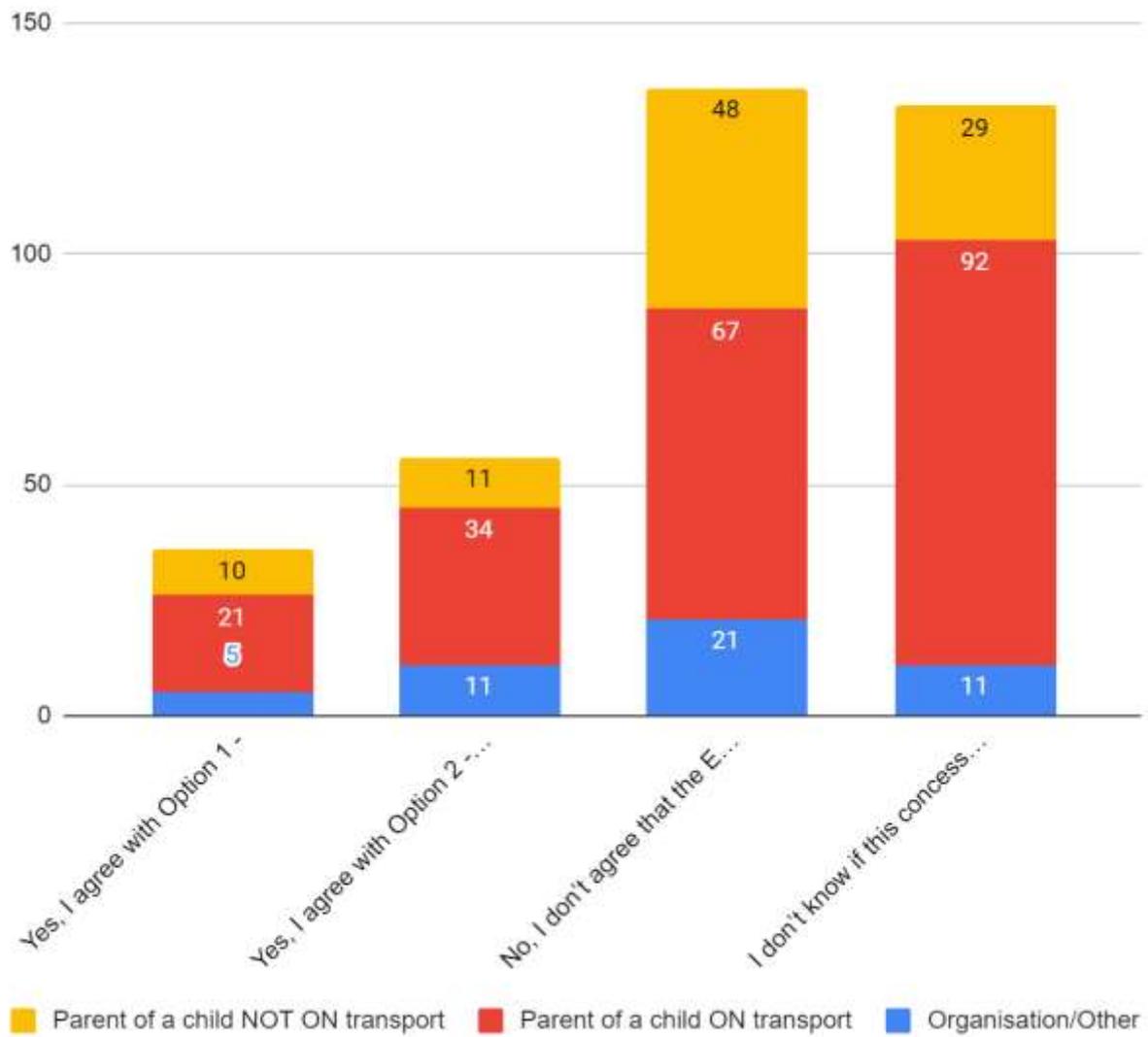
Eton Wick Residents Concession



- Yes, I agree with Option 1 - that the Eton Wick residents concession should be removed for September 2021. Eton Wick residents will pay £651 for a season ticket on a school coach and will not receive discounts on public bus services.
- Yes, I agree with Option 2 - that the Eton Wick concession should be retained, but that fares should increase annually by a minimum of 10% until Eton Wick residents pay the same fare as other residents using school coaches and th...
- No, I don't agree that the Eton Wick concession should be removed or changed
- I don't know if this concession should be removed or changed

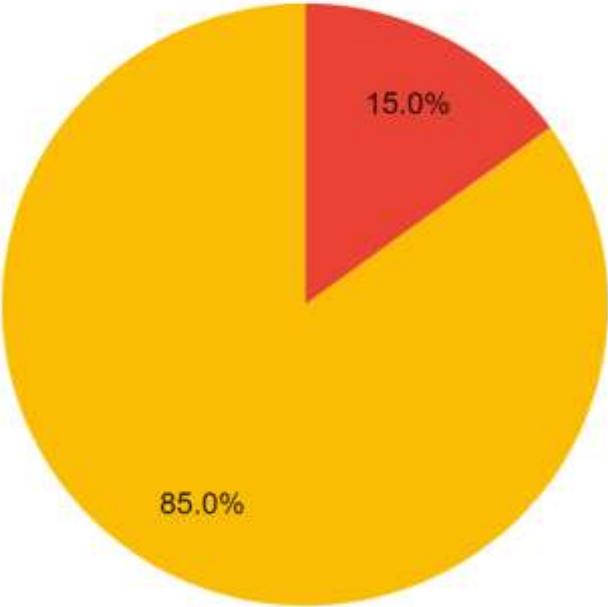
Results breakdown by respondent group

Eton Wick Residents Concession



Results breakdown for affected parties only

Breakdown of those affected or potentially affected by changes to Eton Wick concession (65 total)

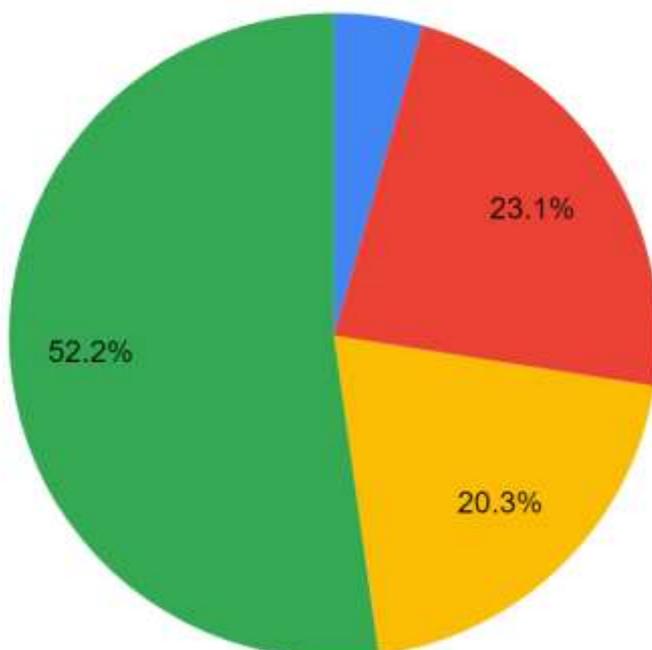


- Yes, I agree with Option 2 - that the Eton Wick concession should be retained, but that fares should increase annually by a minimum of 10% until Eton Wick residents pay the same fare as other residents using school coaches and that discounts on public bus services should be removed
- No, I don't agree that the Eton Wick concession should be removed or changed

Your response - Post 16 SEND Students Concession	Total	Organisation/ Other	Parent of a child ON transport	Parent of a child NOT ON transport
Yes, I agree with Option 1 - that all Post 16 Students with SEND should make a contribution towards the cost of their home to school or college transport and that distance travelled should be taken into account. Students from low income families should receive a 50% discount on the cost of their transport.	16	3	10	3
Yes, I agree with Option 2 - that all post 16 Students with SEND should make a contribution towards the cost of their home to school or college transport by paying a flat rate charge of £651. Students from low income families should receive a 50% discount. This is the Council's preferred option	83	9	48	26
I don't know if this concession should be changed	73	9	42	22
No, I don't agree that the post 16 pupils with SEND transport concession should be changed	188	27	114	47
Total	360	48	214	98

All results breakdown

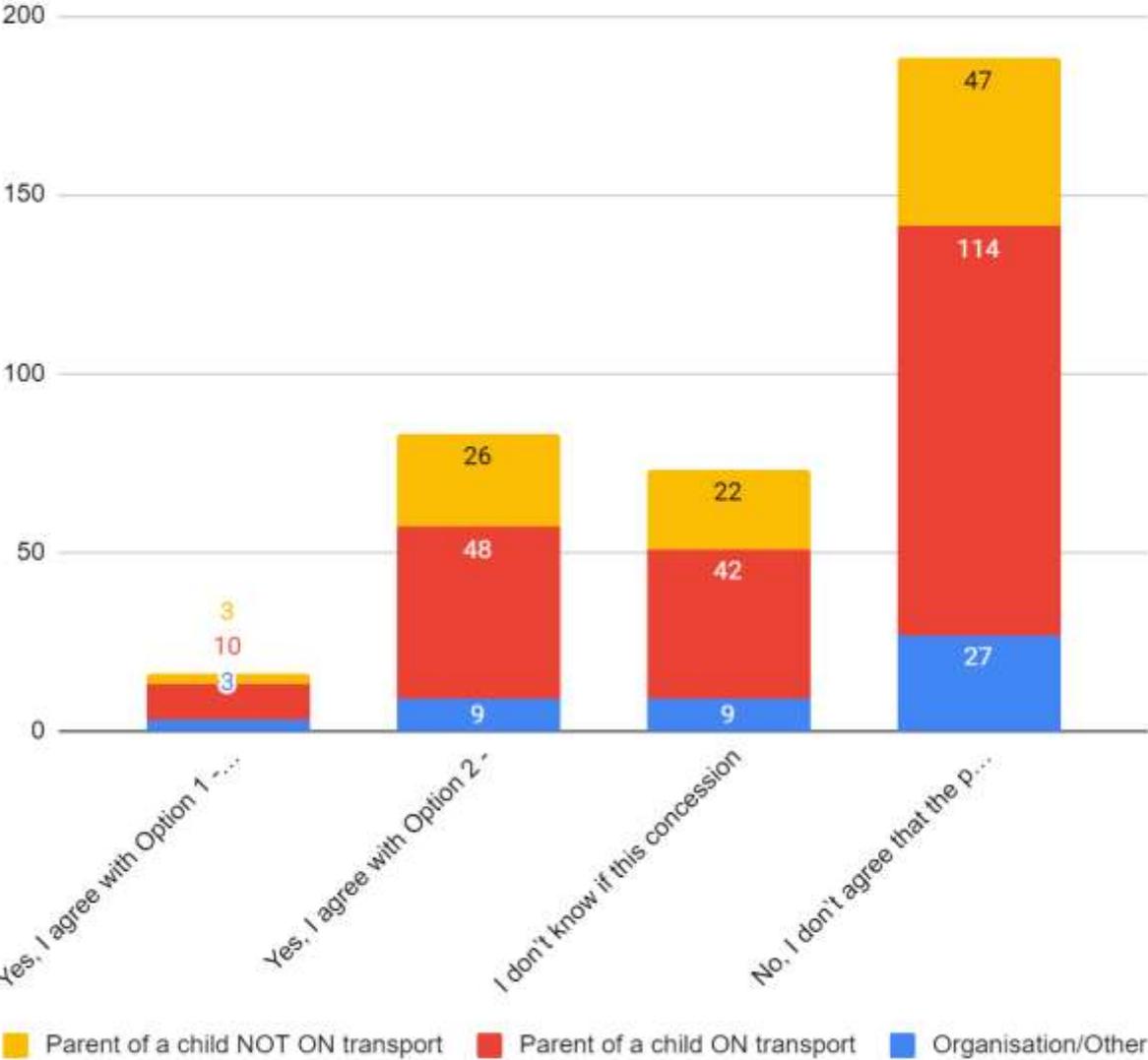
Post 16 SEND Students Concession



- Yes, I agree with Option 1 - that all Post 16 Students with SEND should make a contribution towards the cost of their home to school or college transport and that distance travelled should be taken into account. Students from low incom...
- Yes, I agree with Option 2 - that all post 16 Students with SEND should make a contribution towards the cost of their home to school or college transport by paying a flat rate charge of £651. Students from low income families sho...
- I don't know if this concession should be changed
- No, I don't agree that the post 16 pupils with SEND transport concession should be changed

Results breakdown by respondent group

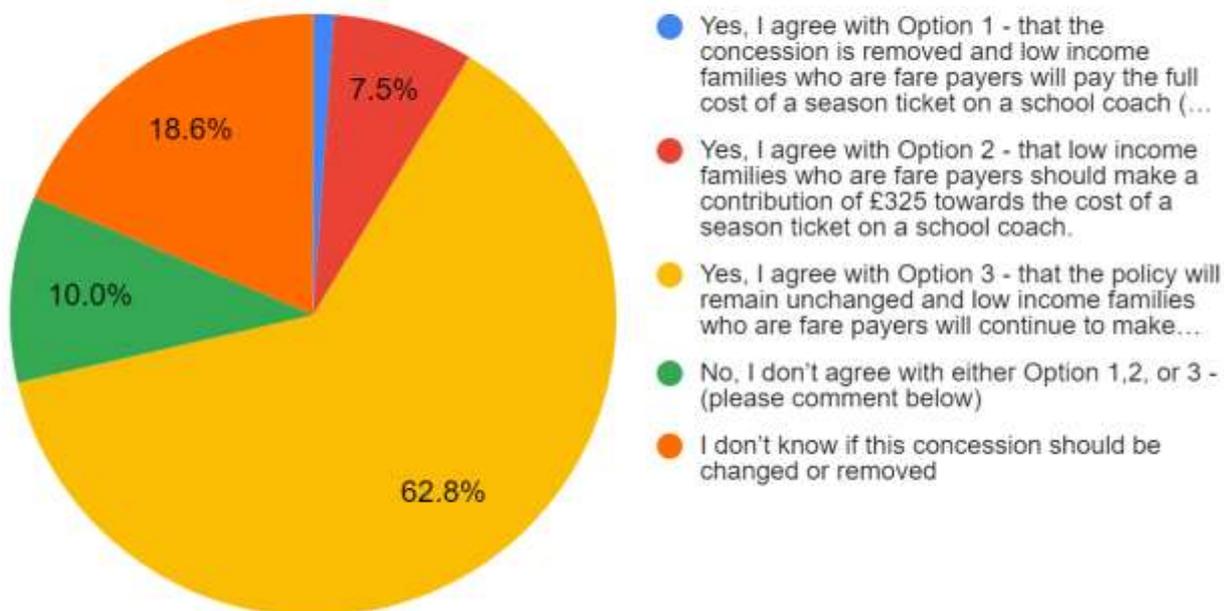
Post 16 SEND Students Concession



Your response - Low Income Families who are Fare Payers (not entitled to free home to school transport) Concession	Total	Organisation/ Other	Parent of a child ON transport	Parent of a child NOT ON transport
Yes, I agree with Option 1 - that the concession is removed and low income families who are fare payers will pay the full cost of a season ticket on a school coach (£651 in 2021/22)	4	0	2	3
Yes, I agree with Option 2 - that low income families who are fare payers should make a contribution of £325 towards the cost of a season ticket on a school coach.	27	4	13	9
Yes, I agree with Option 3 - that the policy will remain unchanged and low income families who are fare payers will continue to make no contribution towards the cost of a season ticket	226	31	130	65
This is the Council's preferred option				
No, I don't agree with either Option 1,2, or 3 - (please comment below)	36	5	27	4
I don't know if this concession should be changed or removed	67	8	42	17
Total	360	48	214	98

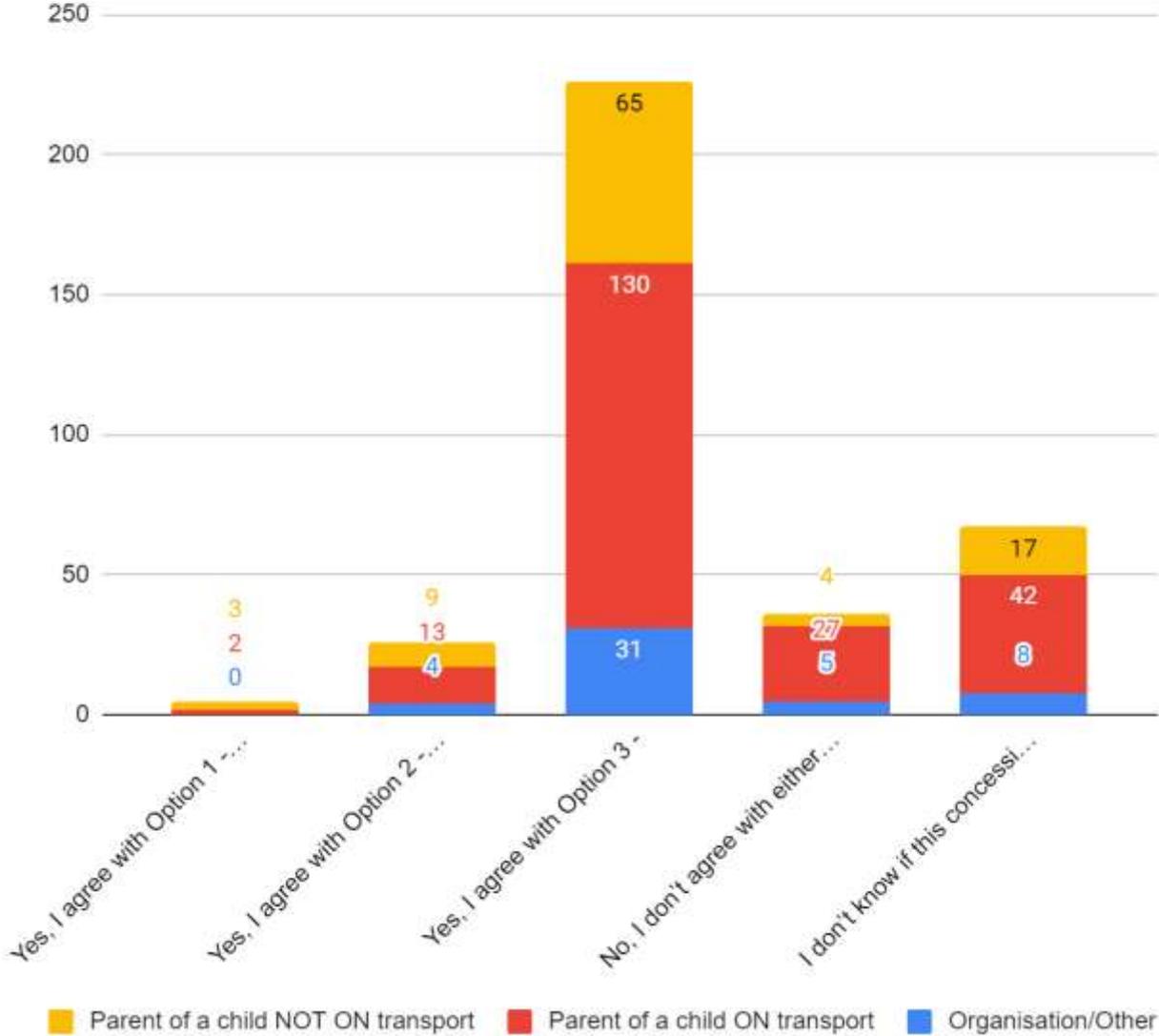
All results breakdown

Low Income Families who are Fare Payers (not entitled to free home to school transport) Concession



Results breakdown by respondent group

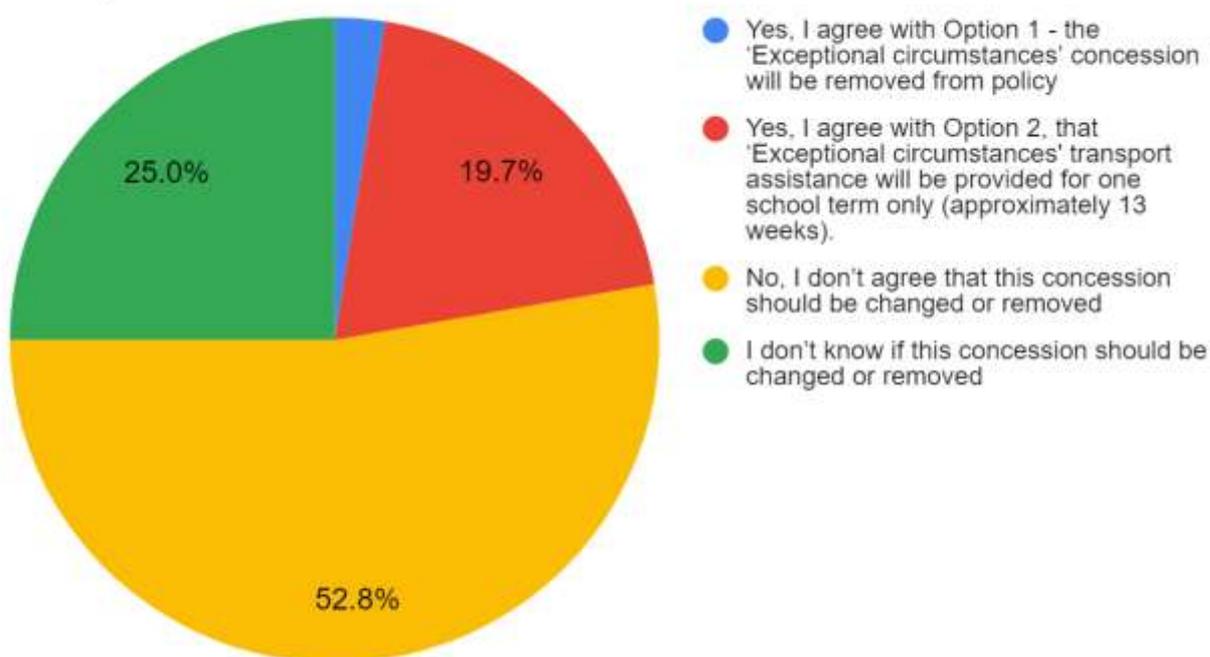
Low Income Families who are Fare Payers (not entitled to free home to school transport) Concession



Your response - Exceptional Circumstances Concession	Total	Organisation/ Other	Parent of a child ON transport	Parent of a child NOT ON transport
Yes, I agree with Option 1 - the 'Exceptional circumstances' concession will be removed from policy	9	1	6	2
Yes, I agree with Option 2, that 'Exceptional circumstances' transport assistance will be provided for one school term only (approximately 13 weeks). This is the Council's preferred option	71	9	39	23
No, I don't agree that this concession should be changed or removed	190	28	113	49
I don't know if this concession should be changed or removed	90	10	56	24
Total	360	48	214	98

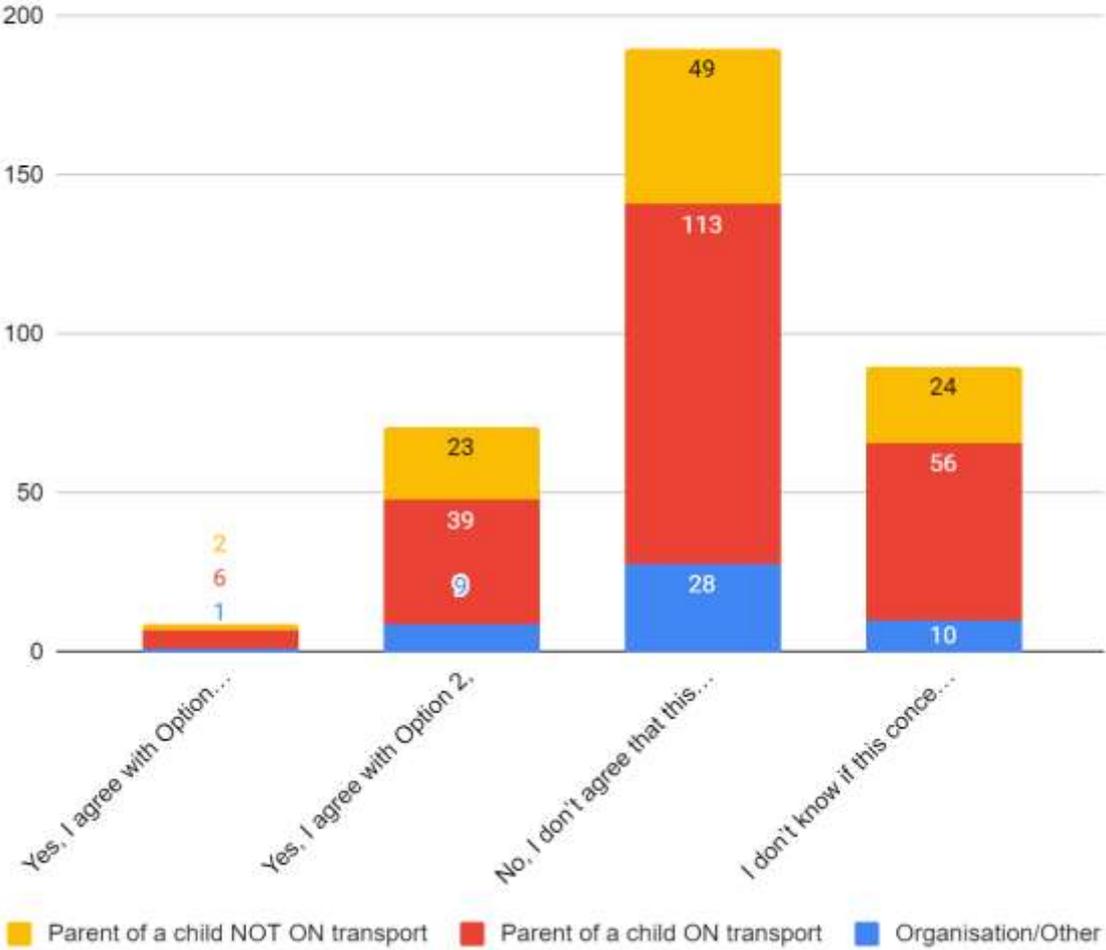
All results breakdown

Exceptional Circumstances Concession



Results breakdown by respondent group

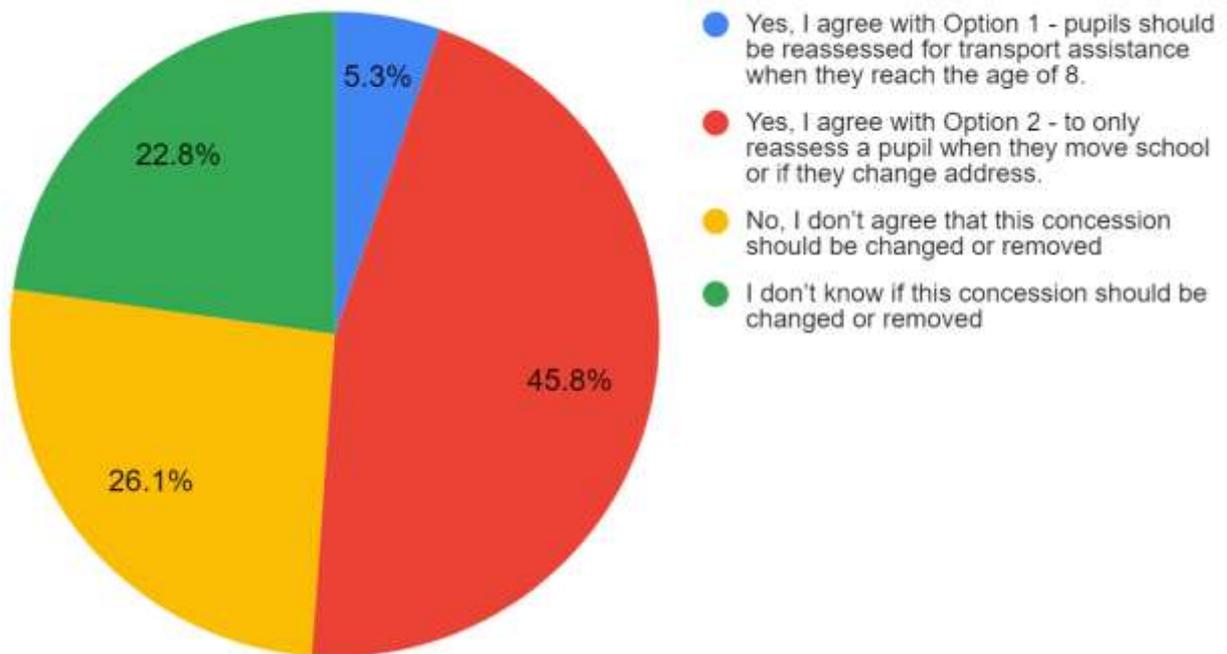
Exceptional Circumstances Concession



Your response - All families (all Borough) Primary Concession	Total	Organisation/ Other	Parent of a child ON transport	Parent of a child NOT ON transport
Yes, I agree with Option 1 - pupils should be reassessed for transport assistance when they reach the age of 8.	19	3	7	9
Yes, I agree with Option 2 - to only reassess a pupil when they move school or if they change address. This is the Council's preferred option	165	23	91	51
No, I don't agree that this concession should be changed or removed	94	13	62	19
I don't know if this concession should be changed or removed	82	9	54	19
Total	360	48	214	98

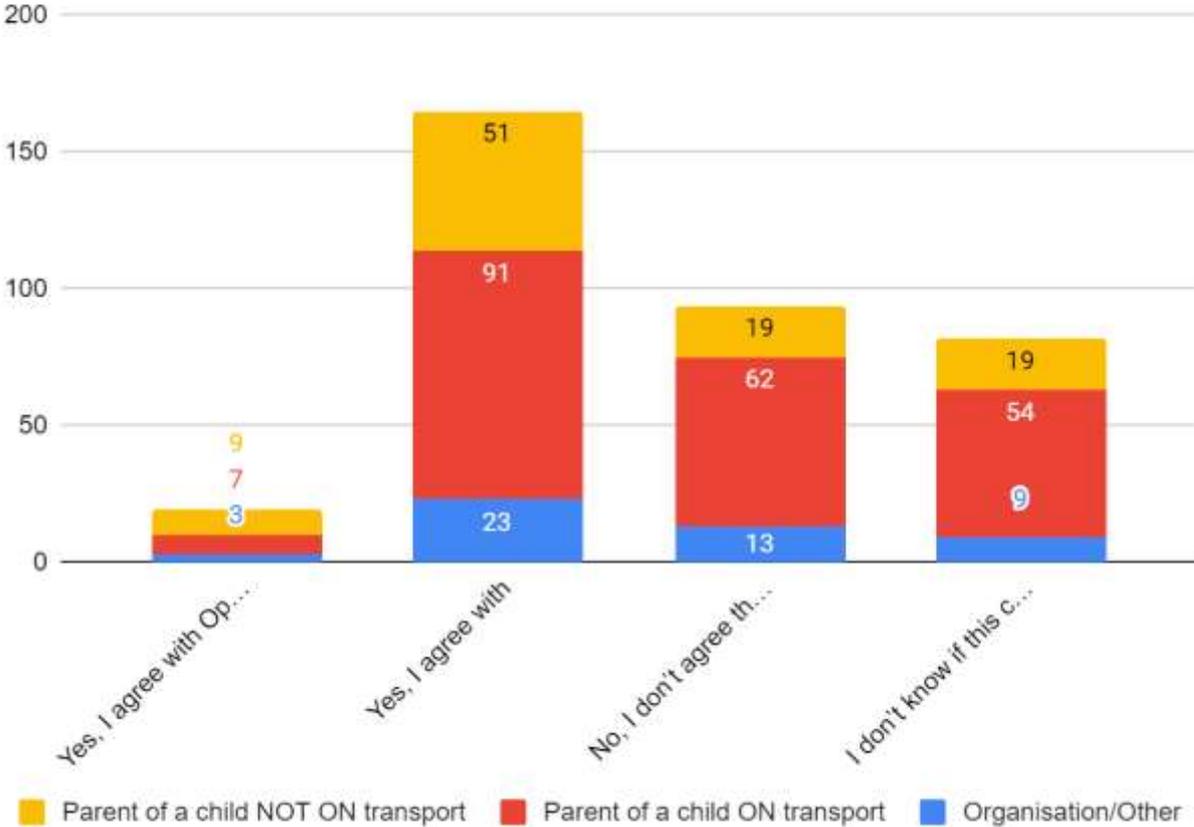
All results breakdown

All families (all Borough) Primary Concession



Results breakdown by respondent group

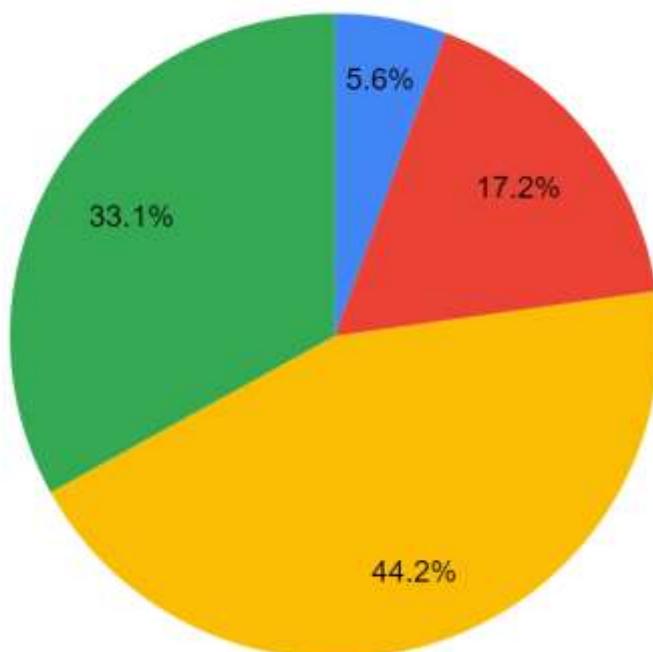
All families (all Borough) Primary Concession



Your response - Nursery Concession	Total	Organisation/ Other	Parent of a child ON transport	Parent of a child NOT ON transport
Yes, I agree with Option 1 - that the concession should be removed.	20	1	10	9
Yes, I agree with Option 2 - that all entitled nursery pupils should make a contribution towards the cost of their home to nursery transport by paying a flat rate charge of £651. Students from low income families will receive a 50% discount. This is the Council's preferred option	62	8	34	20
No, I don't agree that the concession should be removed or changed	159	26	88	45
I don't know if this concession should be removed or changed	119	13	82	24
Total	360	48	214	98

All results breakdown

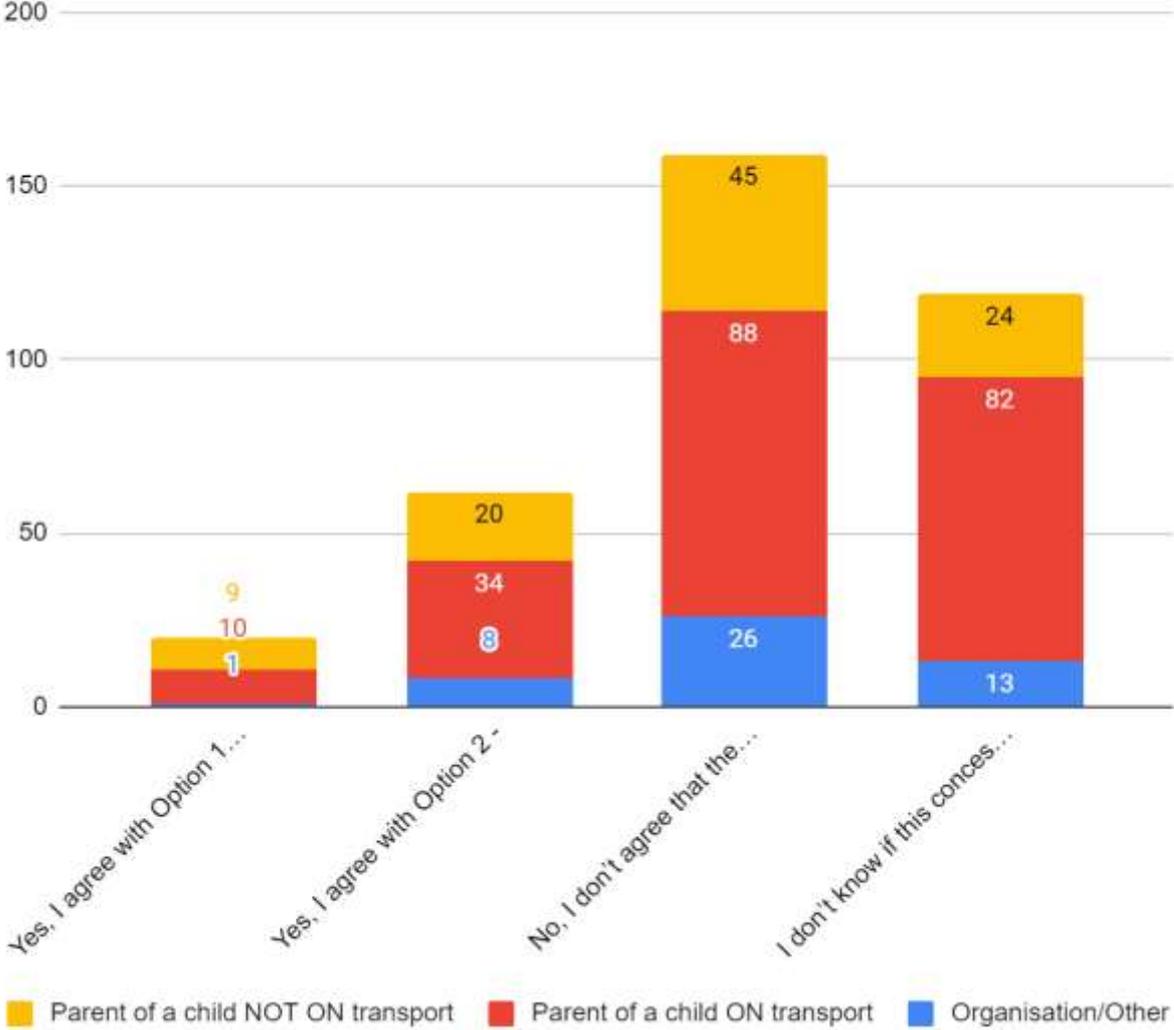
Nursery Concession



- Yes, I agree with Option 1 - that the concession should be removed.
- Yes, I agree with Option 2 - that all entitled nursery pupils should make a contribution towards the cost of their home to nursery transport by paying a flat rate charge of £651. Students from low income families will receive a 50% discount.
- No, I don't agree that the concession should be removed or changed
- I don't know if this concession should be removed or changed

Results breakdown by respondent group

Nursery Concession



Appendix 2: Home to School Transport Policy Consultation - Comments Received

Holyport Village Residents Concession

- 73 comments received
- Main themes:
 - Cox Green is the only local school to Holyport (21 mentions)
 - Proposed changes will result in an increase in traffic (13 mentions)
 - There is no safe route to Cox green School from Holyport (16 mentions)
 - The proposed changes are unfair (7 mentions)
 - The proposed changes restrict the choice of school for Holyport residents (6 mentions)

Comments - Holyport Village Residents Concession
<p>1- does this cover public transport or school buses.</p> <p>2- considering that the availability of school places in Holyport is very limited, and that alternative schools are out of reach for walking/cycling, then it must be the borough's duty to provide accessible transport to said school</p>
<p>After the stressful time we have all experienced over the last year I think it is terrible that you want to remove this concession. It has been a hard time for the children and parents and now that the kids are back to school I think we need to keep things 'normal' for the kids. Some parents cannot afford to pay for bus passes for their kids but also life decisions have been made based on the concession passes o.e moving to area, staying in the area, working longer hours as you don't have to do the commute to and from school. We have all suffered financially but to pay for 2 bus passes for the year wouldnt be sustainable and I wouldnt be able to pay for this option. I would also struggle to pick and drop the kids off and my wife and I both work.</p>
<p>Anything that discourages car use is good</p>
<p>As a single parent who works full time I would not be able to get my daughter to school and be able to get to work on time. My son would also be looking to start the here in 2 years tome. The free bus service for Holyport children attending cox green has been running for years and I do not understand why this is being considered to stop this?</p> <p>As a higher rate tax payer, I would like to think that some of the thousands of tax a year that I pay, could be put towards this bus service that helps many children in Holyport get to school safely, now and in the future years to come</p>
<p>Children already attending the school from Holyport were unfairly disadvantaged in the application process and were completely unable to attend their local school as priority went to children outside the village. While entry criteria have now been amended the children in year 8 and above could not go to the local school. It is therefore not from choice they did not attend it and the bus service was provided and funded as a result. It is also unfair to assume they could now change schools or pay to get them to the school.</p>
<p>Children in Holyport have no choice in going to a school which requires transport, therefore they should be treated fairly. I also believe that children attending 6th form (years 12 & 13) should also be entitled to a concession</p>
<p>Cox green is the only mixed school in the area that children from Holyport can go to. Holyport College is impossible for most Holyport children to get into. There are no safe roads to walk or cycle to cox green school from Holyport, so vehicles are the only option. If you take the free bus away, then there will be many more cars on the road and around school sites, picking up and dropping off students. This is bad for air pollution and obviously impact on parents having to pick up and drop off their children at school when they should be working.</p>
<p>Cox Green School is one of the only secondary schools that Holyport is in catchment for and although Holyport College have increased in the number of pupils from the village it still doesn't cater for everyone. Therefore Holyport residents have no option but to send their children to</p>

Comments - Holyport Village Residents Concession
another village school - many parents are working. The council should continue to provide concessions for the village children.
Due to the lack of local secondary schools in the Holyport area a lot of pupils have no choice but to travel quite some distance to attend school (Cox Green as example). Due to the distance the children have no choice but to be taken by car and go against the environmental progression that the council and government are looking to promote. By putting on a bus service this is helping significantly reduce the carbon footprint and traffic on the roads and offer the pupils access to secondary schools for those with no transport available to them.
Due to the location of Holyport CE Primary School, many pupils have to seek a secondary school which requires bus transport. Removing this concession would be detrimental, as already Holyport pupils already struggle to be allocated their preferences of Maidenhead schools e.g. Newlands for girls, Desborough for boys or Cox Green due to their location - compared to the more central Maidenhead Primary schools and as a result parents have sought places elsewhere. To place additional costs to families who are just wishing to allow their child to attend, now when many have become unemployed or redundant following the effect of the current pandemic also further alienating Holyport from the Maidenhead schools system seems very unfair.
Families should be supported as not the additional costs is a stretch to all. There are no local schools for the village kids therefore they should be supported. Note that Holyport college is not an option for local kids - the admission policy is not supporting local kids getting in their local college therefore the transport should be at least provided to be able to reach other schools.
Given the distance to the nearest secondary school with sufficient places (holoport college is too small) is so far away, it isn't reasonable to cut this.
Holyport College still cannot offer places to all Holyport based children, therefore children have no choice but to travel the distance to Cox Green. The Borough should consider the implications of multiple cars travelling across town to drive children to school and back every day, both from a traffic, emissions and well-being perspective against the cost of running one bus a day back and forth. Even a partially subsidised but centrally managed service would be better than nothing at all...
Holyport students have no local school that they can walk to therefore if you place a child further away you should provide the means to get there and attend. I certainly couldn't afford to pay for any transport as a parent
Holyport students travelling to Holyport College have to pay and seems only fair other parents do too
How are you expecting children to travel to and from school without the facilities of a direct route. There are very limited spaces at the local village school so lots of children will be expected to attend schools outside of the village. It's already a struggle for many families, many families have jobs to get to and multiple school drop offs. This will increase the traffic causing further congestion and impacts on the environment. I can't see how not supporting families in this way is beneficial in the long run.
How can you think it's right to remove concessions for children who have no choice but to need transport to schools when there are no schools in this area?
I agree that families that have the ability to pay towards school busses should
I do not agree with the removal of this vital service. The council are targeting savings that could have a direct impact on the safety and well being of children in the village.
I don't live in holyport
I don't think it is fair to change or remove the Holyport Village concession. Not every pupil living in the local area is fortunate to attend local Holyport college. Cox Green school has been filling the gap for many children living in the area. Please note, there is no public bus connection provided to Cox Green School at all and the factor that RBWM provides the school transport has been important factor in choosing the school placement for our son. The shortest driving distance according to Maps is 3.6 miles. I don't drive and wouldn't be able to assist my son with a

Comments - Holyport Village Residents Concession

transport. My husband is the only driver in the family and working and driving to Slough which is the opposite direction. Due to his work timings/schedule he wouldn't be able to help. The award of transport assistance will end in July 2022 according to the email received on 12th September 2019 and it would be unethical to withdraw it, as proposed, from September 2021. We have made all the arrangements accordingly, knowing that our son can rely on school transport till the date promised which is July 2022. I am sure it has been the case for other local kids and their families who depend on this decision. This a long distance to get to school and there is no safe bicycle path provided. My son is not confident in riding the bicycle and his safety is our priority to us as well. This option would not be feasible either. I would kindly ask RBWM to reconsider this suggestion as proposed Option 1 or 2 would live many families in a limbo, especially families and kids who have already received the decision and depend on this home to school transport as per the award of transport assistance. I truly hope RBWM will kindly reconsider and help my son and other kids concerned as attending school is important and a legal requirement too. Thank you in advance for your consideration and understanding.

I feel that it is unfair to charge residents for transportation to any school within the Borough. Additionally, Holyport suffers from a real lack of local secondary school places, (Despite the presence of Holyport College) which necessitates vehicular transport to school. Unsafe cycle routes and very restricted public bus timetables also add to the issue. Not everyone wants to or is able to drive their child to school and therefore the White Bus Service is so vital. To charge residents for using this vital service just to be able to send their child(ren) to school is unreasonable in my opinion.

I grew up in Holyport and used to get the bus to Altwood school. A great many of the children came from the large council estate so money may be tight.

I think this is a highly inappropriate decision when it is evident that those of us who live locally have limited secondary school option as we don't have a school that can service places needed for the local area. Unless RBWM can provide sufficient local secondary school places it should continue to provide safe transportation for children to attend school. Our children have no other means of travelling to school safely unless parents drive them or fight for bus places.

I've got multiple sclerosis and I don't drive. With all the bus gone I won't be able to get my daughter to school

I'd rather you didn't remove either, but if funding pressures mean you have to cut back, it seems disruptive to force children to change schools by changing the way you treat them after they have already begun a particular school.

It is already a struggle to find a secondary place near Holyport especially for girls. Even if you do get a place, none of them have a safe walking route to school which is realistic especially with heavy school bags.

It seems fair to stop any future concession but deeply unfair to go back on an existing commitment, particularly in challenging economic times for families.

It's important that these children have a way to get to school taking this away from the especially in today's climate could have a devastating affect on families

It's utterly shocking that such a low level provision is being removed.

It's an essentially investment contribution for future of country, community and children education without dependenc and help them fight of Poverty.

It's not clear to me why Holyport would be treated differently. Children in many rural parts of the borough have to travel long distances to school. The LA should support here, but it should be a fair policy for all, not just for one area.

Local children can't get into the nearest school being Holyport College so need transport to school. If you take away free transport people will just drive putting more cars on the road as buses are so expensive.

Many parents will simply drive their children to school, putting even more cars on the road, clogging up the roads and causing more air pollution around the schools - 3 in Cox Green very

Comments - Holyport Village Residents Concession

close together. So much for the borough's carbon emissions policy!

I assume children who receive free school meals won't have to pay but there will be many families who don't qualify for free school meals who still find it very difficult to find the money.

My REDACTED (child) is currently in year 9 at Cox Green School and at the time of applying for a secondary school place, we were aware that it would not be possible for REDACTED (child) to get a place at Holyport College taking into consideration that REDACTED (address) is not within a close enough radius to the school. We therefore applied for REDACTED (child) to go to Cox Green. I believe that it is still challenging now to be accepted into Holyport College due to the distance of REDACTED (address) from the school.

Cox Green is 4 miles from REDACTED (address) and there is no safe walking or cycling route and as working parents it is very difficult to drop my daughter at school. In addition, if all children from the Holyport area require parents to drop them at school this would add to the already congested Holyport Road and would also have a negative impact on the environment in terms of road traffic pollution. We therefore think it very important to maintain the concession for Holyport village children.

My REDACTED (child) will be applying for secondary school this year and we had hoped that REDACTED (child) too could go to Cox Green School. If the bus concession were to be withdrawn, it would have a substantial impact on finances.

At the very minimum, it would only be a fair to honour the concession to those children that are already at the school.

Not enough secondary school places at Holyport College - even fewer when many of the children at Cox Green started there as Holyport College have only just increased their intake. Walking from Holyport to Cox Green school is not an option - it is too far and too dangerous.

Not many local children get into Holyport College. The roads are far too busy and distant to walk to other secondary schools. The coaches are vital transportation to safely get children to school. Not everyone has other transportation and can afford to pay full prices. Coaches are greener as less cars on the road.

Other parents have to pay so why shouldn't Holyport be the same.

People rely heavily on this service, me & my partner work but like a lot of families have been effected by the pandemic. It's hard for working family not entitled to any help, yet here we are having another service taken away from us & our child (who hasn't been to school on & off for a year) the free bus pass & knowing he can get to & from safely helps us so much, it's also the reason we were planning on sending out REDACTED (child) to Cox Green something we will now have to reconsider. This is so upsetting for parents & pupils. I am stronger against these proposals.

Please advise what the Holyport concession actually is so we can make an informed decision

Please support low income families who desperately need this

Potentially consider subsidised travel

Removal of bus transportation to schools will increase the number of journeys made by car and thus increase atmospheric pollution in an area where air quality is already acknowledged by RBWM to be a problem; there is a designated Air Quality Management Area in Bray/Holyport.

School age children have already faced huge mental health pressures and significant disruption and change due to the current pandemic. Forcing another change of routine and process on those children already travelling to school via this provision could have a much broader and wider impact than that currently being considered by RBWM. Please do not approach this consultation with tunnel vision on transport but rather on the children's current relationship and experience with school.

Comments - Holyport Village Residents Concession
Should be judged on distance from school and also accessibility and safety of pupils getting to school.
Taking this bus journey away from Holyport will mean my children will have to walk or ride to school and there is no safe route from Holyport. There is no path down Harvest hill road and the road is too dangerous to ride on.
The bus service is a lifeline for my REDACTED (children) to get to school safely . They are REDACTED (ages) There is no other way for them to get to school . I am a single parent on tax credits . I leave my home to go to work at 07:20 am every morning. This is a wonderful service . The school bus is full all the time .
The concession was made as a commitment by the former leader of the council, Simon Dudley, whilst he was leader. This was due to the lack of options for Holyport children at the time, when Holyport College had severely restricted entry for local children, and for girls the only 'choice' that could be made was Cox Green or Altwood. The situation has not changed for these children like my daughter, a commitment is a commitment and as a matter of principle the concession should be maintained at least for those who currently have it. Ideally it should be maintained, as if removed, the reality will be even more cars on the road taking children from Holyport to Cox Green and back.
The document doesn't provide sufficient information, i.e. why was this concession introduced in the first place, to answer this question.
The implications and reasons for this change have not been published, so cannot make a decision (not enough info)
The only real local secondary school is Holyport College, which not all children attend or are able to get in to in Holyport, and even for this school, most pupils walking would require walking along and crossing the very busy Ascot Road, which has no pedestrian crossing in place. Any other secondary schools in Maidenhead do NOT have safe walking routes either and therefore for children from Holyport to attend a secondary school, transport of some kind is a necessity. Far better to have school buses than hundreds of parents driving their children to and from school each day causing a huge increase in traffic and then also the concern of increased pollution too.
The problem for Holyport residents (and it's been this way for years) is that there is no direct public transport link from Holyport to Cox Green . Holyport side of Maidenhead do now have one secondary school locally but places are limited so have no choice but to use the schools in the Cox Green area . Withdrawing concessions will lead to more car journeys and more air pollution (one section of Holyport is already an AQMA area) The journey could be cycled but there is no safe route for the older pupils to use
The school is too far for children to walk to.
There are no local schools within walking distance, it would not be safe for our children to walk from Cox Green to Holyport in the winter
There are no other School options for children in Holyport Village.
There is no safe walking route to Cox Green school for Holyport. In addition, shrinking catchments in recent years have taken away most elements of choice for village children - Newlands is not an option, Holyport College only stretched 1.4 miles this year, and even Wycombe High didn't make it to Holyport this year. To further reduce any choice by removing the option of paid for transport disproportionately impacts Holyport as an outlying village when we are already disadvantaged.
There is no safe way to get to Cox Green School from Holyport
There is no suitable provision for the majority of these children in Holyport and no safe cycling or walking route to Cox Green school (or any other). This travel concession must be retained
There is no valid reason for RBWM to remove this concession. Go and look elsewhere to make savings from previous RBWM mistakes.
This does not affect my situation
This does not apply to me or my family

Comments - Holyport Village Residents Concession
This proposed change seems very unreasonable given that cox green was the nearest secondary school for our daughter
This should be fair to all students at all schools for all villages
To take it away from pupils who are already at the school is shocking. This may have been the only choice for some parents and to take it away when plans around childcare and employment are in place would be unfair and simply unmanageable for some.
Covid has had a huge impact on income and could not afford to pay or manage the logistics to get my child to school if it was taken away.
If it was to be taken away for for future pupils. Places would need to be guaranteed at the local school Holyport College.
This is just wrong full stop
To whoever it concerns I've received an email and read the maidenhead advertiser that you are considering charging people who get the bus in holyport. I find this disgusting that you would even consider charging someone to go to secondary school this is a public school and REDACTED (child) expected to attend every school day and you want to take away his only transport. I work all 5 days that my REDACTED (child) is at school and cannot take him as i work in REDACTED (town name) and REDACTED (child) is in cox green this why REDACTED (child) takes the bus. not only are you taking away REDACTED (child) transport but REDACTED (child) safety as well what happens when an emergency with school closure due to snow or other emergency i have to come out of work just to pick him up and then i lose money and REDACTED (name of child) is stranded at school. covid is still around and you expect REDACTED (child) to get into some persons car/ taxi and get to school. how is REDACTED (child) suppose to be on time when traffic is as a bad as it is in the morning and i thought we were suppose to cut down driving due to global warming. cox green is already as busy area and you take away a bunch students transport there will be no way that my REDACTED (child) will get to school on time if you go through with this. you say that it would be cheaper to get a taxi well i have calculated how this would be and it would be around £2000 just for one year. how you charge anyone to go to school is disgraceful and blaming on low funds is no excuse to take education after saying how important it is to have children back in school then take there only means of travel is stupid and doesn't make any sense. you say your considering which parts of transport are needed but yet your taking away multiple students transport how do you expect others who work like myself to pay for this when i have to pay for rent and council tax's and other bills you want add another bill to pay for something that should and is required to be free. REDACTED (name and address of child) and has taken the bus since REDACTED (child has been in school for a number of years) my REDACTED (child) who previously went to this school also had the bus free so why take away the bus on REDACTED (child 2 and year group) when REDACTED (child) needs to be at school to learn for his GSCEs. think of another way to save money don't mess with children's education REDACTED (name of parent)
True eligibility needs to be considered & assessed and funding/ provision allocated to those who truly need it. Recommend that a personal assessment of young person and families needs are undertaken rather than questionnaires completed on line. Eligibility needs to be clearly communicated and discussions undertaken in person.
We are on the outskirts of Holyport and I could not do without the transport we receive as there are no buses for my REDACTED (child) to access, or close by as the roads do not have a path and have very sharp bends with blind spots. We very much need, the coach transportation that we receive because we are both working parents and unable to collect at pick up time.
We do not live in Holyport and I have no views on this matter

Comments - Holyport Village Residents Concession

we had a school holyport college within 0.7 miles but could not get our REDACTED (child) into the school which is ridiculous as it's our local school. we went to appeal and still couldn't get our daughter into the local school as it took pupils from Windsor first not i. the local area. we finally were given Cox green as a school so why should we pay fir transport when you didn't allow our REDACTED (child) to the closest school. why are you now changing the free bus service mid way through her schooling??? not our fault REDACTED (child) was not allowed to a school that REDACTED (child) could have walked to

When selecting Cox Green School it was an agreed feeder school and as there nearest nonselected mixed school had transport via bus included.

When there is a closer secondary school that can meet a childs needs AND that child be able to reach their FULL POTENTIAL, i do not think LA should provide transport.

With the exception of a very few pupils who are offered the very limited number of places at Holyport College, there are no secondary school places within walking distance on safe routes to the village. This is not placing the village on a level playing field where there is no choice at all.

without knowing why the concession was put in place initially it doesn't seem right to just remove it. however i agree that going forward everyone in RBWM should be treated the same

Eton Wick Residents Concession

- 73 comments received
- Main themes:
 - The proposed cost increase is too high (35 mentions)
 - There is no local middle or secondary school for Eton Wick residents (15 mentions)
 - The proposed changes are unfair (14 mentions)
 - There is no safe route from Eton Wick to Windsor schools (10 mentions)
 - Windsor schools are too far from Eton Wick (8 mentions)
 - Proposed changes will result in an increase in traffic (7 mentions)

Comments - Eton Wick Residents Concession
Again, people will have made decisions based on the existing policy, so an abrupt change seems unfair.
Again, this is an issue about reasonable access to local schools. The council should provide good local schools
All students regardless of school or village should be treated the same.
Another money making scheme by the Borough
As the mum of 3 children and someone that works, if your proposal happens I will have to rethink where I send my children to school, full fares of over £600 per year per child is ludicrous ! The bus service should stay as it is!!
Both my REDACTED (children) have had the advantage of this bus which has suited our family as I am a single full time working mother and have REDACTED (3 children) all currently going to different schools and could not possible get them all to the schools
Children need to be able to attend school regardless of what their parents earn and increasing school transport costs is unfairly limiting this ability for lower income families
Concessions at the lowest rate (£351) should be made available to ALL but again should be only eligible to those who meet rigorous eligibility criteria (i.e) families/ individuals who need financial aid in order to access education. I recommend that greater scrutiny is given to eligibility and is tested in person (virtual / telecom interviews)
Don't think people can afford such price!!
Eton and eton wick children do not get a choice anymore regarding a middle school as eton and eton wick do not have a middle school all middle schools are in windsor neither of my 2 children were offered places at trevelyan or St edwards but got accepted at dedworth I do not drive and I cannot afford over a £1000 a year to get them safely to school every day in September 2021 they will be REDACTED (ages of children) they are not old enough to walk themselves to school and not only that it is not SAFE for them to walk the shortest walking route which is across the field how can you sleep at night thinking that what you are proposing is a good idea if eton had a middle school this side of the river more children would attend that school than those in windsor you cannot cut the subsidy for these children they need it to be able to attend school safely havent they had enough disruption in the last year now you are trying to take away there transport most parents won't be able to afford it and will drive there children to school thus adding to pollution levels traffic jams the relief road is busy enough as it is without adding more cars if you go ahead with this plan I thought the rbwm were trying to cut pollution not add to it
Eton Wick children are too far to walk to middle school.
Eton Wick does not have a middle School or Senior School therefore there is no option but to get the bus to school RBWM Should not be exploiting parents the bus should be free. If you want to charge is should be minimal and you need to justify the cost as it seem the current cheap service you provide is not fit for purpose
Eton Wick is unique in its position in relation to Windsor Schools. The immediate removal of the concession isolates the village even more simply due to its distance from ALL RBWM middle

Comments - Eton Wick Residents Concession

and upper school provisions. This is unacceptable. You can not provide a safe walking/cycling route to the village children - forcing them to either travel along an unlit and wooded river path or take an extended route to school on an immediate increase in fair on many families which can not increase their spend in this way without notice

Eton Wick Residents do not have a local middle or upper school through no fault of our own and so MUST travel in order to meet a statutory requirement of having our children in school until the age of 18. I don't understand the argument that "residents pay the same fare as other residents using school coaches". Do these "other residents" have a local school but are using buses to travel to a more distant school? The reality for us villages is we MUST travel in order to get to ANY school beyond the first school age. I do not see how subsidising necessary travel for children is unfair to other residents. Very soon I will have 2 children in middle and the upper school so will have to find £1300+ per year under your proposals. I understand your finances are in a bit of a state and so you are attempting to cut services to save money. But I do not understand how you can think that this measure is reasonable, sensible or fair for Eton Wick families.

I am not aware enough of the issues

I believe it should be fair across the board to all residents and all children !

I believe it is unfair for parents to pay as much as other residents when that is their only means of transport for their child to attend school.

I believe removing this concession would create an exclusive environment for school attendance based on fiscal ability and geographical location of families.

I do not believe ANY family should have to pay £651 to transport their child to school IF it is the nearest school that can meet the child's needs FULLY.

I don't know the area well enough to comment

I don't live in Eton Wick so find this hard to comment on. Frankly, what a ridiculous survey. These clearly should have been separate and the cynic in me would think it's been designed to favour one way for the council in terms of response. Absolute shambles

In principle, my response would be similar to previous, Tongan something away when families have planned around it is wrong. It would need better alternatives and sufficient time to plan for any forces change

Perhaps the council should get its house in order before looking to save money against our children and their educations

I don't know why this concession was in place in the first place, however I do not know of any reason why everyone should not pay the same. I would however think it is fairer to do a gradual increase, but maybe it could be at a greater rate than suggested - maybe £100 a year for 3 years?

I doubt if other schools local to Eton Wick can take the extra students

I have REDACTED (children) that will be hopefully be going to St Peter's school and I will be unable to afford the fees without any concession

I think it's very unfair that I pay 850 but my daughter get on at common lane eton

I think this is disgraceful to even think about the possibility of considering changing or removing the school transport to St Peter's from Eton Wick. I am a single parent and have to save all year to be able to pay the yearly charge for the bus pass as it is. I feel strongly that in the light of things that when school places are allocated by the borough the children from Eton Wick mainly get placed at St Peter's. I don't believe there has been any consideration for the children travelling to and from and the impact it will have on parents who can't get their children to school or home again especially those who have to work or don't drive as this is the transport we require to get our children to school for the education they deserve. Another consideration that may not even have been thought about would be the size of the school and where it is situated as this would mean far more traffic coming and going and if you are aware there isn't much road space.

Comments - Eton Wick Residents Concession
If there are no schools near enough, charging to travel seems unfair
In seeking to achieve equality and fairness for all residents across the RBWM all residents should be provided with the discounted option. Expecting those families on low income to meet increases of nearly 100% is a ludicrous expectation. Making these announcements just after schools allocations is also, in my opinion a cheap shot. The transport options for Eton Wick pupils travelling to Windsor are extremely limited. There are no schools within safe walking distance. Cycle routes are restricted and unsafe in places. Price increases to this extreme will force more vehicles onto the road bringing about increased road risk and environmental impact. For those families that have no alternative transportation option, what can they do? I do not believe that this is a way of fairly recouping finances . This feels very unfair.
It is not feasible for children as young as 9 years old to walk to Windsor from Eton Wick. Public transport is very limited
It is the borough's duty to provide free transport to comply with education obligations of the parents
It should be the same for all residents across the county
It's utterly shocking that such a low level provision is being removed.
It's an essentially investment contribution for future of country, community and children education without dependenc and help them fight of Poverty.
My understanding that Eton wick does not have a school within safe walking distance? If this is the case, low income families are being unfairly discriminated against.
N/A
No, I don't agree that the Eton Wick concession should be removed or changed
Not a resident so feel unable to comment
Not living in Eton Wick I think their voices should be heard more than mine. However current children should certainly not have their bills immediately increased by such a lot, this will bring financial hardship on many.
Not sure on the situation of Elton Wick but there was obviously a concession for a reason.
Other residents have an option to send their children to a local school - our children have a right to a free education. The money you are saving by pooling infrastructure and resource costs ,should cover the cost of the transportation concessions. If these savings have already been spent, then that is budget mismanagement.
Please leave this provision and continue to support low income families
School children in Eton Wick have no option other than use this service there is no public transport option from the village, and a council that is promoting less use of the private car due to pollution. This seems a very strange time to be doubting the cost of school transport encouraging more private car journeys.
See response for previous which applies to this. Stop taking your need to make cuts out on our future generations
Sept is 6 months away and you'll put some families in financial hardship by moving the goalpost so drastically and suddenly. The 10% annual increase would make more sense and help budget; especially for those who might have more than one child.
St Peter's Middle School is one of four local middle schools offering places to a wide geographical group of students. This is possible due to the current provision of funded/discounted home to school transport. The school has recently been expanded to create more places for the wider Windsor community which relies on the transport provision currently available.
Should this be removed, there will be a significant impact on many students from the Windsor area (especially Eton Wick) attending both St Peter's and other schools of their choice. This creates an exclusive environment for school attendance based on fiscal ability and geographical location of families.

Comments - Eton Wick Residents Concession

We currently have 33 children using this service, and this will be doubled in September with our new intake of year 5 students. This will have an impact of 1/5 of our student population, and may even prevent students attending school in the first instance until changes can be made. The middle schools in Windsor are fully subscribed and this will cause a significant amount of stress and pressure for families as they may now look to change their choices.

It is worth noting that St Peter's Middle School is the only Church of England Middle School in this area and parents may wish to choose the school on this basis. Again, financial limitations to the transport offer will only go towards excluding them from this option. This would create an inequality of choice for many families.

The impact on our school may leave us unable to fill spaces which have not long been created by yourselves and our recent expansion.

To maintain a balanced and fair approach to creating choice for both families and children, the supported home to school transport should remain.

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Subsidised public transport is vital to reduce the number of car journeys made and therefore reduce air pollution impact. I reject the assertion that "We want the system to be fair to all our pupils and schools" because RBWM's prime motive is quite clearly to save money having brought itself to near-bankruptcy.

The bus service is an important part of getting children to school, raising the cost is a disadvantage to children in the area who may not be able to meet the increase in cost. The current rate is fair and almost doubling the cost would put families into hardship. Children took up school places based on bus availability and should be offered a nearer school if costs were to rise.

Comments - Eton Wick Residents Concession
The children of eton and eton wick are already unfairly disadvantaged by having to travel to Windsor for any middle school. Certainly walking or cycling to St. Peter's is not possible and so the alternative would be driving and adding more cars and pollution to our local roads.
The document doesn't provide sufficient information, i.e. why was this concession introduced in the first place, to answer this question.
The placement of a child in middle school is effectively out of parental/guardian control. This means a child goes where the borough says there is a place. The closest school (St Edwards Middle School) is oversubscribed meaning 'free' school transport is not an option for most parents. The current reduced costs goes some way to addressing the lack of choice (and associated enforced fees) parents/guardians are faced with.
The public transport links for Eton Wick are not suitable due to times of the service and locations of the middle schools. The school transport for Eton Wick is a vital service for our families, and the increase is not justified. Children as young as 9 years old may be forced to cycle if parents can't afford the increase. Due to our location, this could put young lives at risk if this was to happen abs is very concerning. I would also like to add that many families live just on the edge of the breadline. They do not qualify for support and would struggle with this increase.
The school transport fees are already high. We don't have a walking distance school here that is safe for the children to do alone, I will not be able to send my child to school until REDACTED (child) is old enough to make a journey safely REDACTED (child) if these changes comes into play as I simply couldn't afford it. I would then have to take my younger child, to walk my eldest to school then get them all the way back to eton wick in time to start school themselves. I don't drive and I cant believe this is a way the council would like to up funds. Increase costs in fairer places. This is ridiculous and worrying after the year people have had!
The sudden rise risks pupils switching to car for their school transport leading to higher emissions. The gradual increase should mitigate this risk but still bring fares in line with other residents eventually.
There is no safe walking route for my REDACTED (child) to get to her current middle school or the school REDACTED (child) moves to in Sept 21 (WGS).
There is no suitable school provision in Eton Wick and a 5 mile road trip to closest schools. This concession must be retained
They are many patents that can't afford to pay such high bus fee.
This does not apply to me or my family
This is a lifeline for so many parents in Eton wick and. Especially as we have more than one child it's impossible without public transport to get all my children to quite a variety of distanced locations all at similar times of the morning. 9 Years old is far too young to be traveling around by any other means of transport other than the one it currently offers
This is a ridiculous increase in costs. We do not have a middle school within safe walking distance and have no other choice but to use the bus service. It is very unfair and the cost for families with more than one child is unaffordable
This would be disastrous Having REDACTED (children) it's necessary
Unlike residents in Windsor and much of Maidenhead, there are no middle schools in safe walking distance to Eton Wick. The nearest middle school to the village is almost impossible to get into and only one or two village children are offered a place there every year. School transport is the only option for many families and such a substantial increase in fare costs will be unaffordable for many. For those families who do not benefit from free school transport, doubling the fare will make it very difficult for them to be able to get their child to school.
We already pay over £300 per pupil . Most families could not afford such a steep increase . Save money on the £500,000 and above mps expenses
We are not affected by this change and I cannot comment on this matter

Comments - Eton Wick Residents Concession

We have no middle or upper school in Eton Wick and therefore the the council should offer free transport. It's not safe for them to walk or cycle at the age of 9.

We have no middle or upper school that are in reasonable walking distance we should have to be penalised for this and this should not even be up for review. What will parents with no transport or that don't qualify for benefits but can hardly manage do. This isn't right!

We have no option of middle schools within walking distance of Eton Wick. The school that is the shortest distance away can NOT be accessed using maintained, safe and well lit direct routes. It is also very unlikely for our children to be given a place in this school. Also should I be able to drive my child to REDACTED (child) new school in Old Windsor this September with the other parents that cannot afford £651, it will cause horrific congestion in an area that already suffers with parking issues.

We live miles away from a middle school with next to no public transport. The council consistently put Eton Wick children in St Peter's which is the middle school furthest away. Makes no sense to penalise families that have no choice in where their children go to school. What is the yearly saving the council will make by cutting this service all together and making residents pay? what's good for the goose....

Which other residents are paying £651? The school bus only picks up Eton Wick and Eton children because they can not walk to school and there is no other option but Windsor schools for them

Why is it that an Eton resident who lives 300m away from the Eton Wick border does not also get the concession.

By removing the concession, what will the increase of funds go towards?

You have no middle school around Eton Wick for the kids to go so they have no choice but to use the bus service.

Post 16 SEND Students Concession

- 68 comments received
- Main themes:
 - The proposed cost of transport provision (39 mentions)
 - SEND students often have to travel greater distances to education placements (23 mentions)
 - The proposed change is discriminatory to SEND students (19 mentions)
 - P16 transport should be free as students must remain in education or training until 18 years of age (12 mentions)
 - There is often no safe route to SEND education placements (5 mentions)

Comments - Post 16 SEND Students Concession
1. Options stated penalise students on UC/ESA who are assessed as 'low income' in their own right. This is direct discrimination against disabled students;
2. Options stated do not account for Manor Green not being on a safe walking route. Students of low income families who can't afford to pay or to own cars will have no way of getting there.
3. Requiring low income families to pay is indirect discrimination against disabled students and their families since disabilities & caring responsibilities make it impossible or very difficult to work full time. This does not seem to be addressed in the EAIA.
4. Requiring low income families to find an additional £350 per year is an onerous obligation, one which the local authority can easily afford.
5. Students are required to be in EET up to the age of 18. In the case of SEND students, the local authority has a legal obligation to enable this. Removing free transport for low income students/families only impedes this.
16+ or 16+ SEND should be treated equally. Means tested discounts should remain but I see no reason why there should be a difference in price as it discriminates against non-SEND families
All low income families should continue to receive 100% discount. Those pupils with an EHCP should only pay the flat fee of £651 per annum for transport to their named school. The distance-related contribution might be appropriate in other cases.
As a parent of a young person with send I could not have afforded any transport fees. It's hard enough with all the extra costs incurred with bringing up a youngster with special needs. They can't attend a local school in many cases so why should I as a parent have to stump up for any more costs? I'm appalled as your support for send is pitiful enough already without these changes
As a SEND parent life is hard enough without the worry of the extra expenditure your proposal would cause. This is a ludicrous idea. There would be no way I can see any one on a low income being able to suddenly find the money to pay the 50%
As obliged to attend post 16, I don't see why people should pay. Option 1 is worst, but I don't think payment should occur at all.
both my children have learning difficulties and I could not afford to pay for them both
Children with SEND often do not have an option to attend a very local school or provision is not suitable after a certain age. If a contribution is made I believe a flat rate is fairer but low income families should be exempt, They should be going to the most appropriate provision and this cost shouldn't be a barrier
Cost should not disincentivise post 16 placement in the most suitable provision
Depending on the child's medical needs, Many families struggle to manage on low income it is with severe disabled children needing round the clock care putting huge amount of financial and mental strain on families. Past experience of being put in this situation ended with REDACTED (personal information). The transport team kept saying that they are allowed to do this and for us to claim ESA which my child wasn't awarded as REDACTED (child) was severe disabled with,

Comments - Post 16 SEND Students Concession

REDACTED (child's disability) unfortunately due to this my child ended up being home all the time without any support from the transport team to solve the issue, my child REDACTED (child's name) REDACTED (personal information that might identify the child). For severely disabled children as they classed by government until the age 18 should have right to education and transport.

Do not penalise children and families for the council's inability to provide for their educational needs within the borough.

Families with disabled children face greater costs than those without and are also more likely to be lower income. Their children are much less likely to be able to get themselves to school or college independently or to be able to attend their local provision and so will be disproportionately affected

Flat rate seems fairer, or you risk effectively excluding young people with send from reaching their desired / only option placements by charging more for distance. Young people should be treated fairly regardless of where they go, it's not like they've necessarily got the same range of choice as developmentally typical students.

I believe families who are financially able to contribute to the cost of transport for Post 16 Students with SEND should contribute towards the cost of their home to school transport. I think low income families should continue to receive free transport for Post 16 SEND, as even a 50% discount will mean a contribution of more than £300, which many will be unable to afford. These students, who may already be at a disadvantage as a result of SEND, may find themselves further disadvantaged by being unable to access sixth form or equivalent education.

I believe that every child should be given the opportunity of education up to the age of 18 regardless where they live, by charging for transport where pupils are unable to walk/cycle will have detrimental impact on the uptake and attendance of pupils at no fault of their own. I believe every 16-18 year old should make the decision on whether to attend higher education on their own merits with the cost of transport impacting those decisions.

I don't believe it is right to penalise post 16 SEND students by charging them for transport. It is not their fault that they generally have to go to schools outside of catchment, it's because the closest school / college isn't suitable for them.

There must be other areas to save money than looking to Post 16 SEND students who are already at a disadvantage and vulnerable. They also legally need to be in education until they're 18 years old.

It seems quite discriminatory to be honest and is putting Post 16 SEND at even more of a disadvantage, esp as a high percentage of them are from low income families. A little of families wouldn't be able to afford this additional charge.

I don't feel its fair to charge post 16 students, its not like they are able to get a weekend job to help pay for the bus fair or have the ability to get to school safely on their own. My REDACTED (child) is unable to make REDACTED (child) own way to school, and £600+ a year is a lot of money to find towards transport. I'm unable to work because of REDACTED (child) needs so can't afford this, its not like we can afford a holiday. Our spare money goes towards buying food in hospital when REDACTED (child) is admitted. If the students at Manor Green were able to work a part time job like a "normal" students at 16, it would be different, but this is a luxury they can't do, and also a reminder about the unsafe route to get to the school, Canon Lane is dangerous. And as for a child who can't be on their own. I'm disappointed this is suggested. Students with SEN need support not being dropped by the local authority. You should support the vulnerable!!

I have no choice with my REDACTED (child) school in Maidenhead. REDACTED (child) was accepted at a Windsor special school & the borough refused. I am a full time Carer to 2 SEND children & cannot afford this raised charge.

Comments - Post 16 SEND Students Concession

I have REDACTED (children) both with Autism. Both are classed as non verbal autistic . Whilst they understand and can verbally communicate they more often than not do not . They both attend REDACTED (special school). The eldest will be post 16 in two years . They would be classed as coming from a low income family . The strains of bringing up children with special needs is considerable . Adding a financial burden on such families is unacceptable if we are to be a caring society and as Cllr Carol says protecting our most vulnerable . We should not be putting a financial cost on such families it's discrimination

I think low income post 16 should continue to make No contribution.

I think targetting low income families who are already facing dealing with SEND students is grossly unfair. They should continue to get a full rebate. Others should continue as per option 2, but without charging low income families as this could well mean they pull their children out of education altogether, or make them give up another much-needed spend item.

I think this is a very important service and anything that can support parents in getting their children to school should remain in place.

I'm a low income mum and could not afford to pay even if it was 50% discount. I don't have any spare money at all.

If specialist support for a student is only available at a school or college some distance from home, their families should not face additional costs to access that support based on the length of the journey required.

I'm not really sure how this applies when you receive a transport budget payment and/or to an out of borough school without a school route/bus i.e. taxi

In our case it is critical to keep the option of school transport. Continuing the education at 6th form REDACTED (school) will enable my child to have a better chance of developing and becoming more independent & self-reliant in the future. Not being able to attend school last year (due to covid) had very detrimental impact (my REDACTED (child) developed NES or non-epileptic seizures - which stopped once school was back). REDACTED (child) is not ready yet for college / traineeship and having school transport as of Sep 2021 will be absolutely critical.

It is a legal requirement that these children attend school until they are 18. Many will be attending educational settings a long way from home as there is no suitable local provision that meets the needs set out in their EHCP.

It is of great concern that it would be so costly for my son to get to school. It would mean I would have to take him continuously rather than spend on a bus I wouldn't be able to afford even with a 50% discount. Especially as they have to go to school until 18-20 and that's 4 years difference between the statutory age limit of 16

It is unclear whether this option will cover the young people who currently DO NOT travel by bus - as they are incapable of independent travel due to their SEN condition. In my REDACTED (child) case I believe it would be unsafe for REDACTED (child) to be able to travel to / from school unsupervised and absolutely unsafe for REDACTED (child) to get to / from the bus stop independently, in order to catch any bus.

It is unfair to penalise SEND students because of the Council's financial mismanagement.

It's an essentially investment contribution for future of country, community and children education without dependenc and help them fight of Poverty.

Many SEND students have no option but to attend schools a considerable distance away when there are no suitable schools in the local area. SEND families should not be penalised for this when they are very restricted as to which schools may be suitable.

My REDACTED (child) and other children with SEND unfortunately cannot make their own way to and from school independently on public transport. Currently I drive my REDACTED (child) to and from school which is 10 miles away and this takes 2 hours out of my day. This means that I am unable to work. Whether my REDACTED (child) is 14 or 16 makes no difference to REDACTED (child) ability to travel to school independently and therefore the SEND transport

Comments - Post 16 SEND Students Concession
concession should remain to help support my REDACTED (child). Otherwise huge financial burdens are being placed on families that are already at breaking point.
N/A
No child of ANY AGE with SEND should be forced to pay for transport to their nearest school/college that can meet their needs fully.
Of all the consultation - SEN children have not chosen to have a disability that affects their ability to access education. Hence they should not be penalised for their disability. Whereas people who choose to live in Holyport or Eton Wick - have made a choice of where they want to live - hence have chosen their house location away from a school and this in itself has cost implications.
SEN children should not be penalised for having a disability and transport access should not be a further hinderance in their life.
Often SEND pupils have to travel further to find education that meets their specific needs. Of course that costs more, and is a reasonable adjustment for us to make. This concession must stay
On this form you have already said pupils from holy port to cox green travel for free. So your facts are slightly contradictory
Option 1 would be discriminatory. SEND pupils often need to travel further to the nearest suitable placement for their needs. A pupil must not be penalised for having SEND.
Option 2 - I question the justification for the proposal to charge low income families who are presently exempt. Has the LA also considered there will be families above the relevant income threshold who will nonetheless struggle to fund a flat rate? Again, the proposal could be discriminatory if it frustrates pupils' access to education.
Please continue to provide this for this vulnerable group
Please continue to provide this provision for our SEND community
Pupils with SEND can't choose between every school. In most cases, only limited schools can meet needs, and also not all will have places. If your child has a condition that cannot be accomodated in a school nearby, and your child is already disadvantaged with long travel times, why should you have to bear extra financial burden as well. The pressure should be on the council to provide local good education.
Pupils with SEND often need to travel further as they are unable to access education locally, therefore paying more because they travel further is discriminatory under the Equality Act 2010. Pupils must have equal access to education. This would directly discriminate against pupils with a disability.
Removing a transport provision from post 16 SEN will create a larger problem for schools and the local authority. Low income families will not be able to provide the costs offered in option 1 or 2 and as a result we will see a large decrease in attendance of post 16's SEN students.
Scrutinise eligibility . Do they have low rate motability allowance should be used to provide payment..... , do they require an escort if so , RBWM should contribute to their employment
See previous
SEN parents generally can't work in the kind of jobs they perhaps could do without a SEN child therefore often have lower incomes with higher home cost (therapies, specialist equipment, even paying higher to ensure less stress when travelling etc) Therefore costs should remain as low as possible for these families.
SEND children should not be discriminated just because of disabilities - people who live in HolyPort or Eton Wick "choose" to live there - people with dialibilities dont choose their disabilities!
SEND students generally cannot walk to their school or college. Many, have disabilities that preclude them from taking public transport. In fact, getting public transport would be a traumatic experience.

Comments - Post 16 SEND Students Concession

Also, children MUST stay in education until they are 18. Charging for their transport would put a financial burden on many families that they simply cannot afford, leaving students at home regressing.

SEND students often do not have the option of accessing a local educational setting that is appropriate to their needs and have no other choice but to travel. The ability of families to pay for transport should not be allowed to be another limiting factor in the choice of available and accessible education.

Students from low income families should not be required to make contributions to their transport costs to school or college. This is very important in encouraging access to opportunities and facilitating equality.

Students from low income families should NOT receive a 50% discount and pay as everyone else.

Students have no opportunity to raise funds themselves so should not be disadvantaged if their parents cannot pay the required 50% of the transport costs.

The distance SEND students are travelling inside or outside the borough, and therefore their cost of home / school transport is not determined by the parents but by the education need of the student. The only options provided to reduce AfC's / RBWM's transport costs are to shift them on to parents. What other, more innovative, options have been considered to reduce costs ?

Both options will result in a cost for the lowest income families - £325 pa may seem insignificant to the average council taxpayer but for low income families it could result in significant hardship.

The increase is too much

The issue would seem to be a lack of over 16 SEND provision locally if it is costing the council £6731 per pupil per academic year for transport. By the way an adult rail season ticket to London from Maidenhead is £3500 per year so perhaps you need to look at how well you have negotiated the costs of this transport. In short, if it's costing you that much it's a sign of the council's failure.

The reason for the high transport costs incurred are due to the lack of suitable provision for SEND students available within the Borough. Families should not be penalised on transport costs due to the Boroughs inability to provide local suitable SEND placements.

There are several points our members have made that I shall detail below -

* some students will have been assessed as being on low income as an individual and therefore will be in receipt of universal credit or ESA. The proposals that you have outlined discriminates against these disabled students.

* some families of disabled students are low income because they have been unable to work as they need to meet the needs of the disabled student. If you are then going to charge them 50% of transport costs even though they are low income, this seems very unfair as they have no way of increasing their income without effecting the way their child / young person's needs are met.

* young people have to remain in education or training towards employment until they are 18 and the local authority has a legal obligation to enable this for SEND students. Increasing transport costs and / or removing free transport for SEND students and families does not seem a very constructive step forward.

* options stated do not take into account safe walking routes - for example Manor Green students and students living in the more rural areas of the borough. Low income families may not own or have access to their own vehicles and therefore this action could be very damaging to these students accessing education.

*the cost of living is increasing and benefits are not rising in line with this, therefore there is no reason to believe that low income families will suddenly be able to find this extra money.

These are the more vulnerable members of our society and are required to stay in education so should be supported if transport is needed

Comments - Post 16 SEND Students Concession

These proposals are nothing short of discriminatory! Children with SEND often have to travel further to access education suitable for them because the local authority is not able to provide it closer to them.

This is a very misleading question and some parents may choose option 2 not realizing how much this is different to the current provision

Transport is a key enabler to allow students to attend college proposed by council

Unfair to penalise families of this when RBWM doesn't have adequate schools for SEND students

We agree that there should continue to be a flat fee (£651) for post 16 SEND transport regardless of distance. We do not believe that low income families should be asked to pay any contribution towards home to school transport costs for their SEND children.

Whilst Post 16 SEND students should be educated at the nearest available appropriate placement, they have no control over how far away that may be from their home, therefore a flat rate charge is the fairest option in my opinion.

Without being able to see any evidence that families on local income are now in a position to be able to pay 50% of travel costs where previously it was deemed they should pay non, I can not see any justification for any increase in costs for these families especially when the cost of living is increasing higher than benefits are due to Brexit etc.

You're essentially asking SEND parents to pay out even more when their costs in other areas are often higher than families without SEND children. Shocking.

You're asking a low income family to find as much as £626 extra. Where will they find so much?

Low Income Families who are Fare Payers Concession

- 27 comments received
- Main themes:
 - The proposed cost of transport provision (9 mentions)
 - Burden/disadvantage to low income families (5 mentions)
 - Safety if students had to walk (2 mentions)

Comments - Low Income Families who are Fare Payers Concession
*the cost of living is increasing and benefits are not rising in line with this, therefore there is no reason to believe that low income families will suddenly be able to find this extra money.
As before, low income families must be supported if their children are to receive the best education possible.
By choosing this option the low income families are not disadvantaged by the change in impact for Eton Wick or Holyport if they are required to pay for transport.
SEN families already have excessive costs to manage their disabilities and hence should not be disadvantaged further.
Do not burden children from low income families with even less in order to gain the education that they are entitled too and RBWM are at a duty to provide. These children could be at serious risk of having their education compromised without a free and safe route to school
Extremely poor behaviour to be even considering this.
Failing to protect the poorest households would be a huge disservice to some of our most vulnerable young people. Many would genuinely be unable to take up educational placements or at 16+ would be lost to education or training due to unbearable financial pressures. Even a 50% contribution would be too much, universal credit has left thousands of local people on or below the bread line, please help them to keep their heads just above water and don't levy fees to get an education
Good to see the council showing compassion in this area.
Good to see the council showing some decency here with their preferred option.
How do you suggest low income families get there children to school if they can not afford the bus and likely neither a car? A neighbour of ours walks her Two children to Dedwoeth daily and another child walks to Windsor girls alone every day. Make the streets safer for our children and maybe it wouldn't be such a problem.
I am a single parent working full time but am classed as not on a low income but I have no spare money to be able to afford two lots of bus fees
I appreciate how hard it is for low income families however it is also hard for other families too escape silly at the moment . I believe it should be fair across the board to all families.
I do not feel that low income families should have to pay for transport
If you're already on a low income transport fees are the least of your financial priorities
I'm on a low income and the bus concession really helps my family. All of the schools are too far for my REDACTED (children) to walk to/from Eton Wick. They also attend schools that are in different directions but start and finish at the same time. I would be incredibly worried for their safety if they had to walk; particularly in winter months when daylight is shortened.
It's an essentially investment contribution for future of country, community and children education without dependenc and help them fight of Poverty. It will put pressure on struggling Children mentally.
Low income families aren't always able to get any extra help, low income doesn't mean your entitled to anything.
Low income families have enough to worry about, without the added worry of how they are going to be able to afford for their children to attend school.

Comments - Low Income Families who are Fare Payers Concession
Low income family like myself could not afford to pay this amount and also my children are on free school meals and the school is too far for my children to walk or cycle too we just could not afford this
N/A
Perhaps low income families could contribute £10 per term
See previous. This survey is utterly pathetic
They are many of low income families that can't afford to pay such high bus fee.
This does not apply to me or my family
This option is the only way a caring society if we are to be classed as 'caring ' in RBWM
This situation does not apply to us.
Unclear how low income families are being defined here. I understand that families receiving free school meals or working tax credits would be eligible for free transport where the school is over 2 miles away anyway (with some further restrictions for secondary school pupils) for options 1 or 2 would not be lawful in those cases anyway.
Why should children suffer because they come from low income family?

Exceptional Circumstances Concession

- 41 comments received
- Main themes:
 - Provision under exceptional circumstances should not be time limited / should be assessed on a case by case basis (13 mentions)
 - The proposals could cause additional hardship (5 mentions)

Comments - Exceptional Circumstances Concession
A Pandemic is an exceptional circumstance. Please show some regard and humanity to the community and leave this provision in place. Thank you.
After the year that everyone has had this year I don't believe now is the time to change anything on this bus service
An onerous cost to place on low income families.
Do not penalise the weakest members of our society to save money because of RBWM's financial mismanagement.
Exceptional circumstances don't change just because you have to balance the books
Exceptional circumstances indicate that something difficult or out of the ordinary is occurring. Couldn't you look at how many weeks is helpful based on the nature of the need? A sick parent for instance may be sick for more than one term. So maybe offer a review-able timescale that will not throw people already dealing with exceptional circumstances into further difficulties.
Exceptional circumstances should be continued to be monitored and followed up accordingly. There should be no lower or upper time limit.
How many people take this up? how exceptional are their circumstances? without further data it is impossible to see how this would impact people at such a crisis.
I have just been diagnosed with epilepsy and have had my driving license removed for at least a year until my seizures have stopped. I have REDACTED (children) and no way to take them to school without transport. We have chosen our closest middle school which is more than 3 miles away. I really hope the transport continues.
I note the LA has applied 'exceptional circumstances' to adult learner transport in circumstances where there has been a statutory duty to make arrangements. It may be wise for the LA to leave the concession in place.
I think it should be reduced, but with the option to be extended for an additional 13 weeks to a maximum of 26 weeks. If for example a parent was undergoing treatment for cancer 13 weeks is not long enough for that treatment and their immune system to recover from treatment.
I'm low income and we come under exceptional circumstances, I don't drive, my child needs to go to this school and even if there was public transport, would not be necessarily safe to do that.
If the LA fetters their discretion for decisions about anyone with a disability through the H2S transport policy, they will be at risk of unlawful discrimination against people with protected characteristics e.g. if the medical condition for a child or adult is a disability. Would seem wiser to retain the discretion really
It is important for the borough to support medical conditions and those disabled in any way possible
It is wrong to effectively withheld education from a child if their parents are medically incapable of transporting them to school if there are no other alternatives.
It should remain as it is
It's an essentially investment contribution for future of country, community and children education without dependenc and help them fight of Poverty. It will put pressure on struggling Children mentally. It's not children choice that they are living under exceptional Circumstances.
Keep it beyond 24 weeks
n/a
Option 3, And later reassessed in case that becomes a permanent or long term

Comments - Exceptional Circumstances Concession
Our members feel that there should be an option in the policy for a review and a further extension of another 13 weeks to be allowed to cater for situations such as medical procedures and illness that the recovery time is in excess of 13 weeks.
People should be treated fairly but individually so exceptional circumstances concession might be important to keep.
Please let's carry on helping the community in exceptional circumstances. We are indeed already in exceptional circumstances with a pandemic.
RBWM gets to determine when something is an exceptional circumstance, once that's determined then the support should remain as now. If you'd asked for discretion over the duration of a payment I'd have been inclined to support it but not a blanket approach
Removing this could mean some children are unable to get to school. It is not acceptable.
Sadly a great deal of family hardship lasts longer than 13 weeks. I don't think it should change
See previous
So who do you expect to pay for these children to get to school.
Surely this should depend on the duration of the individual circumstance.
The exceptional circumstances could last longer than 13 weeks adding additional stress and worry to the family
The nature of exceptional circumstances would mean that those extra 10 weeks would be a life saver for those who need it.
There is no information provided about the current operation of the policy - how many claims on average over the past municipal years were there for periods above 13 weeks ? What would the impact be for Looked After children.
Why has 13 weeks been selected as a cut-off point ? What is the evidence to support this proposed change ?
There should still be discretion to extent beyond one term where failure to do so might be seriously detrimental to the child. For example, where this would impact the sustainability of an and otherwise suitable foster placement or where a pupil is attending a Referral Unit to avoid permanent exclusion.
These concessions are there for a reason . It would effect the most vulnerable
This should be retained. Removing it is likely to cause hardship and difficulties to vulnerable children. It is important that these children do not have barriers to school attendance.
We do not believe that this situation applies to us.
We have to allow for the small number of pupils who just don't 'fit in the box'. There will always be a few cases with 'exceptional circumstances' and these need to be looked at on a case by case basis. If the concession is either removed, or restricted to one term, we will be casting out the few pupils who so desperately need this concession in order to access school or college. A safety net has to be put into place to protect these pupils, and this is the 'exceptional circumstances' concession.
What are you spending these cuts on instead?
You will find more children ignored by the system, neglected and uneducated.
You should be doing all you can to get ALL children to school, especially the most vulnerable.
Where is the process of compassion -if removing or reducing transport for exceptional circumstances for those in need? i thought the borough was about Achieving for children - not leaving them stranded when people cannot get their children to school due to disability.
Why does it feel like people with disabilities or medical conditions have to apologise and grovel to get support from those more able, - where is equalities in this decision .

Comments - Exceptional Circumstances Concession

Would need more info on what constitutes an exceptional circumstance before I could make an informed answer

You may wish to change your normal practice so that the normal award is for one school term to be covered but you may be able to grant extra time where there is a good reason for this (exceptional, exceptional circumstances!). It seems better for the Council to have flexibility to provide this assistance where it is needed for a child to access education.

All families (all Borough) Primary Concession

- 19 comments received
- Main themes:
 - SEND students should be excepted from the proposals (7 mentions)

Comments - All families (all Borough) Primary Concession
<p>How has the age of 8 been assessed to warrant this change. Has the correct methods of research been used to quantify/assess the age of 8 years old as an appropriate age to walk over two to three miles to primary school and back each day without assistance. Has the council provided evidence to justify aged 8 as an appropriate cut of point to reassess a child's ability to walk to school without danger or risk. Please define how this age has been risk assessed and proposed with research data (gold standard) to back up its use in this situation.</p>
<p>Has the local authority risked assessed the walk to school, as Waltham St Lawrence does not have adequate pavements for children (especially young children under 10 years of age) or adults to walk safely to the primary school. Adequate risk assessments to justify that the council can provide a safe walking passage, eg. build pavements where there are none and employ personal (lolly pop person) that can guide children and adults across fast (40mph/70mph) roads in the mornings and afternoons. This needs to be considered prior to removal of any concession involving young children's transport (aged 8). The council will be required to remove all their liability and ensure that adequate pavements have been built and safety personal (a lolly pop person) are in situ prior to removal of any school transport concession. The safety of our children/adults is paramount irrespective of cost or age.</p>
<p>I actually think it is reasonable to assess children at age 8, but not the SEND children. Their families have enough to deal with already.</p>
<p>I don't think children with SEND should be reassessed at 8. As mum to a child with SEND, you are constantly being reassessed for everything (despite the fact that my child has a genetic condition which will become more complex over time). It is exhausting and soul destroying. If you child has a lifelong condition, it should be enough to go through these awful processes once. This sense that I have to keep proving my child has a lifelong disability makes me sick to my stomach, and only makes our already challenging life, much much harder.</p>
<p>I think it should be reassessed at 8, except SEND.</p>
<p>I think it's fair to reassess if there are changes as more or less help regarding travel may arise</p>
<p>It is unclear if Option 2 also includes SEND children.</p>
<p>Government guidance states "Mainstream transport requirements (e.g. the statutory walking distances) should not be conflated with assessments for the transport needs of SEN and disabled children</p>
<p>It's not the family's fault the middle schools are further away</p>
<p>It's an essentially investment contribution for future of country, community and children education without dependenc and help them fight of Poverty. It will put pressure on struggling Children mentally.</p>
<p>n/a</p>
<p>Not applicable</p>
<p>Option 2 seems to make more sense as it will reduce administration costs.</p>
<p>Please let's help the SEND community after the age of 8 as well as below the age of 8.</p>
<p>See previous</p>
<p>SEN disabilities dont go away!</p>
<p>SEND pupils needs do not suddenly change when they reach the age of 8. This seems an arbitrary, cost cutting measure.</p>

Comments - All families (all Borough) Primary Concession

The reassessment should be formerly part of an EHCP transition review and/or when there is a requirement for a Young Person to access a change in Education provider. Young people with additional needs often require additional supervision as they get older , mobility, escort support , 1:1 support etc. The evidence for this is also captured as a part of the ' Needs Assessment' review and should be taken into consideration.

Too bureaucratic to reassess.

We need this service in Hurley to Bisham. Public transport is non existent

When implementing this policy, however, the Council should ensure it does not disproportionately impact pupils with disabilities. Equality Act 2010

All families (all Borough) Nursery Concession

- 28 comments received
- Main themes:
 - The proposed cost is too high (10 mentions)
 - SEND students should be excepted from the proposals (2 mentions)

Comments - All families (all Borough) Nursery Concession
£651 to get a 4 year old to nursery. Again you'll be stopping children attending that need it most.
A 50% discount will bring the charge to the current level that everyone pays, so probably people on concessions today are still going to end up paying more.
Any YP irrespective of age should be assessed using the same criteria . This should be a holistic approach which is open & fair to all.
As above. This is a device to simply save money because RBWM mismanaged its budgets and must now make savings in any way it can. I ma dismayed that the vulnerable are being targetted.
As school is not statutory until 5, i agree with option 1.
Can't see why accessing national curriculum education transport costs for a 4 year old should be differenet from any other age? However in line with all my other responses think low income families should still have to make 0% contribution unless there is evidence to support that somehting has changed in the income of this group that indicates they can now afford this and last year they couldn't.
Changing this concession discriminates against summer-born children, and will disincentivise parents on low incomes to send such children to education. I was caught by this with my first child, who therefore completely missed reception year and started school in year 1, behind all her peers.
Completely unfair to charge when you will have a 4 year old not turning 5 until august so having to pay a full year of travel vs a 4 year old turning 5 in October when they will only have to pay for a month. I do not think this should be changed
Early years education is vital . You should not discriminate against families that are on low income from being helped to get their children to nursery school
Given the proliferation of primaries and nurseries, I would hope other choices are available at such a young age. However low income families should be protected if there is no other nursery nearer so their children don't miss out on critical early education.
I agree with allowing 4 years olds in reception to be assessed but low income children should make no contribution.
I believe parents who can afford to, should pay the cost towards this transport. I think low income families should continue to receive this concession, to enable pupils to access this education.
I think nursery and ks1 should be within walking distance of your home .
I think this is one of the most ridiculous proposals yet. So if you child's birthday in on Sept 1, you go straight onto free travel. But if your child is born sept 2 or later, you must pay a flat fee of £651. This is blatent discrimination. Who is dreaming this up?
If you have 2 children attending the same primary school one is in an older year and one starting in yR it makes no sense to have two different way to school or charge for one just for a yr
It would be interesting to know how many families use that transport service at such a young age. If Year R is not compulsory then there is no need for free transport. However, if it is, then the same rules as for primary school should apply.
Let's carry on supporting the youngest children with this provision.
n/a

Comments - All families (all Borough) Nursery Concession
Not applicable
Option 2 would be acceptable if the subsidy was 100% for low income families and also the full concession was retained for Reception pupils travelling with older siblings.
Reception isn't nursery, it's the first year of primary school. Therefore if a child will be entitled to transport assistance, they should get it from the start of their schooling.
See previous. The survey should allow me to target responses at the relevant section to my circumstances
SEND families of children with significant need (medical?) should not pay if their only suitable nursery provision requires home-school transport.
There are choices for nurseries and preschools that can be within walking distance , why should transport be paid for ?
There is no indication of the scale of this concession - number of pupils or cost to RBWM There is no mention of SEND children
this could be a barrier to nursery for some low income families
This will hurt the most vulnerable
You need to do better for low income families. They should not be the fall guys for council financial mismanagement.

Consultation Distribution	
Parents of all students currently assigned to school transport	922
All schools and colleges in RBWM area	68
Schools and colleges outside RBWM area currently served by school transport	57
All RBWM Councillors	41
All RBWM parishes	15
Interested local organisations	11
Total	1114

School	Type
Alwyn Infant School	Infant Schools (4)
Boyne Hill CE VC Infant and Nursery *	Infant Schools (4)
Burchetts Green CE Infants - A	Infant Schools (4)
Furze Platt Infant	Infant Schools (4)
All Saints CE Junior	Junior Schools (3)
Courthouse Junior	Junior Schools (3)
Furze Platt Junior	Junior Schools (3)
Alexander First *	First Schools (14)
Braywood CE First	First Schools (14)
Clewer Green CE Aided First	First Schools (14)
Dedworth Green First * - A	First Schools (14)
Eton Porny CE First - A	First Schools (14)
Eton Wick CE First *	First Schools (14)
Hilltop First *	First Schools (14)
Homer First	First Schools (14)
Kings Court First *	First Schools (14)
Oakfield First	First Schools (14)
St Edward's Catholic First	First Schools (14)
The Queen Anne Royal Free CE Controlled First	First Schools (14)
The Royal (Crown Aided)	First Schools (14)
Trinity St Stephen CE Aided First	First Schools (14)
Dedworth Middle – A	Middle (deemed Secondary) Schools (4)
St Edward's Royal Free Ecumenical Middle	Middle (deemed Secondary) Schools (4)
St Peter's CE Middle - A	Middle (deemed Secondary) Schools (4)
Trevelyan Middle – A	Middle (deemed Secondary) Schools (4)

School	Type
Cookham Nursery	Nursery Schools (3)
Maidenhead Nursery	Nursery Schools (3)
The Lawns Nursery	Nursery Schools (3)
Berkshire College of Agriculture	Post 16 FE Colleges (2)
East Berks College	Post 16 FE Colleges (2)
Bisham CE Primary	Primary Schools (25)
Braywick Court - A	Primary Schools (25)
Cheapside CE Primary	Primary Schools (25)
Cookham Dean CE Primary	Primary Schools (25)
Cookham Rise Primary	Primary Schools (25)
Datchet St Mary's CE Primary* - A	Primary Schools (25)
Holy Trinity CE Primary Cookham	Primary Schools (25)
Holy Trinity CE Primary Sunningdale	Primary Schools (25)
Holyport CE Primary* - A	Primary Schools (25)
Knowl Hill CE Primary - A	Primary Schools (25)
Larchfield Primary and Nursery*	Primary Schools (25)
Lowbrook Primary - A	Primary Schools (25)
Oldfield Primary	Primary Schools (25)
Riverside Primary and Nursery*	Primary Schools (25)
South Ascot Village Primary	Primary Schools (25)
St Edmund Campion Catholic Primary - A	Primary Schools (25)
St Francis Catholic Primary - A	Primary Schools (25)
St Luke's CE Primary - A	Primary Schools (25)
St Mary's Catholic Primary - A	Primary Schools (25)
St Michael's CE Primary	Primary Schools (25)
Waltham St Lawrence Primary	Primary Schools (25)
Wessex Primary*	Primary Schools (25)
White Waltham CE - A	Primary Schools (25)
Woodlands Park Primary*	Primary Schools (25)
Wraysbury Primary	Primary Schools (25)
Altwood Church of England - A - 6th F	Secondary Schools (8)
Charters - A – 6th F	Secondary Schools (8)
Churchmead Church of England (VA) School	Secondary Schools (8)
Cox Green - A – 6th F	Secondary Schools (8)

School	Type
Desborough - A – 6th F	Secondary Schools (8)
Furze Platt Senior - A – 6th F	Secondary Schools (8)
Holyport College – A - 6th F	Secondary Schools (8)
Newlands Girls – A – 6th F	Secondary Schools (8)
Forest Bridge School	Special Schools (2)
Manor Green School	Special Schools (2)
The Green Room (6th form)	Special Unit (1)
The Windsor Boys' - A – 6th F	Upper Schools (2)
Windsor Girls' - A – 6th F	Upper Schools (2)
Addington Special School	Outside RBWM
Alfriston Special School	Outside RBWM
Ambitious College, Pears Campus	Outside RBWM
Arbour Vale	Outside RBWM
Barywick Court	Outside RBWM
Beech Lodge School	Outside RBWM
Blossom House School Upper School	Outside RBWM
Bracknell Wokingham College	Outside RBWM
Brooklands College (Weybridge)	Outside RBWM
Carwarden House School	Outside RBWM
Cressex Lodge SWAAY	Outside RBWM
Egerton Rothesay School	Outside RBWM
Eton Dorney Special School	Outside RBWM
Gillotts School	Outside RBWM
Grafham Grange School	Outside RBWM
HALO	Outside RBWM
Harmony	Outside RBWM
HawleyHurst School	Outside RBWM
Haybrook College - Activate	Outside RBWM
Haybrook College - Millside	Outside RBWM
Haybrook College - Rotunda / Interim	Outside RBWM
Haybrook College - Springboard	Outside RBWM
Heathermount School	Outside RBWM
Heathlands School	Outside RBWM
Henley College	Outside RBWM

School	Type
High Close	Outside RBWM
Hillingdon Manor School (Secondary)	Outside RBWM
Holme Grange School	Outside RBWM
Holy Brook	Outside RBWM
Kennel Lane School	Outside RBWM
Kings Academy	Outside RBWM
Langley Academy	Outside RBWM
Langley College (EBC)	Outside RBWM
Linden Lodge School	Outside RBWM
LINK at Manor Green School	Outside RBWM
Littledown Special School	Outside RBWM
Marish Primary School	Outside RBWM
Meath School	Outside RBWM
Moor House School	Outside RBWM
More House School	Outside RBWM
Northern House School	Outside RBWM
Oak Lodge (Hampshire)	Outside RBWM
Orchard Hill - Uxbridge	Outside RBWM
Philip Southcote School	Outside RBWM
Potterspury Lodge School	Outside RBWM
Prestwood Campus	Outside RBWM
Ranelagh School	Outside RBWM
Reading College	Outside RBWM
Salesian School	Outside RBWM
St Piers School	Outside RBWM
The Knowl Hill School	Outside RBWM
The Piggott School	Outside RBWM
The Rise School	Outside RBWM
The Willows School Academy Trust	Outside RBWM
Treloars	Outside RBWM
Waingels College	Outside RBWM
West London Community College	Outside RBWM

Ward Councillors
Councillor John Baldwin
Councillor Clive Baskerville
Councillor Christine Bateson
Councillor Gurpreet Bhangra
Councillor Simon Bond
Councillor John Bowden
Councillor Mandy Brar
Councillor Catherine del Campo
Councillor David Cannon
Councillor Stuart Carroll
Councillor Gerry Clark
Councillor David Coppinger
Councillor Carole Da Costa
Councillor Wisdom Da Costa
Councillor Jon Davey
Councillor Karen Davies
Councillor Phil Haseler
Councillor Geoffrey Hill
Councillor David Hilton
Councillor Maureen Hunt
Councillor Andrew Johnson
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Councillor Neil Knowles
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Councillor Ross McWilliams
Councillor Gary Muir
Councillor Helen Price
Councillor Samantha Rayner
Councillor Joshua Reynolds
Councillor Julian Sharpe
Councillor Shamsul Shelim
Councillor Gurch Singh

Ward Councillors
Councillor Donna Stimson
Councillor John Story
Councillor Chris Targowski
Councillor Helen Taylor
Councillor Amy Tisi
Councillor Leo Walters
Councillor Simon Werner

Parish Council
Bisham
Bray
Cookham
Cox Green
Datchet
Eton Town Council
Horton
Hurley
Old Windsor
Shottesbrooke
Sunningdale
Sunninghill and Ascot
Waltham St. Lawrence
White Waltham
Wraysbury

Organisation
Boyn Grove Community Resource Centre (Optalis)
Citizens Advice - Maidenhead & Windsor
Disability Register
Local Offer Website
PaCiP
Preparing for Adulthood
Pursuing Independent Paths
SOS! Special Educational Needs

Organisation
The Link Foundation
United Voices

Home to School Transport Policy 2021/22: Consultation

The Royal Borough of Windsor and Maidenhead (RBWM) and Achieving for Children are proposing changes to the Home to School Transport policy.

We want the policy to be fair to all residents and schools in the Borough, whilst ensuring transport assistance is still provided to our most vulnerable pupils.

We are considering removing or changing all non-statutory transport concessions from September 2021 and would like your views on our proposals.

Responses must be received by 12th April 2021.

Please note that all responses must be attributable to named individuals or organisations. We will accept more than one response if you are both a parent and a representative of an organisation - a school governor for example.

Responses may be published, but all personal data will be removed. For further information on data protection, please see our privacy notice at:

<https://www.achievingforchildren.org.uk/privacy-notices/public-consultations-and-surveys/>

If you should require a this survey in a different format please email transport@achievingforchildren.org.uk

*Required

Section 1 - About You

1. First Name *

Please provide your first name

2. Surname *

Please provide your surname

3. Address *

Please provide your full address

4. Postcode *

Please provide the postcode for your address

5. Please select one of the following: *

If you are a parent and also represent a school or organisation you will be given the opportunity to submit another form after you submit this form.

Mark only one oval.

I am the parent/guardian of a pupil already receiving transport assistance from RBWM *Skip to question 6*

I am the parent/guardian of a pupil not receiving transport assistance from RBWM *Skip to question 7*

I represent a school or an organisation *Skip to question 8*

Other *Skip to question 9*

Section 1 - I am the parent/guardian of a pupil already receiving transport assistance from RBWM

6. School Name *

Please give the name of the school(s) or college(s) your child/children attend.

Skip to section 7 (Section 2 - Your views)

Section 1 - I am the parent/guardian of a pupil not receiving transport assistance from RBWM

7. School Name *

Please give the name of the school(s) or college(s) your child/children attend.

Skip to section 7 (Section 2 - Your views)

Section 1 - I represent a school or an organisation

8. School or organisation *

Please give the name of your school or your organisation

Skip to section 7 (Section 2 - Your views)

Section 1 - Other interested party

9. Please give further details here *

Section 2 -
Your views

We are considering the following policy changes. Please select your preferred response for each concession.

Section 2 - Holyport Village Residents Concession

Holyport Village residents are automatically entitled to free bus passes on public transport services to Cox Green School and are therefore not being assessed by the same rules as all our other residents. We want the system to be fair to all our pupils and schools and we are proposing to withdraw this concession altogether or change it for September 2021.

Holyport Village residents will continue to be able to apply for home to school transport assistance in the same way as any other residents. Those residents who are not entitled to transport assistance under the new policy will still be able to purchase bus passes on local bus services.

Option 1 (this is the Council’s preferred option)

To withdraw the concession for September 2021 for all pupils - new and existing pupils - travelling to Cox Green school.

Option 2

To remove the Holyport Village concession for September 2021 for all new pupils, but retain the concession for existing pupils until they reach the age of 16.

10. Your response - Holyport Village Residents Concession *

Mark only one oval.

- Yes, I agree with Option 1 - that the Holyport Village concession should be removed for September 2021 for all pupils, new and existing pupils.
- Yes, I agree with Option 2 - that the Holyport Village concession should be removed for September 2021 for all new pupils, but think that existing pupils should retain their free transport until the age of 16
- No, I don't agree with either option to change or remove the Holyport Village concession
- I don't know if this concession should be removed or changed

11. Comments - Holyport Village Residents Concession

If you have any comments about the Holyport Village Residents Concession proposal please provide them here

Section 2 - Eton Wick Residents Concession - Eton Wick to St Peter's, Dedworth Middle, St Edwards, Trevelyan, Windsor Boys & Windsor Girls schools

Eton Wick residents who are fare payers (not entitled to free transport) currently receive a discount so they will pay £351 (21-22) for a season ticket on a school coach. All other RBWM residents who are fare payers will pay a minimum of £651 (21-22) if they are buying a season ticket on a school coach. Eton Wick fare payers travelling on public bus services also receive discounts.

We want the system to be fair to all our pupils and schools and we are proposing to either withdraw this concession altogether or change it for September 2021.

Eton Wick residents will continue to be able to apply for home to school transport assistance in the same way as any other residents. Those residents who are not entitled to transport assistance under the new policy will still be able to purchase bus passes on school coaches

Option 1 (this is the Council's preferred option)

To remove the Eton Wick residents concession for September 2021. Eton Wick residents will pay the same for a season ticket on a school coach as other residents (£651). Eton Wick residents will not receive discounts on public bus services.

Option 2

To retain the Eton Wick concession, but increase fares annually by a minimum of 10% until Eton Wick residents pay the same fare as other residents using school coaches. Eton Wick residents will not receive discounts on public bus services.

12. Your response - Eton Wick Residents Concession *

Mark only one oval.

- Yes, I agree with Option 1 - that the Eton Wick residents concession should be removed for September 2021. Eton Wick residents will pay £651 for a season ticket on a school coach and will not receive discounts on public bus services.
- Yes, I agree with Option 2 - that the Eton Wick concession should be retained, but that fares should increase annually by a minimum of 10% until Eton Wick residents pay the same fare as other residents using school coaches and that discounts on public bus services should be removed
- No, I don't agree that the Eton Wick concession should be removed or changed
- I don't know if this concession should be removed or changed

13. Comments - Eton Wick Residents Concession

If you have any comments about the Eton Wick Residents Concession proposal please provide them here

Section 2 - Post 16 students with Special Educational Needs and Disabilities (SEND) (all RBWM) Concession

Post 16 students do not have a statutory entitlement to transport assistance but are able to purchase a season ticket on a school route for £651 (£3.43 per day) per academic year. All students are travelling within the Borough and the average cost of their transport is £918 (£4.83 per day) per academic year.

We are proposing to change the contribution made by post 16 students with SEND and have considered introducing a contribution that increases as distance travelled increases. We have also considered continuing a flat rate charge. In either case, students from low income families would receive a 50% discount.

Option 1

All Post 16 Students with SEND will make a contribution towards the cost of their home to school or college transport that increases as distance travelled increases:

- 0-5 miles £ 651 (equivalent to the cost of a season ticket on a school bus)
- 5-10 miles £ 851
- 10-15 miles £1051
- 15 miles + £1251

Students from low income families will receive a 50% discount on the cost of their transport.

Option 2 (the Council’s preferred option)

All post 16 Students with SEND will continue to make a contribution towards the cost of their home to school or college transport by paying a flat rate charge of £651. Students from low income families will receive a 50% discount.

14. Your response - Post 16 SEND Students Concession *

Mark only one oval.

Yes, I agree with Option 1 - that all Post 16 Students with SEND should make a contribution towards the cost of their home to school or college transport and that distance travelled should be taken into account. Students from low income families should receive a 50% discount on the cost of their transport.

Yes, I agree with Option 2 - that all post 16 Students with SEND should make a contribution towards the cost of their home to school or college transport by paying a flat rate charge of £651. Students from low income families should receive a 50% discount.

No, I don't agree that the post 16 pupils with SEND transport concession should be changed

I don't know if this concession should be changed

15. Comments - Post 16 SEND Students Concession

If you have any comments about the Post 16 SEND Students Concession proposal please provide them here

Section 2 - Low income families who are fare payers (statutory school age, all Borough) concession

Low income families who are fare payers (not entitled to free transport) currently make no contribution towards the cost of a season ticket on a school coach.

We want the policy to be fair to all residents in the Borough and are considering changing or removing this concession from September 2021.

Option 1

From September 2021, the concession will be removed altogether and low income families who are fare payers will pay the full cost of a season ticket on a school coach (£651 in 2021/22)

Option 2

From September 2021, low income families who are fare payers will pay a contribution of £325 (50% of the normal cost of a season ticket on a school coach)

Option 3 (the Council’s preferred option)

The policy will remain unchanged and low income families who are fare payers will continue to make no contribution towards the cost of a season ticket on a school coach.

16. Your response - Low Income Families who are Fare Payers (not entitled to free home to school transport) Concession *

Mark only one oval.

- Yes, I agree with Option 1 - that the concession is removed and low income families who are fare payers will pay the full cost of a season ticket on a school coach (£651 in 2021/22)
- Yes, I agree with Option 2 - that low income families who are fare payers should make a contribution of £325 towards the cost of a season ticket on a school coach.
- Yes, I agree with Option 3 - that the policy will remain unchanged and low income families who are fare payers will continue to make no contribution towards the cost of a season ticket
- No, I don't agree with either Option 1,2, or 3 - (please comment below)
- I don't know if this concession should be changed or removed

17. Comments - Low Income Families who are Fare Payers Concession

If you have any comments about the Low Income Families who are Fare Payers Concession proposal please provide them here

Section 2 - All families (all Borough) (temporary residential, looked after children, children with a medical condition, parents with a medical condition) Exceptional Circumstances Concession

Policy currently allows for home to school transport assistance to be provided in 'Exceptional circumstances' for up to 24 weeks where the pupil would not normally be entitled to transport under policy.

We are considering removing the 'Exceptional circumstances' concession altogether or reducing the amount of time that transport will be provided under 'Exceptional circumstances'.

Option 1

From September 2021, the 'Exceptional circumstances' concession will be removed from policy.

Option 2 (the Council's preferred option)

From September 2021, 'Exceptional circumstances' transport assistance will be reduced from 24 weeks to a maximum of one school term (approximately 13 weeks).

18. Your response - Exceptional Circumstances Concession *

Mark only one oval.

- Yes, I agree with Option 1 - the 'Exceptional circumstances' concession will be removed from policy
- Yes, I agree with Option 2, that 'Exceptional circumstances' transport assistance will be provided for one school term only (approximately 13 weeks).
- No, I don't agree that this concession should be changed or removed
- I don't know if this concession should be changed or removed

19. Comments - Exceptional Circumstances Concession

If you have any comments about the Exceptional Circumstances Concession proposal please provide them here

Section 2 - All families (all Borough) Primary Concession

Children awarded transport to a primary school or entry level are not normally reassessed when they reach the age of 8 - when the distance criteria for awarding transport assistance changes from 2 to 3 miles.

We have considered removing or changing this concession.

Option 1

To remove the concession and reassess pupils (including SEND pupils) for transport assistance when they reach the age of 8.

Option 2 (the Council’s preferred option)

To retain the concession and only reassess a pupil when they move school or if they change address.

20. Your response - All families (all Borough) Primary Concession

Mark only one oval.

- Yes, I agree with Option 1 - pupils should be reassessed for transport assistance when they reach the age of 8.
- Yes, I agree with Option 2 - to only reassess a pupil when they move school or if they change address.
- No, I don't agree that this concession should be changed or removed
- I don't know if this concession should be changed or removed

21. Comments - All families (all Borough) Primary Concession

If you have any comments about the All families (all Borough) Primary Concession proposal please provide them here

Section 2 - All families (all Borough) Nursery Concession

Policy currently allows for transport to school be provided to nursery pupils from the age of 4 (normally in National Curriculum Year R); the statutory age for transport provision is 5 years of age.

We are proposing to remove or change this concession.

Option 1

To remove the concession and only assess pupils for transport assistance when they reach the age of 5

Option 2 (the Council's preferred option)

To change the concession so that nursery pupils from the age of 4 who are assessed as entitled to transport assistance will be required to make a contribution towards the cost of their home to nursery transport by paying a flat rate charge of £651 (the cost of a season ticket on a school coach). Pupils from low income families will receive a 50% discount.

22. Your response - Nursery Concession *

Mark only one oval.

- Yes, I agree with Option 1 - that the concession should be removed.
- Yes, I agree with Option 2 - that all entitled nursery pupils should make a contribution towards the cost of their home to nursery transport by paying a flat rate charge of £651. Students from low income families will receive a 50% discount.
- No, I don't agree that the concession should be removed or changed
- I don't know if this concession should be removed or changed

23. Comments - All families (all Borough) Nursery Concession

If you have any comments about the All families (all Borough) Nursery Concession proposal please provide them here

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Post 16 SEND Students Concession – Comments and Mitigations

- 68 comments received
- Main themes:
 - The proposed cost of transport provision (39 mentions)
 - SEND students often have to travel greater distances to education placements (23 mentions)
 - The proposed change is discriminatory to SEND students (19 mentions)
 - P16 transport should be free as students must remain in education or training until 18 years of age (12 mentions)
 - There is often no safe route to SEND education placements (5 mentions)

Comments - Post 16 SEND Students Concession	Mitigation
<p>1. Options stated penalise students on UC/ESA who are assessed as 'low income' in their own right. This is direct discrimination against disabled students;</p> <p>2. Options stated do not account for Manor Green not being on a safe walking route. Students of low income families who can't afford to pay or to own cars will have no way of getting there.</p> <p>3. Requiring low income families to pay is indirect discrimination against disabled students and their families since disabilities & caring responsibilities make it impossible or very difficult to work full time. This does not seem to be addressed in the EAIA.</p> <p>4. Requiring low income families to find an additional £350 per year is an onerous obligation, one which the local authority can easily afford.</p> <p>5. Students are required to be in EET up to the age of 18. In the case of SEND students, the local authority has a legal obligation to enable this. Removing free transport for low income students/families only impedes this.</p>	<p>1. Students assessed for UC/ESA in their own right qualify as low income, so are not discriminated against.</p> <p>2. Safe walking routes are assessed on a case by case basis; safe walking routes to Manor Green are available, however, these may not be the most direct route.</p> <p>3/4. A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.</p> <p>5. Local authorities are only required to facilitate places in education, training or apprenticeships for students over 16 years of age, there is no legal requirement to provide transport to those locations for any student over 16.</p>
<p>16+ or 16+ SEND should be treated equally. Means tested discounts should remain but I see no reason why there should be a difference in price as it discriminates against non-SEND families</p>	
<p>All low income families should continue to receive 100% discount. Those pupils with an EHCP should only pay the flat fee of £651 per annum for transport to their named school. The distance-related contribution might be appropriate in other cases.</p>	<p>The recommended option is to implement a standard contribution for P16 students. A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the</p>

Comments - Post 16 SEND Students Concession	Mitigation
	cost of transport, meals, books and equipment.
As a parent of a young person with send I could not have afforded any transport fees. It's hard enough with all the extra costs incurred with bringing up a youngster with special needs. They can't attend a local school in many cases so why should I as a parent have to stump up for any more costs? I'm appalled as your support for send is pitiful enough already without these changes	A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.
As a SEND parent life is hard enough without the worry of the extra expenditure your proposal would cause. This is a ludicrous idea. There would be no way I can see any one on a low income being able to suddenly find the money to pay the 50%	A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.
As obliged to attend post 16, I don't see why people should pay. Option 1 is worst, but I dont think payment should occur at all.	Local authorities are only required to facilitate places in education, training or apprenticeships for students over 16 years of age, there is no legal requirement to provide transport to those locations for any student over 16.
both my children have learning difficulties and I could not afford to they that for them both	A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.
Children with SEND often do not have an option to attend a very local school or provision is not suitable after a certain age. If a contribution is made I believe a flat rate is fairer but low income families should be exempt, They should be going to the most appropriate provision and this cost shouldn't be a barrier	A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.

Comments - Post 16 SEND Students Concession	Mitigation
<p>Cost should not disincentivise post 16 placement in the most suitable provision</p>	<p>A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.</p>
<p>Depending on the child's medical needs, Many families struggle to manage on low income it is with severe disabled children needing round the clock care putting huge amount of financial and mental strain on families. Past experience of being put in this situation ended with REDACTED (personal information). The transport team kept saying that they are allowed to do this and for us to claim ESA which my child wasn't awarded as REDACTED (child) was severe disabled with, REDACTED (child's disability) unfortunately due to this my child ended up being home all the time without any support from the transport team to solve the issue, my child REDACTED (child's name) REDACTED (personal information that might identify the child). For severely disabled children as they classed by government until the age 18 should have right to education and transport.</p>	<p>A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment. Local authorities are only required to facilitate places in education, training or apprenticeships for students over 16 years of age, there is no legal requirement to provide transport to those locations for any student over 16.</p>
<p>Do not penalise children and families for the council's inability to provide for their educational needs within the borough.</p>	<p>The recommended option is to implement a standard contribution for P16 students, regardless of distance.</p>
<p>Families with disabled children face greater costs than those without and are also more likely to be lower income. Their children are much less likely to be able to get themselves to school or college independently or to be able to attend their local provision and so will be disproportionately affected</p>	<p>A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.</p>
<p>Flat rate seems fairer, or you risk effectively excluding young people with send from reaching their desired / only option placements by charging more for distance. Young people should be treated fairly regardless of where they go, it's not like they've necessarily got the same range of choice as developmentally typical students.</p>	

Comments - Post 16 SEND Students Concession	Mitigation
<p>I believe families who are financially able to contribute to the cost of transport for Post 16 Students with SEND should contribute towards the cost of their home to school transport. I think low income families should continue to receive free transport for Post 16 SEND, as even a 50% discount will mean a contribution of more than £300, which many will be unable to afford. These students, who may already be at a disadvantage as a result of SEND, may find themselves further disadvantaged by being unable to access sixth form or equivalent education.</p>	<p>A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.</p>
<p>I believe that every child should be given the opportunity of education up to the age of 18 regardless where they live, by charging for transport where pupils are unable to walk/cycle will have detrimental impact on the uptake and attendance of pupils at no fault of their own. I believe every 16-18 year old should make the decision on whether to attend higher education on their own merits with the cost of transport impacting those decisions.</p>	<p>A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.</p>
<p>I don't believe it is right to penalise post 16 SEND students by charging them for transport. It is not their fault that they generally have to go to schools outside of catchment, it's because the closest school / college isn't suitable for them.</p> <p>There must be other areas to save money than looking to Post 16 SEND students who are already at a disadvantage and vulnerable. They also legally need to be in education until they're 18 years old.</p> <p>It seems quite discriminatory to be honest and is putting Post 16 SEND at even more of a disadvantage, esp as a high percentage of them are from low income families. A little of families wouldn't be able to afford this additional charge.</p>	<p>The proposal makes P16 SEND provision equal to other students, who already have to make a contribution to travel costs when they do not live within walking distance of their school or college.</p> <p>Local authorities are only required to facilitate places in education, training or apprenticeships for students over 16 years of age, there is no legal requirement to provide transport to those locations for any student over 16.</p> <p>A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.</p>
<p>I don't feel its fair to charge post 16 students, its not like they are able to get a weekend job to help pay for the bus fair or have the ability to get to school safely</p>	<p>A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable</p>

Comments - Post 16 SEND Students Concession	Mitigation
<p>on their own. My REDACTED (child) is unable to make REDACTED (child) own way to school, and £600+ a year is a lot of money to find towards transport. I'm unable to work because of REDACTED (child) needs so can't afford this, its not like we can afford a holiday. Our spare money goes towards buying food in hospital when REDACTED (child) is admitted. If the students at Manor Green were able to work a part time job like a "normal" students at 16, it would be different, but this is a luxury they can't do, and also a reminder about the unsafe route to get to the school, Canon Lane is dangerous. And as for a child who can't be on their own. I'm disappointed this is suggested. Students with SEN need support not being dropped by the local authority. You should support the vulnerable!!</p>	<p>groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.</p>
<p>I have no choice with my REDACTED (child) school in Maidenhead. REDACTED (child) was accepted at a Windsor special school & the borough refused. I am a full time Carer to 2 SEND children & cannot afford this raised charge.</p>	<p>A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.</p>
<p>I have REDACTED (children) both with Autism. Both are classed as non verbal autistic . Whilst they understand and can verbally communicate they more often than not do not . They both attend REDACTED (special school). The eldest will be post 16 in two years . They would be classed as coming from a low income family . The strains of bringing up children with special needs is considerable . Adding a financial burden on such families is unacceptable if we are to be a caring society and as Cllr Carol says protecting our most vulnerable . We should not be putting a financial cost on such families it's discrimination</p>	<p>A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.</p>
<p>I think low income post 16 should continue to make No contribution.</p>	
<p>I think targetting low income families who are already facing dealing with SEND students is grossly unfair. They should continue to get a full rebate. Others should continue as per option 2, but without charging low income families as this could well mean they pull their children out of education</p>	<p>A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet</p>

Comments - Post 16 SEND Students Concession	Mitigation
altogether, or make them give up another much-needed spend item.	individual needs, including help with the cost of transport, meals, books and equipment.
I think this is a very important service and anything that can support parents in getting their children to school should remain in place.	
I'm a low income mum and could not afford to pay even if it was 50% discount. I don't have any spare money at all.	A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.
If specialist support for a student is only available at a school or college some distance from home, their families should not face additional costs to access that support based on the length of the journey required.	The proposal makes P16 SEND provision equal to other P16 students, who already have to make a contribution to travel costs when they do not live within walking distance of their school or college.
I'm not really sure how this applies when you receive a transport budget payment and/or to an out of borough school without a school route/bus i.e. taxi	The average cost of P16 SEND student transport is £6,731 per academic year or £35.42 per day (2019-2020); a Personal Transport Budget would constitute the council's contribution to the costs incurred by the parent.
In our case it is critical to keep the option of school transport. Continuing the education at 6th form REDACTED (school) will enable my child to have a better chance of developing and becoming more independent & self-reliant in the future. Not being able to attend school last year (due to covid) had very detrimental impact (my REDACTED (child) developed NES or non-epileptic seizures - which stopped once school was back). REDACTED (child) is not ready yet for college / traineeship and having school transport as of Sep 2021 will be absolutely critical.	
It is a legal requirement that these children attend school until they are 18. Many will be attending educational settings a long way from home as there is no suitable local provision that meets the needs set out in their EHCP.	Local authorities are only required to facilitate places in education, training or apprenticeships for students over 16 years of age, there is no legal requirement to provide transport to those locations for any student over 16.

Comments - Post 16 SEND Students Concession	Mitigation
	The proposal makes P16 SEND provision equal to other P16 students, who already have to make a contribution to travel costs when they do not live within walking distance of their school or college.
It is of great concern that it would be so costly for my son to get to school. It would mean I would have to take him continuously rather than spend on a bus I wouldn't be able to afford even with a 50% discount. Especially as they have to go to school until 18-20 and that's 4 years difference between the statutory age limit of 16	A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.
It is unclear whether this option will cover the young people who currently DO NOT travel by bus - as they are incapable of independent travel due to their SEN condition. In my REDACTED (child) case I believe it would be unsafe for REDACTED (child) to be able to travel to / from school unsupervised and absolutely unsafe for REDACTED (child) to get to / from the bus stop independently, in order to catch any bus.	The proposal includes all P16 SEND students travelling on any route, whether that is a school bus, minibuss, people carrier or taxi.
It is unfair to penalise SEND students because of the Council's financial mismanagement.	
It's an essentially investment contribution for future of country, community and children education without dependenc and help them fight of Poverty.	The average cost of P16 SEND student transport is £6,731 per academic year or £35.42 per day (2019-2020); a parental contribution towards this cost would still incur a significant subsidy on the part of the local authority.
Many SEND students have no option but to attend schools a considerable distance away when there are no suitable schools in the local area. SEND families should not be penalised for this when they are very restricted as to which schools may be suitable.	The proposal makes P16 SEND provision equal to other P16 students, who already have to make a contribution to travel costs when they do not live within walking distance of their school or college.
My REDACTED (child) and other children with SEND unfortunately cannot make their own way to and from school independently on public transport. Currently I drive my REDACTED (child) to and from school which is 10 miles away and this takes 2 hours out of my day. This means that I am unable to work. Whether my REDACTED (child) is 14 or 16	A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet

Comments - Post 16 SEND Students Concession	Mitigation
<p>makes no difference to REDACTED (child) ability to travel to school independently and therefore the SEND transport concession should remain to help support my REDACTED (child). Otherwise huge financial burdens are being placed on families that are already at breaking point.</p>	<p>individual needs, including help with the cost of transport, meals, books and equipment.</p>
<p>N/A</p>	
<p>No child of ANY AGE with SEND should be forced to pay for transport to their nearest school/college that can meet their needs fully.</p>	<p>The proposal includes all P16 SEND students travelling on any route, whether that is a school bus, minibus, people carrier or taxi.</p>
<p>Of all the consultation - SEN children have not chosen to have a disability that affects their ability to access education. Hence they should not be penalised for their disability. Whereas people who choose to live in Holyport or Eton Wick - have made a choice of where they want to live - hence have chosen their house location away from a school and this in itself has cost implications.</p> <p>SEN children should not be penalised for having a disability and transport access should not be a further hinderance in their life.</p>	
<p>Often SEND pupils have to travel further to find education that meets their specific needs. Of course that costs more, and is a reasonable adjustment for us to make. This concession must stay</p>	<p>The proposal includes all P16 SEND students travelling on any route, whether that is a school bus, minibus, people carrier or taxi.</p> <p>The average cost of P16 SEND student transport is £6,731 per academic year or £35.42 per day (2019-2020); a parental contribution towards this cost would still incur a significant subsidy on the part of the local authority.</p>
<p>On this form you have already said pupils from holy port to cox green travel for free. So your facts are slightly contradictory</p>	<p>The Holyport to Cox Green concession relates to students under the age of 16 and is a separate concession to the P16 SEND transport concession.</p>
<p>Option 1 would be discriminatory. SEND pupils often need to travel further to the nearest suitable placement for their needs. A pupil must not be penalised for having SEND.</p> <p>Option 2 - I question the justification for the proposal to charge low income families who are presently exempt. Has the LA also considered there will be families above the relevant income threshold who will nonetheless struggle to fund a flat rate? Again,</p>	<p>The recommended option is to implement a standard contribution for P16 students, regardless of distance.</p> <p>A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to</p>

Comments - Post 16 SEND Students Concession	Mitigation
the proposal could be discriminatory if it frustrates pupils' access to education.	award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.
Please continue to provide this for this vulnerable group	
Please continue to provide this provision for our SEND community	
Pupils with SEND can't choose between every school. In most cases, only limited schools can meet needs, and also not all will have places. If your child has a condition that cannot be accommodated in a school nearby, and your child is already disadvantaged with long travel times, why should you have to bear extra financial burden as well. The pressure should be on the council to provide local good education.	<p>The recommended option is to implement a standard contribution for P16 students, regardless of distance.</p> <p>A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.</p>
Pupils with SEND often need to travel further as they are unable to access education locally, therefore paying more because they travel further is discriminatory under the Equality Act 2010. Pupils must have equal access to education. This would directly discriminate against pupils with a disability.	The proposal makes P16 SEND provision equal to other students, who already have to make a contribution to travel costs when they do not live within walking distance of their school or college.
Removing a transport provision from post 16 SEN will create a larger problem for schools and the local authority. Low income families will not be able to provide the costs offered in option 1 or 2 and as a result we will see a large decrease in attendance of post 16's SEN students.	<p>A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.</p>
Scrutinise eligibility . Do they have low rate motability allowance should be used to provide payment..... , do they require an escort if so , RBWM should contribute to their employment	Motability allowances are not currently taken into consideration under legislation and guidance, although this is being reviewed by the DfE.
See previous	
SEN parents generally can't work in the kind of jobs they perhaps could do without a SEN child therefore often have lower incomes with higher home cost	A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable

Comments - Post 16 SEND Students Concession	Mitigation
<p>(therapies, specialist equipment, even paying higher to ensure less stress when travelling etc) Therefore costs should remain as low as possible for these families.</p>	<p>groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.</p>
<p>SEND children should not be discriminated just because of disabilities - people who live in HolyPort or Eton Wick "choose" to live there - people with disabilities dont choose their disabilities!</p>	
<p>SEND students generally cannot walk to their school or college. Many, have disabilities that preclude them from taking public transport. In fact, getting public transport would be a traumatic experience.</p> <p>Also, children MUST stay in education until they are 18. Charging for their transport would put a financial burden on many families that they simply cannot afford, leaving students at home regressing.</p>	<p>A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.</p> <p>Local authorities are only required to facilitate places in education, training or apprenticeships for students over 16 years of age, there is no legal requirement to provide transport to those locations for any student over 16.</p>
<p>SEND students often do not have the option of accessing a local educational setting that is appropriate to their needs and have no other choice but to travel. The ability of families to pay for transport should not be allowed to be another limiting factor in the choice of available and accessible education.</p>	<p>The recommended option is to implement a standard contribution for P16 students, regardless of distance.</p> <p>A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.</p>
<p>Students from low income families should not be required to make contributions to their transport costs to school or college. This is very important in encouraging access to opportunities and facilitating equality.</p>	<p>A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to</p>

Comments - Post 16 SEND Students Concession	Mitigation
	award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.
Students from low income families should NOT receive a 50% discount and pay as everyone else.	
Students have no opportunity to raise funds themselves so should not be disadvantaged if their parents cannot pay the required 50% of the transport costs.	A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.
<p>The distance SEND students are travelling inside or outside the borough, and therefore their cost of home / school transport is not determined by the parents but by the education need of the student. The only options provided to reduce AfC's / RBWM's transport costs are to shift them on to parents. What other, more innovative, options have been considered to reduce costs ?</p> <p>Both options will result in a cost for the lowest income families - £325 pa may seem insignificant to the average council taxpayer but for low income families it could result in significant hardship.</p>	<p>The recommended option is to implement a standard contribution for P16 students, regardless of distance.</p> <p>A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.</p>
The increase is too much	
The issue would seem to be a lack of over 16 SEND provision locally if it is costing the council £6731 per pupil per academic year for transport. By the way an adult rail season ticket to London from Maidenhead is £3500 per year so perhaps you need to look at how well you have negotiated the costs of this transport. In short, if it's costing you that much it's a sign of the council's failure.	The average cost is dependant upon a variety of factors and is not directly comparable to a rail season ticket.
The reason for the high transport costs incurred are due to the lack of suitable provision for SEND students available within the Borough. Families should not be penalised on transport costs due to the Boroughs inability to provide local suitable SEND placements.	

Comments - Post 16 SEND Students Concession	Mitigation
<p>There are several points our members have made that I shall detail below -</p> <ul style="list-style-type: none"> * some students will have been assessed as being on low income as an individual and therefore will be in receipt of universal credit or ESA. The proposals that you have outlined discriminates against these disabled students. * some families of disabled students are low income because they have been unable to work as they need to meet the needs of the disabled student. If you are then going to charge them 50% of transport costs even though they are low income, this seems very unfair as they have no way of increasing their income without effecting the way their child / young person's needs are met. * young people have to remain in education or training towards employment until they are 18 and the local authority has a legal obligation to enable this for SEND students. Increasing transport costs and / or removing free transport for SEND students and families does not seem a very constructive step forward. * options stated do not take into account safe walking routes - for example Manor Green students and students living in the more rural areas of the borough. Low income families may not own or have access to their own vehicles and therefore this action could be very damaging to these students accessing education. *the cost of living is increasing and benefits are not rising in line with this, therefore there is no reason to believe that low income families will suddenly be able to find this extra money. 	<p>Students assessed for UC/ESA in their own right qualify as low income, so are not discriminated against.</p> <p>A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication).</p> <p>Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.</p> <p>Local authorities are only required to facilitate places in education, training or apprenticeships for students over 16 years of age, there is no legal requirement to provide transport to those locations for any student over 16.</p>
<p>These are the more vulnerable members of our society and are required to stay in education so should be supported if transport is needed</p>	<p>Local authorities are only required to facilitate places in education, training or apprenticeships for students over 16 years of age, there is no legal requirement to provide transport to those locations for any student over 16.</p>
<p>These proposals are nothing short of discriminatory! Children with SEND often have to travel further to access education suitable for them because the local authority is not able to provide it closer to them.</p>	<p>The recommended option is to implement a standard contribution for P16 students, regardless of distance.</p>
<p>This is a very misleading question and some parents may choose option 2 not realizing how much this is different to the current provision</p>	
<p>Transport is a key enabler to allow students to attend college proposed by council</p>	

Comments - Post 16 SEND Students Concession	Mitigation
Unfair to penalise families of this when RBWM doesn't have adequate schools for SEND students	
We agree that there should continue to be a flat fee (£651) for post 16 SEND transport regardless of distance. We do not believe that low income families should be asked to pay any contribution towards home to school transport costs for their SEND children.	
Whilst Post 16 SEND students should be educated at the nearest available appropriate placement, they have no control over how far away that may be from their home, therefore a flat rate charge is the fairest option in my opinion.	
Without being able to see any evidence that families on local income are now in a position to be able to pay 50% of travel costs where previously it was deemed they should pay non, I can not see any justification for any increase in costs for these families especially when the cost of living is increasing higher than benefits are due to Brexit etc.	A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.
You're essentially asking SEND parents to pay out even more when their costs in other areas are often higher than families without SEND children. Shocking.	A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.
You're asking a low income family to find as much as £626 extra. Where will they find so much?	A vulnerable person's bursary, which is worth up to £1,200 per year and available to young people in specific vulnerable groups (2021/22 bursary amount still to be confirmed at time of publication). Schools and colleges are also able to award discretionary bursaries to meet individual needs, including help with the cost of transport, meals, books and equipment.

The Transport Team will actively promote bursaries and other funding options to Parents, Schools and Colleges and stakeholders in May 2021 ready for September 21.