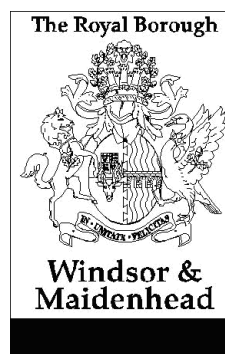


Report for: ACTION



Contains Confidential or Exempt Information	No – Part I
Title	Changes to the Home to School Transport Policy
Responsible Officer(s)	Alison Alexander, Managing Director and Strategic Director Adult, Children and Health Services
Contact officer, job title and phone number	Kevin McDaniel, Head of Schools and Educational Services
Member reporting	Cllr Natasha Airey, Lead Member for Children’s Services Cllr David Evans, Deputy Lead Member School Improvement
For Consideration By	Cabinet
Date to be Considered	25 August 2016
Implementation Date if Not Called In	1 September 2017
Affected Wards	All wards

REPORT SUMMARY

1. Local authorities are, by law, required to provide free home to school transport where the child meets certain eligibility criteria. Like many other local authorities the Royal Borough offers additional assistance above this statutory minimum. A review of the borough’s home to school transport policy has concluded that it needs to be more consistent, better reflecting the statutory guidance so that it is fairer to all residents including those with a low income.
2. The borough has carried out consultation with residents on a number of proposals to change the policy. Following this, the most significant proposals are: inclusion of transport needs in the annual review for children with special educational needs; ending some mainstream school discretionary policies; and reducing discretionary provision for post-16 special educational needs transport.
3. Any policy changes agreed will be published in September 2016 and come into effect from September 2017 and apply to new transport arrangements as they are agreed. Existing service users will not be affected unless circumstances change.

If recommendations are adopted, how will residents benefit?

Benefits to residents and reasons why they will benefit	Dates by which residents can expect to notice a difference
1. A more consistent and fairer home to school transport policy.	September 2016

1. DETAILS OF RECOMMENDATIONS

RECOMMENDATION: That Cabinet:

- i. Approves changes to the Royal Borough's home to school transport policy as set out below so that it better reflects statutory guidance and is fairer to all residents and supports those with a low income.

Policy Category	Recommended Proposal
4. Statutory eligibility for Special Educational Needs.	To introduce an individual annual review of home to school transport needs for each pupil with an Education, Health and Care plan. (Proposal A).
	To introduce Independent Travel Training starting with a pilot in 2016/17. (Proposal B).
	To introduce Personal Transport Budgets starting with a pilot in 2016/17. (Proposal C).
7. Discretionary eligibility – Windsor middle schools.	To stop the discretionary offer from September 2017 for new pupils and provide children applying to Windsor middle schools free home to school transport only if they are eligible under the standard statutory criteria. (Proposal E).
8. Discretionary eligibility – Holyport Village to Cox Green.	To stop the discretionary offer from September 2017 for new pupils and provide children living in Holyport village free home to school transport only if they are eligible under the standard statutory criteria. (Proposal F).
9. Discretionary seats on home to school transport.	To end the availability of Ten Journey Passes on home to school transport routes. (Proposal K).
	To introduce direct debit instalment plans for home to school transport charges to make payment easier for residents and more efficient. (Proposal L).
10. SEN after-school clubs.	To provide, for SEN children, free transport home from one after-school club per week only where the after-school club is firmly linked to specific outcomes in the EHCP. (Proposal M).
12. Post-16 transport for young people with SEN.	To stop providing free home to school transport to young people with SEN in post-16 education except students from low income families who will continue to receive transport support to attend education when aged 17-18. To set out a clear policy for providing home to school transport for young people with SEN aged 19-25. (Proposals Q and T).

- ii. Authorises the Lead Member for Children's Services and Managing Director & Strategic Director of Adult, Children and Health Services to agree the final wording of the home to school transport policy, for publication in September 2016, in line with the changes agreed by Cabinet.

2. REASON FOR RECOMMENDATION(S) AND OPTIONS CONSIDERED

- 2.1 Local authorities are, by law, required to provide free home to school transport where the child meets certain eligibility criteria, as set out in *Table 1 – Statutory Home to School Transport Eligibility*.

Table 1 – Statutory Home to School Transport Eligibility

^a Age	^b School	^c 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.

2.2 There is no proposal to change this statutory eligibility. Like many other local authorities, however, the Royal Borough has historically offered additional assistance with home to school transport above this statutory minimum. This discretionary eligibility falls into a further eight categories, set out in *Table 2 – Discretionary Home to School Transport Eligibility in the Royal Borough*.

Table 2 – Discretionary Home to School Transport Eligibility in the Royal Borough

Age	School	Distance
6. Discretionary eligibility for children aged under 5.		
Aged 4 years old or under National Curriculum Year R	Attend the nearest suitable school.	Live more than 2 miles from that school.
7. Discretionary eligibility – designated area schools.		
Aged 5 to 8 years old National Curriculum Year 1 to 3	Attend the nearest designated area school, which isn't necessarily the closest 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.
8. Discretionary eligibility – Windsor Middle Schools		
Aged 9 to 13 years old National Curriculum Year 5 to 8	Attend any (not necessarily the nearest) Windsor middle school.	Live more than 3 miles from that school.
9. Discretionary eligibility – Holyport to Cox Green		
Aged 11 to 16 years old National Curriculum Year 7 to 11	Attend Cox Green School.	Resident in Holyport.
10. Discretionary seats on home to school transport (paid for place).		
Aged 4 to 18 years old National Curriculum Year R to 13	Attend a borough school.	n/a.
11. Discretionary eligibility – SEN after-school clubs.		
The child has an Education, Health and Care Plan (EHCP) or statement of Special Educational Needs (SEN), which says the local authority will pay transport costs, and attends an after-school club once a week.		
12. Assistance with post-16 transport for young people		
Aged 16 to 18 years old, and 'continuing' students aged 19 and over National Curriculum Year 12 to 13	Attend a school or further education college	n/a.
Aged 19 to 25		Meet the high needs defined as 'critical' or 'substantial' in the national Fair Access to Care Services policy.
13. Post-16 transport for young people with SEN		
Aged 16 to 19 years old National Curriculum Year 12 to 14	Attend a school or further education college.	Previously assessed as needing home to school transport.

2.3 Officers have reviewed the borough's home to school transport arrangements and concluded that:

- A substantial amount of home to school transport is offered over and above what is required by national legislation.
- Residents in some locations get more assistance than is available to other residents in similar locations, e.g:
 - Holyport residents get free home to school transport to Cox Green School, whether or not they live more than three miles from the school.

- Windsor residents get free transport to any middle school, not just their nearest, as long as it is more than three miles from the school.
- The current policy is not always consistently applied, e.g:
 - Some Special Educational Needs (SEN) children get free transport home from several after-school clubs, others don't get any.
- The post-16 home to school transport policy is inconsistent and open to potential challenge, e.g:
 - No free home to school transport is available for young people attending mainstream education (except from low income families).
 - For young people with SEN, their free home to school transport arrangements continue unchanged when they enter post-16 education.
 - Only some pupils can take advantage of the railcard offer.
- There is no clear policy for home to school transport for SEN children aged 19-25.

2.4 In addition, officers have produced projections of the likely demand and cost of retaining the existing home to school transport policy over the period to 2019/20. Appendix A provides commentary on those projections, but in summary they indicate that demand (and thus cost) is likely to significantly increase due to:

- Growth in secondary school aged pupils. It is expected that there will be up to 1,900 more pupils aged 9 to 15 on roll in borough schools by September 2019, compared with September 2015.
- Continued growth in the proportion of children with SEN.
- Potential further growth in the proportion of children with SEN being provided with free home to school transport.
- The cost of providing home to school transport has risen from £1,861k in 2010/11 to £1,939 in 2014/15 and £2,210 in 2015/16. Projections indicate that, on current trends, this could rise to £2.714m in 2019/20, an increase of £504k on 2015/16.

2.5 The Royal Borough's Budget Steering Group (BSG) considered the rising cost of providing home to school transport in 2015. BSG agreed that a new draft policy would be written for consultation with residents and councillors, prior to the publication of a revised policy in September 2016.

2.6 The Royal Borough has developed a number of proposals to address the weaknesses set out in paragraph 2.3 and provide a home to school transport policy that is more in line with the requirements of national legislation.

2.7 Public consultation on these proposals has been carried out (more details in Section 14). The consultation document is included as Appendix B. In summary, the respondents were generally not in favour of the majority of proposals.

2.8 The proposals are set out in Appendix C – *Options and proposed changes to the Home to School Transport Policy*. This table includes a summary of the responses received and the likely impact. More details about each proposal and the responses are also included at Appendix D - Further details about the proposals and consultation response.

2.9 Following the consultation, it is recommended that a number of changes are made to the Royal Borough's home to school transport policy. The new policy will then be published in September 2016, with most of the proposals coming into force for

September 2017. This will allow parents to take the new policy into account before they apply for Reception or secondary/middle/upper school places for September 2017.

2.10 The following sections provide the analysis of the proposals and the recommendations for policy change.

SEN transport

2.11 The home to school transport team have been working recently with the Children and Young People Disability Service (CYPDS) to ensure that requests for home to school transport from children and young people with special educational needs are assessed robustly against the policy. Discussions are held with families during the development of a child's Education Health and Care Plan (EHCP), with an initial offer of a mileage allowance. Other modes of transport are then offered where necessary.

2.12 This report recommends that the home to school transport needs are evaluated every year, as part of each child/young person's EHCP statutory annual review. This should ensure that appropriate transport is offered in accordance with policy and in line with need.

SEN: Personal Transport Budgets

2.13 The Royal Borough is proposing the introduction of a pilot Personal Transport Budget (PTB), for those children are eligible for assistance, on the grounds of special educational needs, with home to school transport. This will be based on zonal distance payments, to try and encourage parents to provide transport for their children, where the route is high cost but low risk.

2.14 A PTB is a payment to parents that they can use in any way, to ensure that their child attends school every day and is able to arrive on time in a fit state to learn. This can, therefore contribute towards:

- The cost of running a family car to make the journey.
- A bus or other public transport pass.
- Arranging childcare for one sibling whilst the other is taken to school in the family car.

2.15 In other local authorities it has been found that children going to and from school are more relaxed when transported by someone close to the child. In addition, it can provide parents a more direct link to the school, with more frequent opportunities for parents to come into contact with school staff.

2.16 The payment will be calculated on the straight line distance between the home address and school attended, using the Royal Borough's mapping software. The annual payments will be as follows:

- Band 1 Less than 5 miles from the school £2,000.
- Band 2 Between 5 and 10 miles from the school £3,000.
- Band 3 Over 10 miles from the school £5,000.

2.17 PTBs will be paid in advance, on a termly basis, direct into a parent's bank account. No other paperwork is required from parents, apart from bank account details. A child's attendance at school will be checked.

2.18 The proposed 2016/17 PTB pilot will be aimed at five to ten families, and will be voluntary. At the end of the academic year the scheme will be evaluated before expanding, if successful.

SEN: Independent Travel Training

2.19 The Royal Borough is also proposing the introduction of Independent Travel Training. This would provide tailored, practical help to young people travelling by public transport, on foot or by bike, allowing them to travel independently and confidently to education and other key services.

2.20 Independent Travel Training would be aimed primarily at young people, eligible for home to school transport, who are potentially able and willing to travel independently but have less confidence about doing so, or need some assistance to get started. This could include people with reduced mobility, learning difficulties and inexperience travellers.

2.21 There would be a practical, hands on, element involving accompanied journeys, and some classroom based tuition. Over time, a young person may progress from travelling to school in a taxi everyday, to using a public bus. This will enable the young person to have greater access to transport, education and employment opportunities.

2.22 The proposed 2016/17 Independent Travel Training pilot will be aimed at a small cohort of SEN pupils who have the potential to learn to travel independently and will be voluntary.

2.23 An invest to save approach will be taken with the in-year pilot, with funding diverted from transport costs to the scheme. It is estimated that circa £30k will need to be spent to develop and implement a scheme which would look to recoup that expenditure within the year.

Mainstream Adjustments

2.24 It is proposed that the discretionary assistance with transport from Windsor to any Middle school that is more than 3 miles away (Proposal E) and from Holyport to Cox Green (Proposal F) is removed. Pupils would instead only receive free home to school transport if they are eligible under the standard statutory criteria. This removes inconsistencies in the policy.

2.25 It is not recommended that the changes to the cost of the discretionary seats are implemented (Proposals G, H, I and J). The annual fares policy will be retained, with a discount for resident pupils; a lower cost for the Eton Wick M10 and M11 'Yellow Bus' services; and no charge for children from low income families. The costs will be reviewed annually as part of the general review of borough charges.

Post-16 home to school transport

- 2.26 All young people are now required to remain in some form of education or training until their 18th birthday, under the national raising the participation age policy. These young people could be in schools, colleges or on a work-based training course. There is, however, no statutory duty to provide assistance for transport for post-16 pupils. The home to school transport statutory guidance recognises the changes to the age of participation, and requires that local authorities publish the options available locally for access to transport. Local authorities are not specifically required to make any financial contribution to the cost of that transport.
- 2.27 The RBWM Youth Ambassadors have approached the Lead Member for Children Services to request that assistance with home to school transport should continue past the age of 16. Simply extending the existing policies for under-16 year olds upwards would probably be very costly because many young people would be travelling further, as they would be going to a college, rather than their local school. The Youth Ambassadors will be supported to raise their concerns with the Department for Education who are responsible for both participation age and home to school transport policies.
- 2.28 Under the current policy, students from low income families don't pay for a reduced fare railcard, although this is only valid on Great Western Railways, which doesn't serve all of the post-16 providers.

Post-16 SEN home to school transport

- 2.29 At present, some young people with special educational needs get free home to school transport post-16. Free post-16 home to school transport is not available for mainstream young people, although they can purchase a reduced fare railcard. For consistency, therefore, it is proposed that specific post-16 transport for children with SEN will be restricted to those on low incomes.
- 2.30 In the past, travel assistance has not been routinely discussed with SEN children who are approaching 16 years of age and their existing arrangements have simply continued. In future, the discussion of home to school transport needs in the annual review will ensure that pupils and families are prepared for the transition for post-16.

Home to school transport for young people aged 19-25

- 2.31 The introduction of Independent Travel Training will ensure that as many young people as possible are able to develop these essential life skills. There will be no transport support for young people from this policy, however individual needs will be assessed as part of the Council's wider duty to support young people with EHCPs until they are 25. It is proposed that this will be clearly set out in the home to school transport policy for clarity.

Phasing in of proposed changes

- 2.32 As a general rule, it is proposed that children already eligible for free home to school transport under one of the discretionary criteria will continue to receive that transport free unless they either change or leave school, move home address or enter further education after Year 11.
- 2.33 In addition, for the Windsor middle school and Holyport Village to Cox Green changes, the existing free home to school transport eligibility will remain available

for all younger siblings of children who receive that transport on 1st September 2017 to support individual families accessing the same school.

Other actions to manage Home to School Transport Costs

- 2.34 Existing home to school transport contracts are under constant review, and every opportunity is taken to combine routes wherever possible, and utilise all available seats on a vehicle. The transport team continues to work with public bus operators to ensure that timetables coincide with school hours wherever possible. This has made it possible for the borough to issue eligible children and young people with bus passes, reducing the need for the borough to operate dedicated routes.
- 2.35 The Transport Team has recently introduced a dynamic purchasing system for procurement of operators for new transport routes. This will improve the quality of the service to residents and will also increase the pool of operators who can be used. This may, in turn, reduce the cost of providing home to school transport due to increased competition.
- 2.36 A pilot scheme for providing home to school transport using Uber/Halo is being explored.
- 2.37 The Transport team are also working with Adult Services to assess if school transport routes and adult services transport could utilise the same vehicles to provide efficiencies and overall cost savings.
- 2.38 A re-assessment of safe / un-safe walking routes to schools, and possible highway improvements could lead to further savings. Highways works would carry a capital cost.

Transport provided by schools

- 2.39 Some schools provide their own transport which is completely separate to assistance provided by the borough under its home to school transport policy. These routes are not affected, therefore, by the recommendations in this report.

3. KEY IMPLICATIONS

Defined Outcomes	Unmet	Met	Exceeded	Significantly Exceeded	Date they should be delivered by
A revised Home to School transport policy, for 2017/18 academic year is published ready for the school applications for that year.	Published after September 2016.	Published September 2016	n/a	n/a	September 2016

4. FINANCIAL DETAILS

Financial impact on the budget

- 4.1 Appendix A sets out the projected home to school transport costs, based on the current trends and retention of the existing policy, in the period to 2019/20. These are based on an analysis of trends between 2009/10 and 2014/15. The 2015/16 data has not yet been included in the model. In summary, it is expected that the annual cost of providing home to school transport is set to increase significantly due to:
- Projected increases in the size of the school population, particularly secondary school age.
 - An upward trend in the proportion of children and young people being given Education, Health and Care Plans.
- 4.2 The cost of providing home to school transport has risen from £1,861k in 2010/11 to £1,939 in 2014/15 and £2,210 in 2015/16. Projections indicate that, on current trends, this could rise to £2.714m in 2019/20, an increase of £504k on 2015/16¹.
- 4.3 The proposals recommended in this report could result in cost reductions that will help maintain the overall cost of the service within the likely demand changes ahead. The most significant control on further rises in the budget is likely to be the annual review for SEN transport needs, as this is currently 53% of the budget. It is unlikely, however, that this cost will reduce, given the projected rise in number of children and young people with EHCPs. It is not possible to establish what the financial implications might be, due to individual needs and circumstances.

¹ Figures based on the home to school transport team's Routewise database, rather than Agresso.

- 4.4 The Independent Travel Training pilot will be financed from the current budget to get started, and repaid by initial savings if successful.

5. LEGAL IMPLICATIONS

- 5.1 A duty to provide free home to school transport is contained in S508B of the Education Act 1996 and applies to an eligible child as defined by Sch. 35B of the 1996 Act.
- 5.2 The discretion to provide free home to school transport arises under S5089C of the 1996 Act. The Statutory Guidance, Part 2, explains that this is a wide discretion, to be based on local circumstances. Where charges are to be imposed, children from low income groups should be exempt.
- 5.3 The guidance also reminds local authorities of the importance attached to parents' choice with regard to 'religion or belief' and to make sure that discretionary policies avoid any discrimination. This also applies (under S509D) to policies for post-16 home to school transport.
- 5.4 Provision of assistance for transport for children under 5 arises under S509A and for students over 16 under S509AA, AB and AC of the 1996 Act. In respect of post-16 transport, the local authority has a duty under S5096AA to prepare a transport policy to facilitate a young person's attendance for education or training. This is not confined to what the local authority can provide directly but also what is currently offered by other educational institutions.
- 5.5 With respect to post-16 students with a disability or learning difficulty, there is a further duty under S509AB to set out how the same arrangements include those young persons, and that those arrangements are no less favourable than those made for non-disabled learners.
- 5.6 Transport home from after-school clubs is complicated by case law, but there is no duty under the 1996 act to provide this assistance.
- 5.7 Under the Equality Act 2010, however, a local authority has a duty to make reasonable adjustments to ensure that disabled students are not placed at a substantial disadvantage compared to non-disabled students, unless failure to do so can be justified. Attention will need to be made in the drafting of the policy to ensure that transport home from after-school clubs and post 16 provisions comply with the Equality Act 2010.
- 5.8 When making changes to the policy, the guidance says that consultation *should* last for at least 28 working days during term time. This consultation lasted for 23 working days, but a good response rate of 8.6% (see Section 14) was achieved; there were no late responses, and the outcome of the consultation is clear. It is unlikely that the shorter duration could be considered material.

6. VALUE FOR MONEY

6.1 The Royal Borough is keen to ensure that the costs for providing home to school transport are controlled, to ensure value for money for residents. This means ensuring that:

- The policy is aligned with national legislative requirements.
- Assistance is only provided when required.
- More cost effective ways of providing assistance with transport are implemented.

7. SUSTAINABILITY IMPACT APPRAISAL

7.1 The key impact here is that fewer children and young people could be travelling on borough or public home transport routes, which could in turn mean that more parents transport their children to school by car. This will impact on congestion and air pollution in the Royal Borough.

8. RISK MANAGEMENT

Risks	Uncontrolled Risk	Controls	Controlled Risk
That the implementation of Personal Budgets could Increase costs for some pupils.	Medium	Careful selection of families to include in the pilot, and review.	Low
That Independent travel training may cost more to operate than it saves in transport costs	Medium	Clear definition of a scheme, with clear outcomes to be identified.	Low
That cost reductions do not materialise from some policy alterations because pupils become eligible under different criteria.	High	Careful application of the revised policy.	Medium
That costs continue to rise due to increased numbers of SEN pupils and	High	Appropriate assessments of pupil needs.	Medium

Risks	Uncontrolled Risk	Controls	Controlled Risk
severity of need.			

9. LINKS TO STRATEGIC OBJECTIVES

9.1 Residents First, Delivering Together, Equipping Ourselves for the future.

10. EQUALITIES, HUMAN RIGHTS AND COMMUNITY COHESION

10.1 No Equalities Impact Assessment has been carried out at this stage.

11. STAFFING/WORKFORCE AND ACCOMMODATION IMPLICATIONS

11.1 A dedicated officer in the Highways Team will be required for developing and implementing an Independent Travel Training scheme.

12. PROPERTY AND ASSETS

12.1 There are no property and assets implications arising from the recommendations in this report.

13. ANY OTHER IMPLICATIONS

13.1 There are no other implications at this stage.

14. CONSULTATION

14.1 Public consultation on the proposed changes to the home to school transport policy in the Royal Borough ran from Monday 20th June 2016 to Friday 22nd July 2016. A consultation document was produced and distributed, electronically, to parents, staff, governors and other interested parties, as set out in *Table 5 – Summary of consultation document distribution* below.

14.2 The consultation was available on the borough's website, together with an online response form. All current home to school transport users were contacted directly either by email (795) or by letter (369). A reminder email was sent out on Friday 8th July 2016.

14.3 Schools were requested to alert their parents to the consultation, using their standard newsletter/email distribution lists, and putting a link to the consultation on their websites.

Table 5 – Summary of consultation document distribution

Who	Where	Number distributed
All current home to school transport users	Royal Borough residents	1,164

RBWM schools	Royal Borough schools	66
FE providers	East Berkshire and Berkshire College of Agriculture	2
Other schools	All independent and neighbouring LA schools and colleges to which RBWM children are transported	94
Diocesan authorities	Oxford and Portsmouth	2
Local MPs	Mrs T May MP & Mr A Afriyie MP	2
Local Charities	Autism Berkshire East Berkshire Down Syndrome Group Windsor MENCAP Maidenhead MENCAP South East Deaf Children's Society Autism Group Signal Carers Service Berkshire Vision TVAP People to Places Ways into Work Elevate Hub	12
Parent Forum		-
Local Offer	Distribution List	-
IAS	Distribution List	-
TOTAL		1,342

14.4 115 responses were received, including 108 responses via the online survey, 5 paper forms and 2 emails. This represents a response rate of 8.6%, which is a good response rate. This includes responses from parents of 87 children and young people currently receiving home to school transport (7.5%). A further 11 parents contacted the School Places and Admissions Team with queries about the policy, but did not subsequently submit a response (or did so anonymously).

14.5 Details of the consultation responses for each proposal are summarised in Appendix C and given in more detail in Appendix D. In summary, there was only limited support for the proposals. Only Proposal A (annual review of home to school transport arrangements) received majority support, with 52% in favour. Proposals L and M (direct debits and free transport home from one after-school club per week) received 48% support. There was limited support of 20-35% for Proposals B, C, D and F (Independent Travel Training, Personal Transport Budgets, reviewing designated areas and ending the automatic Holyport to Cox Green entitlement). There was little support for the other options, with many proposals getting less than 10% support. The proposal to end free home to school transport for young people with SEN got 1% in favour.

14.6 The individual (anonymised) consultation responses are available at Appendix E.

15. TIMETABLE FOR IMPLEMENTATION

15.1 The timetable for the next steps.

Date	Details
Late August 2016	Drafting of revised home to school transport policy.

Date	Details
September 2016	Final approval of 2017/18 home to school transport policy
September 2016	Publication of 2017/18 home to school transport policy
October 2016	Start pilots for Independent Travel Training and Personal Transport Budgets

16. APPENDICES

Paper

- Appendix A: Commentary on projected demand and cost of home to school transport.
- Appendix B: *Changing the Home to School Transport Policy*, consultation document.
- Appendix C: *Options and proposed changes to the Home to School Transport Policy*
- Appendix D: Further details about the proposals and consultation response.

Electronic

- Appendix E: Individual consultation responses.

17. BACKGROUND INFORMATION

Government guidance

Home to school travel and transport guidance, DfE, July 2014.
Post-16 transport to education and training, DfE, February 2014.

Previous Cabinet reports

None

18. CONSULTATION (MANDATORY)

Name of consultee	Post held and Department	Date sent	Date received	See comments in paragraph:
Internal				
Cllr Airey	Lead Member	21/07/16	26/07/16	
Cllr Evans	Deputy Lead Member			
Russell O'Keefe	Strategic Director Corporate and Community Services			
Alison Alexander	Managing Director/ Strategic Director Adults, Children and Health	21/07/16	26/07/16	

Name of consultee	Post held and Department	Date sent	Date received	See comments in paragraph:
Simon Fletcher	Strategic Director Operations and Customer Services			
Edmund Bradley	Finance Partner	21/07/16		
External				

REPORT HISTORY

Decision type:	No
Non-key decision	No

Full name of report author	Job title	Full contact no:
Ben Wright	Education Planning Officer	01628 796572

Appendix A – Commentary on projected demand and cost of home to school transport

Introduction

1. The School Places and Admissions Team have carried out a forecast of the likely growth of home to school transport (HtST) numbers and costs, for both mainstream and SEN children. The school age population has been split into four categories:
 - Pre-school
 - 4-8 year olds (Primary)
 - Secondary 9-16 year olds (Secondary)
 - Post 16
2. The split for the primary and secondary pupils is at the point where the home to school distance eligibility criteria changes from 2 miles (primary) to 3 miles (secondary). No forecasts have yet been carried out for the group aged 19-25 who receive SEN transport.

Data used in the forecasts

3. The Transport and Access Team has provided the annual numbers and cost of children receiving HtST in the above categories for the years 2009/10 to 2014/15. The 2015/16 data was not available at the point at which the model was run.
4. The number of pupils on roll in Royal Borough schools, together with the numbers of pupils with statements of Special Educational Needs or Education, Health and Care Plans (EHCPs), comes from the annual school census. Finally, the borough submits annual pupil number projections to the Department for Education (DfE) in the 2015 School Capacity Survey. The latest available is the 2015 submission, which provides the projected numbers of children in the categories set out in paragraph 1 up to 2019/20. The exception is the pre-school group, which we don't forecast, so an assumption about future demand there has been made.

What the data shows for the 2009/10 to 2014/15 period

5. With the above data, it is possible to calculate how much of the change over the 2009/10 to 2014/15 period in the numbers receiving HtST is due to:
 - growth or shrinkage of the school age population.
 - a greater or lesser proportion of that population being considered eligible for HtST.

Table A1 – Change, and reasons for change, in mainstream HtST numbers from 2009/10 to 2014/15

Category	Home to school transport increase over period		Change in population		Change in HtST due to change in population				Change in HtST due to changed rate of eligibility (e) – (c)	
	No.	%	No.	%	No.	%	h	i	No.	%
a	b	c	d	e	f	g	h	i	j	k
Mainstream										
Pre-school	+2	+50.0	-194	-20.4	-1	-20.4			+3	+70.4
Primary (aged 4-8)	+38	+41.3	+1,726	+27.0	+25	+27.6			+13	+13.7
Secondary (aged 9-15)	-100	-20.7	-211	-2.0	-10	-2.0			-90	-18.6
Post 16	-64	-26.8	+57	+3.2	+8	+3			-72	-30.0
Total	-124	-15.1	+1,378	+7.1	+58	+7.1			-182	-22.3

6. Table 1 shows:

- The change in the number of children receiving HtST (columns a and b): -124.
- The change in the school age population (columns d and e): +1,378.
- The change in HtST due to population change (columns f and g): +58.
- The change in HtST due to changing the rate of eligibility (columns j and k): -182

7. Note that this is a statistical exercise, and is not based on analysis of the reasons for providing individuals with home to school transport. In other words, we know that the primary age population has increased by 27% in the period 2009/10 to 2014/15, from 6,254 to 7,980 (column e). We also know that the number of primary age children receiving HtST has increased by 41.3% in the same period, from 92 to 130 (column c). The difference between 27% and 41.3% (13.7%) is therefore assumed to be due to an increase in the proportion of primary age children being provided with HtST, i.e. an increase in the rate of eligibility (column j).

8. Overall, the number of children receiving HtST has fallen over this period, largely due to changes at secondary age. Here not only has the population fallen (by 2%), but the proportion of children receiving HtST transport has also fallen (by 19%). The reverse is true for primary, where the population has grown, and proportionally more children are receiving HtST. This almost certainly reflects HtST having to be made for more children where there is pressure on places (primary), in contrast to the lessening demand at secondary in that period.

9. The calculations for SEN are slightly more complicated, as changes to the proportion of children and young people being statemented/given Education, Health and Care Plans also need to be factored in.

Table 2 – Change, and reasons for change, in SEN HtST numbers from 2009/10 to 2014/15

Category	SEN HtST increase over period		Change in population		Change in SEN HtST due to change in population		Change in SEN HtST due to changed rate of statementing		Change in SEN HtST due to changed rate of eligibility	
	No.	%	No.	%			No.	%	No.	%
<i>a</i>	<i>b</i>	<i>c</i>	<i>d</i>	<i>e</i>	<i>f</i>	<i>g</i>	<i>h</i>	<i>i</i>	<i>j</i>	<i>k</i>
SEN										
Pre-school	+5	+62.5	-194	-20.4	-2	-20.4	-2	-21.3	+8	+104.2
Primary (aged 4-8)	+28	+43.1	+1,726	+27.6	+18	+27.6	+5	+7.7	+5	+7.8
Secondary (aged 9-15)	+56	+49.6	-211	-2.0	-2	-2.0	+18	+15.6	+41	+36.0
Post 16	+15	+25.4	+57	+3.2	+2	+3.2	+4	+7.2	+9	+15.0
Total	+104	+42.4	+1,378	+7.1	+17	+7.1	+26	+10.6	+61	+24.8

10. SEN is slightly more complicated as changes to the rate of statementing/EHCPs also have to be considered.

11. Table 2 shows:

- The change in the number of children receiving SEN HtST (columns a and b): +104.
- The change in the school age population (columns d and e): +1,378.
- The change in HtST due to population change (columns f and g): +17.
- The change in HtST due to changed rate of SEN (column h and i): +26
- The change in HtST due to changing the rate of eligibility (columns j and k): +61

12. For SEN transport, the number of children receiving HtST has risen over the period across the board, even in areas where the school population has fallen (pre-school and secondary). The increase in the size of the school population would suggest an increase of about 17 SEN children receiving HtST between 2009/10 and 2014/15 (column f in Table 2). The increase has instead been 104, driven partly by increased rates of statementing (+26 children, column h) but mostly by an increase in the proportion of SEN children being awarded HtST (+61 children, column j).

Forecasting ahead

13. Using this information, it is possible to calculate a number of scenarios for HtST numbers (and therefore cost) up to 2019/20, using the projected pupil numbers as the base for the population growth. In the current model, it is possible to create projections assuming that:

- Demand will only change in line with the forecast population.
Or
- Demand will change in line with the forecast population.
and/or
- The rate of statementing will continue to change annually in line with the minimum, maximum, average or weighted average rate of annual change from the 2009/10 to 2014/15 period.

- The rate of HtST awards will continue to change annually in line with the minimum, maximum, average or weighted average rate of annual change from the 2009/10 to 2014/15 period.

Table 3 – Projected increase in costs from 2014/15 to 2019/20

Category	Population change only			Including rate of statementing change (average)			Including rate of HtST award change (average)		
	2019/20 annual cost £k	+/- on 2014/15 £k	Extra spend in period	2019/20 annual cost £k	+/- on 2014/15 £k	Extra spend in period	2019/20 annual cost £k	+/- on 2014/15 £k	Extra spend in period
a	b	c	d	e	f	g	h	i	j
Mainstream									
Pre-school	12	-2	-5				18	+5	+15
Primary (aged 4-8)	155	+3	+27				163	+11	+52
Secondary (aged 9-15)	412	+64	+193				463	+116	+347
Post 16	47	+1	+3				51	+6	+17
Subtotal	625	+67	+219	625	+67	+219	696	+138	+431
SEN									
Pre-school	24	+3	+10	35	+10	+30	66	+39	+117
Primary (aged 4-8)	386	+7	+67	407	+27	+129	438	+59	+224
Secondary (aged 9-15)	817	+128	+384	919	+230	+690	1,171	+481	+1,444
Post 16	253	+7	+17	277	+32	+90	342	+97	+285
Subtotal	1,481	+139	+458	1,641	+299	+939	2,018	+676	+2,070
TOTAL	2,106	+206	+677	2,266	+366	+1,158	2,714	+814	+2,501

14. Note that these forecasts do not include the 19-25 cohort.
15. The scenarios suggest that the cost of providing home to school transport could (on 2014/15) figures, rise by between £206k and £814k per annum by 2019/20. The higher figure assumes that the recent rate of increases in statementing and awards of HtST continue unabated, so that by 2020 there are proportionally even more statemented children, and proportionally even more children being awarded HtST. The total cost at the higher end of this range would be £2.7m per annum, compared to the 2014/15 figure of £1.9m.
16. If a weighted average (not shown) is applied in each category to the rate of change on statementing and award of HtST, instead of an average, then the cost of providing home to school transport rises by between £206k and £1,314k per annum by 2019/20. This is because there are generally steeper increases in the rate of statementing and award of HtST in more recent years to 2014/15. The total cost at the higher end of this range would be £3.2m per annum.

17. If the rate of increase in the proportion of stated children receiving HtST is reversed, however, then there is the potential for reducing the SEN HtST cost, even with population growth in the secondary sector. A 5% annual reduction in the proportion of SEN pupils receiving HtST, shown in Table 4, could reduce SEN costs to £1,305k, a reduction of £36k on 2014/15 (column i).

Table 4 – Projected increase in costs from 2014/15 to 2019/20

Category	Population change only			Including rate of statementing change (average)			Including rate of HtST award change (-5% per annum)		
	2019/20 annual cost £k	+/- on 2014/15 £k	Extra spend in period	2019/20 annual cost £k	+/- on 2014/15 £k	Extra spend in period	2019/20 annual cost £k	+/- on 2014/15 £k	Extra spend in period
<i>a</i>	<i>b</i>	<i>c</i>	<i>d</i>	<i>e</i>	<i>f</i>	<i>g</i>	<i>h</i>	<i>i</i>	<i>j</i>
Mainstream									
Pre-school	12	-2	-5				18	+5	+15
Primary (aged 4-8)	155	+3	+27				163	+11	+52
Secondary (aged 9-15)	412	+64	+193				463	+116	+347
Post 16	47	+1	+3				51	+6	+17
Subtotal	625	+67	+219	625	+67	+219	696	+138	+431
SEN									
Pre-school	24	+3	+10	35	+10	+30	31	+4	+9
Primary (aged 4-8)	386	+7	+67	407	+27	+129	311	-67	-155
Secondary (aged 9-15)	817	+128	+384	919	+230	+690	747	+57	+172
Post 16	253	+7	+17	277	+32	+90	216	-30	-95
Subtotal	1,481	+139	+458	1,641	+299	+939	1,305	-36	-67
TOTAL	2,106	+206	+677	2,266	+366	+1,158	2,001	+102	+364

18. These figures are not adjusted for inflation.

Changing the Home to School Transport policy

The Royal Borough of Windsor and Maidenhead provides some help and support with home to school transport.

We're asking you about proposed changes to the assistance that we provide.

These changes would bring our policy more into line with what we are, by law, required to offer.

You can read more details about the proposed changes inside this consultation document.

You can give us your views by completing the form in the centre of the booklet.

You can also respond online at:
www3.rbwm.gov.uk/consultations

Responses must be received by Friday 15th July 2016.

We expect to make decisions about which option(s) to go ahead with this summer.

Why do we need to change our home to school transport policy?

The Royal Borough of Windsor and Maidenhead's home to school transport policy sets out what help and support we give to children and young people travelling to and from school and college. We are proposing some changes to this policy, so that the help we provide is more in line with the assistance that we are, by law, required to provide.

What you say matters...

Parents, pupils/students, governors, staff, colleges and community organisations are all being consulted. Your views are vital so please take time to be part of this consultation. You can tell us what you think by:

- Completing the online response form at www3.rbwm.gov.uk/consultations.
- Completing the paper response form (at the end of this document) and:
 - Returning it to your school, who will forward it on to us; or
 - Posting it to Home to School Transport Consultation, Zone F, Town Hall, Maidenhead, SL6 1RF.
- Writing to the address above.
- Emailing schoolplaces@rbwm.gov.uk

The closing date for your comments is Friday 15th July 2016.

What happens next?

The Royal Borough's Cabinet will consider the outcome of the consultation on 25th August 2016. At this meeting councillors will take your views into account before making any decisions. If Cabinet agrees to some or all of the changes, then a new home to school transport policy will be published in September 2016.

This will mean that parents and young people can make their choices for school and college places for September 2017 knowing what the home to school transport policy will be.

Definitions

Free home to school transport can be providing by offering places on a school bus, minibus or taxi route, or by providing a bus pass, railcard or mileage allowance.

Definitions of terms used on these pages	
Appropriate school	This is a school that provides education appropriate to the age, ability and aptitude of the child (and any special educational needs the child may have).
Designated area	Most schools in the Royal Borough offer priority for places to children who live within a defined geographical area around the school. This is called the designated area.
Discretionary home to school transport	This means that the local authority is not, by law, required to offer this home to school transport, but currently chooses to.
Education, Health and Care Plan (EHCP)	Children have an Education, Health and Care Plan if they have severe learning, behavioural or physical difficulties that affect their ability to learn. EHCPs are replacing the Statements of Special Educational Need.
Low income families	A low income family is one that is in receipt of maximum level of Working Tax Credit or whose children receive free school meals.
Safe walking route	Walking routes are assessed in accordance with Road Safety GB guidance. Routes are considered to be acceptable if the following criteria are met: <ul style="list-style-type: none">• A road with heavy traffic flow must have continuous adequate footway provision.• Roads with light traffic flow must have adequate step-off areas with good sight lines.• Roads with low traffic flow do not require step-off areas, but should have sufficiently good sight lines to be able to see approaching vehicles.• If there is a need to cross roads there must be sufficient gaps in the traffic flow and sight lines to allow enough opportunities to cross safely, or there must be traffic calming, formal / informal crossing facilities or a school crossing patrol.
Special Educational Needs (SEN)	Children have a Statement of Special Educational Needs if they have severe learning, behavioural or physical difficulties that affect their ability to learn. Statements have been replaced by the EHCP.
Statutory home to school transport	This means that the local authority must, by law, provide free home to school transport to these children.

Contact us

If you have any queries about this consultation, please contact us by calling 01628 796572 or by emailing schoolplaces@rbwm.gov.uk.

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No changes are proposed.		
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No changes are proposed.		
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PROPOSAL M:	To provide, for SEN children, free transport home from one after-school club per week only (in line with current policy).	
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PROPOSAL O:	To reduce the subsidy on the reduced fare railcard for young people with low incomes.	
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12. Post-16 transport for young people with SEN		Page 13
PROPOSAL Q:	To stop providing home to school transport to young people with SEN in post-16 education.	
PROPOSAL R:	To charge for home to school transport provided to young people with SEN in post-16 education.	

The Proposals in more detail

1. Statutory home to school transport eligibility

The following children are eligible for free home to school transport:

Age	School	Distance
Aged 5 to 8 years old National Curriculum Year 1 to 3	Attend the nearest appropriate 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.

Distances are measures along the shortest safe walking route to school.

Proposed changes for this statutory eligibility:

No changes are proposed.

2. Statutory eligibility for low income families

The following children are eligible for free home to school transport:

Age	School	Distance
Aged 8 to 10 years old National Curriculum Year 4 to 6	Attend the nearest appropriate 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 appropriate 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.

Low income families are those where the parents get the maximum Working Tax Credit or the child is entitled to free school meals. There is no additional eligibility for low income families with children aged 5 to 8 years old.

Proposed changes for this statutory eligibility:

No changes are proposed.

3. Statutory eligibility when no safe walking route

The following children are eligible for free home to school transport:

Age	School	Distance
Aged 5 to 16 years old National Curriculum Year 1 to 11	Attend the nearest appropriate school.	Have no safe walking route to that school, regardless of distance.

If there is no safe walking route for an accompanied child to their nearest appropriate school then free home to school transport must be provided. A child's special educational needs, disabilities or mobility problems may mean that a route to the nearest appropriate school that would otherwise be safe can be regarded as unsafe for that child.

Proposed changes for this statutory eligibility:

No policy changes are proposed. The Royal Borough reviews the safe walking routes regularly.

4. Statutory eligibility for special educational needs

Children with special educational needs, disability or mobility issues may qualify for free home to school transport under the statutory eligibility set out in sections 1 to 3.

In addition, the following children are eligible for free home to school transport:

Age	School	Distance
Aged 5 to 8 years old National Curriculum Year 1 to 3	Attend the nearest appropriate 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.

Having an Education, Health and Care Plan (EHCP) or statement of Special Educational Needs (SEN) does not mean that home to school transport will automatically be provided. If a child with a special educational need, disability or mobility issue lives within the walking distance of the appropriate school, but has special needs that mean they cannot reasonably be expected to walk, even accompanied, to that school then free home to school transport must be offered.

Home to school transport needs are assessed as part of the process of getting an EHCP.

Proposed changes for this statutory eligibility:

PROPOSAL A: To introduce an annual review of home to school transport needs.

It is proposed that home to school transport needs are re-assessed more regularly, and are included in the annual review of EHCPs and statements of SEN. This would allow the borough to decide whether the current level of support with home to school transport is still appropriate.

When would this be implemented? From September 2016.

PROPOSAL B: To introduce Independent Travel Training.

It is proposed that the Royal Borough considers funding a pilot on Independent Travel Training with a small number of families in 2016/17, which could be rolled out more widely in 2017/18 if successful. More detail about Independent Travel Training is given on page 16.

When would this be implemented? From September 2016.

PROPOSAL C: To introduce Personal Transport Budgets.

It is proposed that the Royal Borough pilots Personal Transport Budgets with a small number of families in 2016/17, which could be rolled out more widely in 2017/18 if successful. More detail about Personal Transport Budgets is given on page 16.

When would this be implemented? From September 2016.

5. Discretionary eligibility for children aged under 5

The following children are currently eligible for free home to school transport:

Age	School	Distance
Aged 4 years old or under National Curriculum Year R	Attend their nearest appropriate school.	Live more than 2 miles from that school.

Children in the Royal Borough usually start school aged 4 years old. The Royal Borough is not required by law to offer free home to school transport to these children, but does so if they are otherwise eligible. This includes children with statements of SEN or EHCPs.

Proposed changes for this statutory eligibility:

No changes are proposed.

6. Discretionary eligibility – designated area schools

The following children are currently eligible for free home to school transport:

Age	School	Distance
Aged 5 to 8 years old National Curriculum Year 1 to 3	Attend the nearest designated area school, which isn't necessarily the closest appropriate 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.

Most school places in the borough are offered on the basis that the child lives within the school's designated area. The Royal Borough currently provides free home to school transport if a child attends that designated area school and lives more than 2 or 3 miles (depending on age) away from it, even if there is a closer school that is outside the designated area.

Proposed changes for this statutory eligibility:

PROPOSAL D: To change school designated areas to better fit home to school transport rules.

It is proposed that, where possible, any discrepancies are removed by changing the designated areas of primary and secondary schools. We would consult on any proposed changes to the designated areas in due course.

When would this be implemented? From September 2018.

7. Discretionary eligibility – Windsor middle schools

The following children are currently eligible for free home to school transport:

Age	School	Distance
Aged 9 to 13 years old National Curriculum Year 5 to 8	Attend any (not necessarily the nearest) Windsor middle school.	Live more than 3 miles from that school.

Children attending a middle school in Windsor get free home to school transport to their school (if it is at least three miles away) even if they have a much closer alternative school that they could get a place at.

This mainly benefits children in Eton Wick, many of whom get free home to school transport to St Peter's Church of England Middle School in Old Windsor.

Proposed changes for this discretionary eligibility:

PROPOSAL E: To stop the discretionary offer and only provide Windsor children free home to school transport if they are eligible under the standard statutory criteria.

Children attending the one of the four middle schools would be assessed for free home to school transport under the standard statutory criteria. Most children would only qualify, therefore, if they are attending the **nearest** appropriate middle school (with a place), and that school is more than three miles from their home address. Children in low income families may still be eligible for additional help with home to school transport.

Children would continue to be able to apply for discretionary seats on any home to school service run by the Royal Borough that has places (see Section 0).

Children living in Eton Wick would also be able pay for tickets on the M10 and M11 'Yellow Bus' services, which go to the middle and upper schools in Windsor (excluding St Peters). See Section 0 for possible changes to the cost of these seats.

When would this be implemented? From September 2017, for new applicants for transport only.

8. Discretionary eligibility – Holyport to Cox Green

The following children are currently eligible for free home to school transport:

Age	School	Distance
Aged 11 to 16 years old National Curriculum Year 7 to 11	Attend Cox Green School.	Resident in Holyport.

Some children living in Holyport are 3 miles or less from Cox Green School, but automatically get free home to school transport there. In some cases Cox Green is also not the nearest available school.

Proposed changes for this discretionary eligibility:

PROPOSAL F: To stop the discretionary offer and only provide Holyport children free home to school transport if they are eligible under the standard statutory criteria.

Children living in Holyport and attending Cox Green School would be assessed for free home to school transport under the standard statutory criteria. Most children would only qualify if they are attending their nearest appropriate secondary school, and that school is more than three miles from their home address. Children in low income families may still be eligible for additional help with home to school transport.

Children would continue to be able to apply for discretionary seats on any home to school service run by the Royal Borough and going to their school that has places (see Section 0).

When would this be implemented? From September 2017, for new applicants for transport only.

9. Discretionary seats on home to school transport

The following children pay for a place on an existing service.

Age	School	Distance
Aged 4 to 18 years old National Curriculum Year R to 13	Attend a borough school.	n/a

Spare seats on existing home to school transport routes can be purchased for children who are not eligible for free home to school transport but live along an operating route. These seats are subsidised, and the fees are set out in the borough's fees and charges document. The 2016/2017 fees are:

- £570 per year for a child resident in the borough and not otherwise eligible for home to school transport.
- £765 per year for a child not resident in the borough.
- £290 per year for a child on the Eton Wick M10 and M11 'Yellow Bus' services, not otherwise eligible for home to school transport.

Children from low income families are not charged for these seats.

Passes for ten journeys on these services are also available at a cost of £10.

Discretionary seats can be withdrawn, with notice, if the space on the route is needed for children who are eligible for free home to school transport.

Proposed changes for this discretionary eligibility:

PROPOSAL G: To remove the subsidy for Royal Borough children on discretionary seats.

The charge for discretionary seats on home to school transport for Royal Borough children would be raised so that it matches the cost of the charge for children not resident in the borough.

When would this be implemented? From September 2017.

PROPOSAL H: To remove the subsidy for the Eton Wick M10 and M11 'Yellow Bus' services.

The charge for discretionary seats on the Eton Wick M10 and M11 'Yellow Bus' services would be raised to match the charge for seats on all other services.

When would this be implemented? For **2017/18**, the cost would be raised to **75%** of the normal discretionary seat charge.
For **2018/19** and beyond, the cost would be raised to **100%** of the normal discretionary seat charge.

PROPOSAL I: To reduce the subsidy on discretionary seats for low income families.

Discretionary seats for children from families with a low income would be charged at 50% of the full rate.

When would this be implemented? For **2017/18**, the cost would be raised to **25%** of the normal discretionary seat charge.
For **2018/19** and beyond, the cost would be raised to **50%** of the normal discretionary seat charge.

9. continued...

PROPOSAL J: To remove the discretionary seats subsidy for low income families.

Discretionary seats for children from families with a low income would be charged at the full rate.

When would this be implemented?

For **2017/18**, the cost would be raised to **25%** of the normal discretionary seat charge.

For **2018/19**, the cost would be raised to **50%** of the normal discretionary seat charge.

For **2019/20**, the cost would be raised to **75%** of the normal discretionary seat charge.

For **2020/21** and beyond, the cost would be raised to **100%** of the normal discretionary seat charge.

PROPOSAL K: To end the availability of Ten Journey Passes on home to school transport routes.

Ten Journey Passes would no longer be available to buy for transport on home to school transport routes.

When would this be implemented?

September 2017.

PROPOSAL L: To introduce direct debit instalment plans for home to school transport charges.

It would be possible to pay for home to school transport charges in instalments using direct debit, to spread the cost.

When would this be implemented?

September 2017.

10. Discretionary eligibility – SEN after-school clubs

The following children are currently eligible for free home to school transport:

The child has an Education, Health and Care Plan (EHCP) or statement of Special Educational Needs (SEN), which says the local authority will pay transport costs, and attends an after-school club once a week.

Where children with an EHCP or statement of SEN attend after-school clubs, the Royal Borough may offer free transport home at a later leaving time. If a child at an after school club is usually transported in a vehicle with other children who are going home at the normal time, an extra vehicle is needed.

Although current policy is that this should be limited to only once a week, some children do get more frequent free transport home from after-school clubs.

Proposed changes for this discretionary eligibility:

PROPOSAL M: To provide, for SEN children, free transport home from one after-school club per week only (in line with current policy).

The existing policy would be enforced, so that children are limited to free transport home from just one after-school club per week.

When would this be implemented?

From September 2016.

PROPOSAL N: To stop providing any free transport home from after-school clubs.

Children with statements of SEN or an EHCP will no longer be offered free transport home from any after school clubs, and parents/carers would need to make their own arrangements.

When would this be implemented?

From September 2016.

11. Assistance with post-16 transport for young people

The following young people are currently eligible for assistance with transport:

Age	School	Distance
Aged 16 to 18 years old, and 'continuing' students aged 19 and over National Curriculum Year 12 to 13	Attend a school or further education college.	n/a
Aged 19 to 25		Meet the high needs defined as 'critical' or 'substantial'; in the national Fair Access to Care Services policy.

There is no legal requirement to provide any free or subsidised home to school transport for young people aged 16 and over.

The Royal Borough enables students aged 16 to 18 to purchase a reduced fare card from Great Western Railway. The £90 annual fee is waived for low income students. Continuing students are those who, aged 19 or over, are still on a course that they started aged 16 to 18. Students need to apply for the card each year.

The card is not available to pupils using South West Trains (i.e. services from Ascot, Sunningdale, Wraysbury, Sunnymeads, Datchet, and Windsor & Eton Riverside). The Royal Borough will continue to seek agreement from South West Trains to a similar scheme on their trains.

Proposed changes for this discretionary assistance:

PROPOSAL O: To reduce the subsidy on the reduced fare railcard for young people from low income families.

Young people from low income families would be charged 50% of the annual fee.

When would this be implemented?

- For **2017/18**, the cost would be raised to **25%** of the annual fee.
- For **2018/19**, the cost would be raised to **50%** of the annual fee.

PROPOSAL P: To remove the subsidy on the reduced fare railcard for young people from low income families.

Young people from low income families will no longer be eligible for a waiver of the annual fee.

When would this be implemented?

- For **2017/18**, the cost would be raised to **25%** of the annual fee.
- For **2018/19**, the cost would be raised to **50%** of the annual fee.
- For **2017/18**, the cost would be raised to **75%** of the annual fee.
- For **2018/19**, the cost would be raised to **100%** of the annual fee.

12. Post-16 transport for young people with SEN

The following young people are currently eligible for free home to school transport:

Age	School	Distance
Aged 16 to 19 years old National Curriculum Year 12 to 14	Attend a school or further education college.	Previously assessed as needing home to school transport.

There is no legal requirement to provide any free or subsidised home to school transport for young people aged 16 and over, including young people with special educational needs.

A small number of young people with an Education, Health and Care Plan (EHCP) or a statement of Special Educational Needs (SEN) or aged 16 and over receive free home to school transport. This is usually a continuation of home to school transport that was provided when the child was aged under 16.

Proposed changes for this discretionary assistance:

PROPOSAL Q: To stop providing free home to school transport to young people with SEN in post-16 education.

Home to school transport would no longer be offered to young people with an EHCP or statement of SEN and aged 16 and over. This includes young people staying on into sixth form at the same school. These young people would instead be eligible for assistance with post-16 transport via a reduced fare card from Great Western Railways and/or free bus passes (see Section B below). Students would need to re-apply for the card each year.

When would this be implemented? From September 2017.

PROPOSAL R: To charge for home to school transport provided to young people with SEN in post-16 education.

Free home to school transport would no longer be offered to young people with an EHCP or statement of SEN and aged 16 and over. This includes young people staying on into sixth form at the same school. Instead, young people aged 16+ who qualify for home to school transport will be charged an annual fee. To qualify, the young person must:

- Be aged 16 to 19.
- Have an EHCP or statement of SEN.
- Attend a school or educational establishment full-time.
- Have a special need, disability or mobility issue that means that they cannot reasonably travel to their place of education using either the reduced fare card from Great Western Railways or the free bus pass.

The annual charge for the home to school transport would be equivalent to the cost of a discretionary seat, as set out in Section 0. For the 2016/17 academic year, this is currently £570 per year, with the fee waived for low income families. If the fee structure for the discretionary seats is changed, then the charge for home to school transport for post-16 young people with SEN would also be changed. Eligibility for this transport would be checked annually.

When would this be implemented? From September 2017, in line with any revised discretionary seats charging policy (see Section 9).

A. Other assistance for post-16 transport

In some circumstances, additional assistance is available for post-16 students

Age	School	Distance
Aged 16 to 19 years old National Curriculum Year 12 to 14	Attend a school, further education college or on an unpaid training course.	Meet the government criteria for a vulnerable student bursary, or the education/training provider's own criteria for a discretionary bursary.

A bursary is provided to meet some of the costs of attending education or training. Claims for bursaries must be made via the school or college.

B. Other assistance for SEN post-16 transport

In some circumstances, additional assistance is available for post-16 students

Age	School	Distance
Aged 16 to 19 years old National Curriculum Year 12 to 14 and older	Attend a school, further education college or on an unpaid training course.	Meet the 'concessionary fare requirements' set out in the Transport Act 2000.

Free bus passes are available, nationally, to all disabled people (including students) who meet criteria set out in the Transport Act 2000. Eligible persons are those who:

- Are blind or partially sighted.
- Are profoundly or severely deaf.
- Are without speech.
- Have a disability or injury with substantial and long-term adverse effects on the ability to walk.
- Do not have arms, or has a long-term loss of the use of both arms.
- Have a learning disability that includes significant impairment of intelligence and social functioning.
- Would have an application to drive a motor vehicle refused due to their disability.

Independent Travel Training

Independent Travel Training (ITT) helps give a young person the skills and confidence to travel to school or college more independently, by foot, bus or train. Over time, a young person may progress from travelling to school in a taxi everyday, to using a public bus. This gives the older student the flexibility to travel at times that fit in with their timetable, whilst younger children may, after training, be able to travel to school with their friends.

ITT is delivered on a one to one basis and is tailored to meet the needs of the young person.

The Royal Borough is planning to pilot ITT in 2016/17 with a small number of young people with statements of SEN or an EHCP who are eligible for free home to school transport. If the scheme is successful then it will be rolled out further in 2017/18. More details about ITT in the Royal Borough will be made available in Summer 2016.

Personal Transport Budgets

Many families whose children are eligible for home to school transport already receive a mileage allowance from the Royal Borough, instead of a bus pass or taxi route. This will continue in 2016/17.

The Royal Borough will also pilot Personal Transport Budgets (PTBs) in 2016/17, where participating families will be given a budget to use to make their own arrangements for getting to and from school. This allows families to choose the most appropriate arrangements for their personal circumstances, and can also assist with older children moving towards independent travel. More details about PTBs in the Royal Borough will be made available in Summer 2016.

Pull-out Response Form

This is your opportunity to have your say about the proposed changes to the Royal Borough's Home to School Transport Policy.

How can I respond to this consultation?

- By completing this response form giving it to your school or sending it to us at the address below.
- By writing to us at the address below.
- By completing the online response form at www3.rbwm.gov.uk/consultations.
- By emailing us at school.places@rbwm.gov.uk

Home to school transport consultation,
Zone F, Town Hall, St Ives Road,
Maidenhead, SL6 1RF

The closing date for your responses is
Friday 15th July 2016.

SECTION 1: About You

You do not have to provide this information but it would be helpful if you would complete these details about yourself. The information will be used solely for consultation analysis.

1. Name:

2. Address:
Postcode:

3. I am (please insert the school name where applicable):

A parent of a pupil at:

A pupil/student at:

A governor at:

A member of staff at:

A resident (please specify area):

Other (please specify):

All views received by Friday 15th July 2016 will be taken into account before any final decisions are made.

All responses will be made publicly available (without personal details) unless expressly requested otherwise.

Please tick here if you **do not** want your anonymous comments to be made publicly available.

If you have any questions about the proposal or need further information, please call 01628 796572, or email schoolplaces@rbwm.gov.uk.

SECTION 2: Your views on the proposed changes

Please tick the appropriate box that represents your views on each proposal.

1. Statutory home to school transport eligibility

2. Statutory eligibility for low income families

3. Statutory eligibility when no safe walking route

No changes proposed.

4. Statutory eligibility for special educational needs

A: Should we carry out an annual review of home to school transport needs?

Yes No Don't know

My child does get free home to school transport because of his or her special educational needs.

B: Should we introduce Independent Travel Training?

Yes No Don't know

Yes, I would be interested in Independent Travel Training for my child.

C: Should we introduce Personal Transport Budgets?

Yes No Don't know

Yes, I would be interested in a Personal Transport Budget for my child.

5. Discretionary eligibility for children aged under 5

No changes proposed.

6. Discretionary eligibility – designated area schools

D: Should we change school designated areas to better fit home to school transport rules?

Yes No Don't know

7. Discretionary eligibility – Windsor middle schools

E: Should we stop the discretionary offer and only provide Windsor children free home to school transport to their nearest appropriate Windsor middle school, where that school is more than 3 miles from their home address?

Yes No Don't know

My child gets free home to school transport to a Windsor middle school.

8. Discretionary eligibility – Holyport to Cox Green

F: Should we stop the discretionary offer and only provide Holyport children free home to school transport to their nearest appropriate secondary school, where that school is more than 3 miles from their home address?

Yes No Don't know

My child gets free home to school transport from Holyport to Cox Green School.

SECTION 2: (continued)

Please tick the appropriate box that represents your views on each proposal.

9. Discretionary seats

G: Should we remove the subsidy for Royal Borough children on discretionary seats?

Yes No Don't know

My child has a discretionary seat on a home to school transport route.

H: Should we remove the subsidy for the Eton Wick 'Yellow Bus' (M10 and M11)?

Yes No Don't know

My child uses the Eton Wick 'Yellow Bus' service.

I: Should we reduce the subsidy on discretionary seats for low income families?

Yes No Don't know

Note: this would be phased in over two years.

J: Should we remove the subsidy on discretionary seats for low income families?

Yes No Don't know

Note: this would be phased in over four years.

K: Should we end the availability of 10 Journey Passes on home to school transport?

Yes No Don't know

My child uses the 10 Journey Bus Passes.

L: Should we introduce direct debit instalment plans?

Yes No Don't know

I would consider using a direct debit instalment plan to pay for my discretionary seat(s).

10. Discretionary eligibility – SEN after-school clubs

M: Should we only provide, for SEN children, free transport home from one after-school club per week (in line with current policy)?

Yes No Don't know

My child attends one or more after-school clubs and receives free home to school transport.

N: Should we stop providing any free transport home from after-school clubs?

Yes No Don't know

11. Assistance with post-16 transport for young people

O: Should we reduce the subsidy on the reduced fare railcard for young people with low incomes?

Yes No Don't know

I/my child use(s) the reduced fare railcard.
Note: this would be phased in over two years.

P: Should we reduce the subsidy on the reduced fare railcard for young people with low incomes?

Yes No Don't know

Note: this would be phased in over four years.

12. Post-16 transport for young people with SEN

Q: Should we stop providing free home to school transport to young people with SEN in post-16 education?

Yes No Don't know

I/my child attend(s) post-16 education and receive(s) free home to school transport.

R: Should we charge for home to school transport provided to young people with SEN in post-16 education?

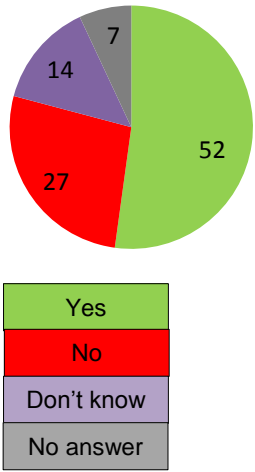
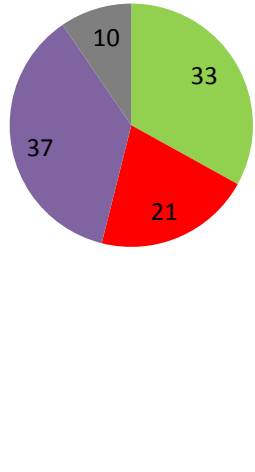
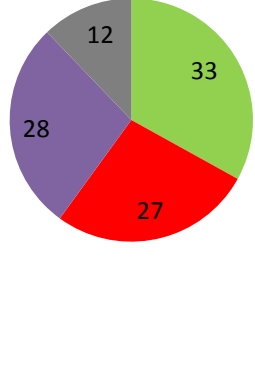
Yes No Don't know

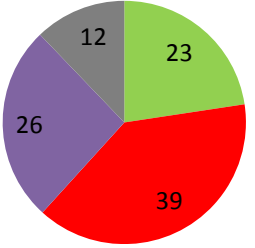
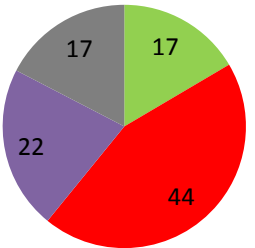
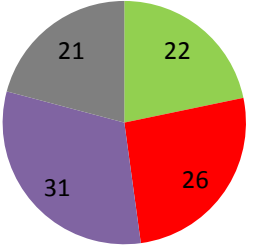
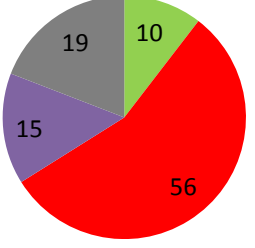
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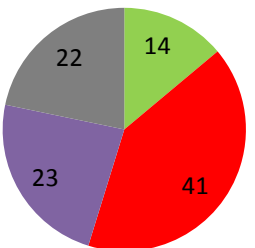
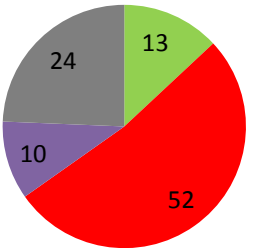
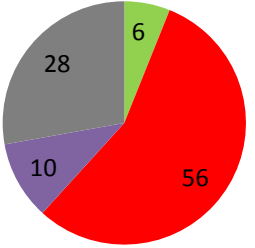
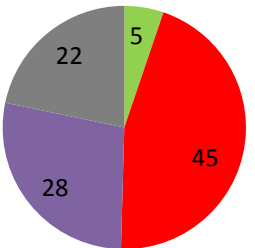
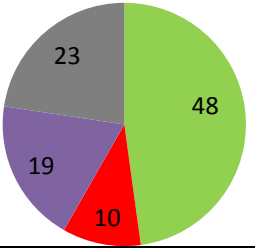
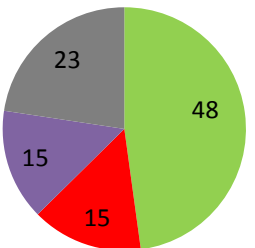
Your comments

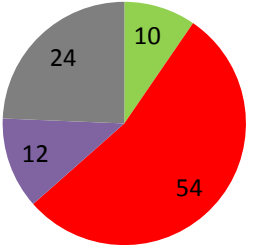
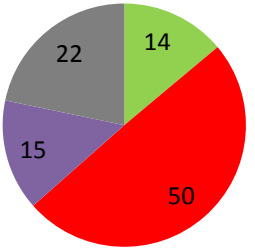
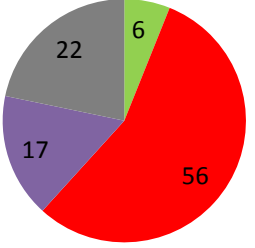
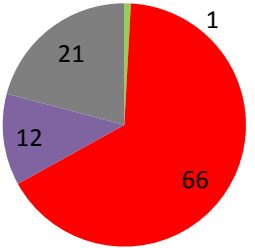
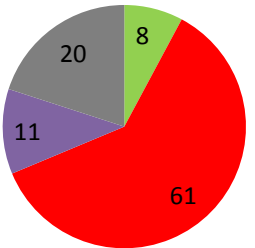
If you have any comments on any aspect of these proposals, please write them below, continuing on a separate sheet if necessary.

Appendix C – Options and proposed changes to the Home to School Transport Policy (See Appendix D for full details).

Category ^a	Proposal ^b	Description ^c	When ^d	Responses ^e	Main Responses ^f	Potential Cost Implications ^g	Policy Implications ^h
4. Statutory eligibility for Special Educational Needs.	<p>Proposal A: to introduce an individual annual review of home to school transport needs (SEN). RECOMMENDED</p>	<p>It is proposed that individual home to school transport needs are re-assessed more regularly as part of the annual review of EHCPs and statements of SEN. This would allow the borough to decide whether the current level of support with home to school transport is still appropriate.</p>	September 2016		<ul style="list-style-type: none"> • Children/families should have consistent arrangements (5). • Not clear how this is different from current arrangements (4). • Assumed this was already done (3). • A review every three years would be sufficient (2). • SEN children need more support (2). 	<p>On current trends, the cost of SEN home to school transport for children aged 16 and under could rise from £1.1m in 2015/16 to £2.1m in 2019/20.</p> <p>Ensuring, via annual reviews, that only eligible children are receiving home to school transport could help control this cost. E.g. a 5% annual reduction in the proportion of children receiving transport could keep the cost closer to £1.2m. There is a resource implication for annual reviews.</p>	<p>The regular assessment of home to school transport needs should ensure that assistance is only given to pupils who continue to qualify. If the Independent Travel Training and Personal Transport Budget pilots are successful, the annual reviews would also offer an opportunity to consider with families whether these options are suitable as the pupil gets older.</p>
	<p>Proposal B: to introduce Independent Travel Training. RECOMMENDED Starting with a pilot in 2016/17.</p>	<p>It is proposed that the Royal Borough considers funding a pilot on Independent Travel Training with a small number of families in 2016/17, which could be rolled out more widely in 2017/18 if successful.</p> <p>Independent Travel Training involves providing tailored, practical help to young people travelling by public transport, on foot or by bike, the key benefit being it allows them to travel more independently and confidently into adulthood.</p>	September 2016 (pilot for 2016/17).		<ul style="list-style-type: none"> • Would be interested in this (8). • Distance too far for independent travel (6). • More details needed (6). • Good for independence (5). • Parents need to decide what is appropriate (4). • Should not be about savings (3). • Need to ensure in meets individual needs (3). 	<p>There is the potential for some reduction in costs as young people potentially move from an £11k p.a. one passenger taxi, to a £1.6k p.a. large shared vehicle to a £0.8k p.a. public bus pass.</p> <p>There should be a saving to Adult Services transport budgets as these students would require less assistance in the future.</p> <p>There will be some ongoing costs associated with delivering the training, however. The balance of costs v. savings should be demonstrated by the 2016/17 pilot.</p>	<p>This would be voluntary, and through the pilot the borough would need to assess how best to deliver this practically, and on a financially sustainable basis.</p>
	<p>Proposal C: to introduce Personal Transport Budgets. RECOMMENDED Starting with a pilot in 2016/17.</p>	<p>It is proposed that the Royal Borough pilots Personal Transport Budgets with a small number of families in 2016/17, which could be rolled out more widely in 2017/18 if successful.</p> <p>A Personal Transport Budget is a payment to parents of children eligible for home to school transport that they can use in any way, to ensure that their child attends school every day and is able to arrive on time in a fit state to learn.</p>	September 2016 (pilot for 2016/17).		<ul style="list-style-type: none"> • Is this different from the EHCP budget (6). • Stressful for parents to organise taxis (3). • Needs to be in line with current mileage rate (3). • More details needed (2). • A taxi is only possible option for us (2). • Must be voluntary (2). 	<p>There is the potential for some reduction in costs if families move from more expensive transport (e.g. an £11k p.a. one passenger taxi) to a zonal payment of between £2k and £5k per annum.</p> <p>The cost of providing Personal Transport Budgets would be met within existing budgets. The pilot would only be open to 5-10 families.</p>	<p>This would be voluntary, and through the pilot the borough would need to assess how this operates alongside the existing mileage payments, and in the context of some children receiving assistance with home to school transport that is already cheaper than the proposed payments for the Personal Transport Budget.</p>
5. Discretionary eligibility for children aged under 5.	No proposed change.	<p>There is a discrepancy between the home to school transport legislation (which only requires free home to school transport for 5 year olds and above) and school admissions legislation, which allows children to start school at the age of 4. It is not proposed, therefore, to remove this discretionary eligibility.</p>	n/a.	N/a. This proposal was not consulted on.	N/a. This proposal was not consulted on.	<p><£20k p.a. saving. Saving possible if this proposal is approved (not recommended).</p>	None.

Category ^a	Proposal ^b	Description ^c	When ^d	Responses (%) ^e	Response Comments ^f	Potential Cost Implications ^g	Policy Implications ^h
6. Discretionary eligibility – designated area schools.	Proposal D: to change school designated areas to better fit home to school transport rules. NOT RECOMMENDED It is recommended that when future school provision is next considered further, work is done on the designated areas to identify any potential changes that could be made to improve the fit with school transport rules.	Potentially, some children may be getting free home to school transport to their designated area school, when there is a closer, non-designated area, school to their home address. It is proposed that any discrepancies are now identified, These could be dealt with by making minor changes to the designated areas of relevant schools. We would consult on any proposed changes to the designated areas in due course. Further work is needed, but this will not affect many children.	September 2018 (to allow time for changes to school admissions arrangements).		<ul style="list-style-type: none"> Limits choice of schools (4). Will negatively impact on Eton Wick, not in designated area for St Peters (3). Not clear what is being proposed (3). Should fund travel to appropriate school (2). Can't change admissions rules of academies (1). 	Eventual <£5k p.a. saving. Children with existing entitlement would continue to receive assistance with home to school transport, until they leave their current school (or move away). Any savings would only accrue in full once any changes are made and once existing recipients have left school, which could be up to seven years away.	This would remove a discrepancy in the policy, and ensure that all residents are assessed against the same criteria for home to school transport eligibility.
7. Discretionary eligibility – Windsor middle schools.	Proposal E: to stop the discretionary offer and provide Windsor children free home to school transport only if they are eligible under the standard statutory criteria. RECOMMENDED	Children attending the one of the four middle schools would be assessed for free home to school transport under the standard statutory criteria. Most children would only qualify, therefore, if they are attending the nearest appropriate middle school (with a place), and that school is more than three miles from their home address. Children in low income families may still be eligible for additional help with home to school transport.	September 2017, for new applicants only.		<ul style="list-style-type: none"> No places at nearer schools (5). Will negatively impact on St Peters (4). Attend St Peters because it is Church of England (4). Proposal removes choice (3). Unfair on Eton Wick (3). 	Eventual £45k p.a. saving. Children with existing entitlement would continue to receive assistance with home to school transport, until they leave their current school/move house. Any savings would only accrue in full once existing recipients have left middle school, in July 2019. Some of these young people may still qualify under other home to school transport (e.g. low income) criteria, which would then lessen the savings.	This would remove a discrepancy in the policy, and ensure that all residents are assessed against the same criteria for home to school transport eligibility.
8. Discretionary eligibility – Holyport to Cox Green.	Proposal F: to stop the discretionary offer and only provide Holyport children free home to school transport only if they are eligible under the standard statutory criteria. RECOMMENDED If this is not approved, then the borough will need to properly define the Holyport Village boundary.	Children living in Holyport and attending Cox Green School would be assessed for free home to school transport under the standard statutory criteria. Most children would only qualify if they are attending their nearest appropriate secondary school, and that school is more than three miles from their home address. Children in low income families may still be eligible for additional help with home to school transport.	September 2017, for new applicants only.		<ul style="list-style-type: none"> Will result in more traffic (4). No places at nearest school, Holyport College (4). Cox Green closest co-ed school with space (3). No safe walking route to school (3). Is currently unfair on other residents (3). 	Eventual <£15k p.a. saving. Children with existing entitlement would continue to receive assistance with home to school transport, until they leave their current school/move house. Any savings would only accrue in full once existing recipients have left Cox Green, in July 2021. Some of these young people may still qualify under other home to school transport (e.g. low income) criteria, which would then lessen the savings.	This would remove a discrepancy in the policy, and ensure that all residents are assessed against the same criteria for home to school transport eligibility.
9. Discretionary seats on home to school transport.	Proposal G: to remove the subsidy for Royal Borough children on discretionary seats. NOT RECOMMENDED Royal Borough children will continue to be charged the discounted rate (currently £570 per annum).	The charge for discretionary seats on home to school transport for Royal Borough children would be raised [from the current £570 per year] so that it matches the cost of the charge for children not resident in the borough [£765 per year].	September 2017.		<ul style="list-style-type: none"> Wrong priority for council budget (4). Unfair on low income families (4). Is a significant price increase (3). Will result in more traffic (2). Should be encouraging post-16 education (2). 	<£6k p.a. additional income. Starting in the 2017/18 academic year, based on the number of Royal Borough residents using discretionary seats in 2015/16 (year end). This assumes that the additional cost would not result in a reduced uptake of fare paying seats.	This would bring the charge for the discretionary seats closer to the average cost of providing them.

a Category	b Proposal	c Description	d When	e Responses (%)	f Response Comments	g Potential Cost Implications	h Policy Implications
9. Discretionary seats on home to school transport (continued).	Proposal H: to remove the subsidy for the Eton Wick M10 and M11 'Yellow Bus' services. NOT RECOMMENDED	The charge for discretionary seats on the Eton Wick M10 and M11 'Yellow Bus' services would be raised [from £290 per year] to match the full rate for seats on all other services.	September 2017, to 75% of full rate. September 2018, to 100% of full rate.		<ul style="list-style-type: none"> Negative impact on Eton Wick families (5). Wrong priority for council budget (4). Unfair on low income families (4). Eton Wick has no middle school (3). Is a large price increase (1). 	£1.4k p.a. additional income. In the 2018/19 academic year when the 100% rate would be applied, if the current £570 cost of the discretionary pass is retained. This rises to £2.4k p.a. additional income p.a. if the cost of the discretionary pass is raised to £765 as per Proposal G. This is based on 2015-16 use of the service.	This would remove a discrepancy in the policy, and ensure that all residents pay the same amount for discretionary seats.
	Proposal I: to reduce the subsidy on discretionary seats for low income families. NOT RECOMMENDED Low income families will continue to pay £0 per annum for a discretionary seat.	Discretionary seats for children from families with a low income would be charged at 50% of the full rate.	September 2017, to 25% of full rate. September 2018, to 50% of full rate.		<ul style="list-style-type: none"> Unfair on low income families (10). Will impact on attendance if can't afford transport (2). Is a large price increase (2). 	£0k p.a. saving. There are currently no students on discretionary seats qualifying as low income families.	This would remove a discrepancy in the policy, and ensure that all residents pay the same amount for discretionary seats.
	Proposal J: to remove the discretionary seats subsidy for low income families. NOT RECOMMENDED Low income families will continue to pay £0 per annum for a discretionary seat.	Discretionary seats for children from families with a low income would be charged at the full rate.	September 2017, to 25% of full rate. September 2018, to 50% of full rate. September 2019, to 75% of full rate. September 2020, to 100% of full rate.		<ul style="list-style-type: none"> Wrong priority for council budget (1). False economy (1). 	£0k p.a. saving. There are currently no students on discretionary seats qualifying as low income families.	This would remove a discrepancy in the policy, and ensure that all residents pay the same amount for discretionary seats.
	Proposal K: to end the availability of Ten Journey Passes on home to school transport routes. RECOMMENDED	Ten Journey passes would no longer be available to buy for transport on home to school transport routes. Currently, a pack of ten tickets can be spread out over any period from a week to a year. This makes it impossible to know who is using them and when, in turn making it difficult to plan vehicles of the appropriate size.	September 2017.		<ul style="list-style-type: none"> Pass provides flexibility for users (8). Pass is cheaper for users (4). Unclear of rationale for change (2). Wrong priority for council budget (1). 	Unknown Ten Journey Passes are purchased direct from the bus company, and records are not kept. There will, however, be a small loss of income from these purchases.	This would allow for improved planning of routes and vehicles, as the demand would not vary from day to day. A normal discretionary seat is cheaper over the year than tickets bought as ten journey passes.
	Proposal L: to introduce direct debit instalment plans for home to school transport charges. RECOMMENDED	It would be possible to pay for home to school transport charges in instalments using direct debit, to spread the cost. Existing payment methods would remain available.	September 2017.		<ul style="list-style-type: none"> Would consider using direct debit (8). Sensible to offer (6). Need to retain other payment options (3). 	Nil There would be some resource implications to set up a new applications and payments system, but these would be met within existing budgets.	This payment option will enable parents to spread the cost of home to school transport more easily.
10. SEN after-school clubs.	Proposal M: to provide, for SEN children, free transport home from one after-school club per week only (in line with current policy). RECOMMENDED The eligibility will only apply in future where the after-school club is firmly linked to specific outcomes in the EHCP.	The existing policy would be enforced, so that children are limited to free transport home from just one after-school club per week.	September 2016.		<ul style="list-style-type: none"> Discriminatory against SEN children (10). Clubs support participation of SEN children (7). Clubs assist with development of SEN children (6). Policy makes it difficult to find creative solutions (5). 	Unknown No assessment has been made of the number of instances of trips home from after-school clubs that have been made over and above the policy and have resulted in additional costs. It is estimated, however, that the cost could be around £1,000 per annum, per pupil, per after school club trip (excluding passenger assistant). Some savings, therefore, would be likely.	This would ensure that the existing policy is enforced more consistently.

Category ^a	Proposal ^b	Description ^c	When ^d	Responses (%) ^e	Response Comments ^f	Potential Cost Implications ^g	Policy Implications ^h
12. SEN after-school clubs.	Proposal N: to stop providing any free transport home from after-school clubs. NOT RECOMMENDED	Children with statements of SEN or an EHCP will no longer be offered free transport home from any after school clubs, and parents/carers would need to make their own arrangements.	September 2016.		<ul style="list-style-type: none"> • Not aware of the option of assistance (4). • Should be able to attend these clubs (2). 	No assessment has been made of the number of instances of trips home from after-school clubs that have been made over and above the policy <i>and</i> have resulted in additional costs. It is estimated, however, that the cost could be around £1,000 per annum, per pupil, per after school club trip (excluding passenger assistant). Some savings, therefore, would be likely.	Mainstream pupils eligible for free home to school transport are not offered transport home from after-school clubs. This proposal would, therefore, bring the SEN policy in line with mainstream.
13. Assistance with post-16 transport for young people.	Proposal O: to reduce the subsidy on the reduced fare railcard for young people from low income families. NOT RECOMMENDED Students from low income backgrounds will continue to pay £0 per annum for the reduced fare railcard.	Young people from low income families would be charged 50% of the annual fee.	September 2017, to 25% of full rate. September 2018, to 50% of full rate.		<ul style="list-style-type: none"> • Disadvantage poorer students (6). • Should be support students to continue studying (2). • Should be expanding home to school transport (1). 	£0k p.a. saving. Only one student benefits from this discount in the 2015/16 academic year.	This would remove a discrepancy in the policy, and ensure that all residents pay the same amount for discretionary seats.
	Proposal P: to remove the subsidy on the reduced fare railcard for young people from low income families. NOT RECOMMENDED Students from low income backgrounds will continue to pay £0 per annum for the reduced fare railcard.	Young people from low income families would no longer be eligible for a waiver of the annual fee.	September 2017, to 25% of full rate. September 2018, to 50% of full rate. September 2019, to 75% of full rate. September 2020, to 100% of full rate.			£0k p.a. saving. Only one student benefits from this discount in the 2015/16 academic year.	This would remove a discrepancy in the policy, and ensure that all residents pay the same amount for discretionary seats.
14. Post-16 transport for young people with SEN.	Proposal Q: to stop providing free home to school transport to young people with SEN in post-16 education. RECOMMENDED Students from low income backgrounds will continue to receive transport support to attend education when aged 17-18.	Home to school transport would no longer be offered to young people with an EHCP or statement of SEN and aged 16 and over. This includes young people staying on into sixth form at the same school. These young people would instead be eligible for assistance with post-16 transport via a reduced fare card from Great Western Railways and/or free bus passes.	September 2017.		<ul style="list-style-type: none"> • Disadvantage SEN students (13). • No alternative arrangements are available (6) • Will disadvantage students from poorer backgrounds (4). • Raising the age of participation requires education until 18 (3). • Independent travel is not suitable for some SEN students (2). • Provide better SEN education, so fewer sent out-borough (1). 	Eventual £240k p.a. saving. Based on 2015-16 financial year figures (79 students). Young people with existing entitlement will continue to receive assistance with home to school transport, until they leave their current school (or move away). Any savings, therefore, will only accrue in full once any changes are made and once existing recipients have left school, which could be by July 2020.	This would bring the home to school transport policy for post-16 SEN young people into line with that for mainstream, where there is no entitlement for free home to school transport post-16.
	Proposal R: to charge for home to school transport provided to young people with SEN in post-16 education. NOT RECOMMENDED	Free home to school transport would no longer be offered to young people with an EHCP or statement of SEN aged 16+. This includes young people staying on into sixth form at the same school. Instead, young people aged 16+ who qualify for home to school transport would be charged an annual fee, in line with the discretionary seat rate. They would also be eligible for assistance with post-16 transport via a reduced fare card from Great Western Railways and/or free bus passes.	September 2017.			£45k p.a. additional income. Starting in September 2017, based on the 2015-16 figure of 79 students at £570 p.a. This rises to £60k p.a. if the cost of the discretionary seat fare is raised to £765 p.a. as per Proposal G.	This would bring the home to school transport policy for post-16 SEN young people into line with that for mainstream, where there is no entitlement for free home to school transport post-16.
15. Transport for young people with SEN, aged 19-25.	Proposal T: to set out a clear policy for providing home to school transport for young people with SEN aged 19-25. RECOMMENDED	No home to school transport will be offered to young people with an EHCP or statement of SEN aged 18+.	September 2016.	N/a. This proposal has been developed following consultation responses.	N/a.	No cost implications for the home to school transport budget.	None.

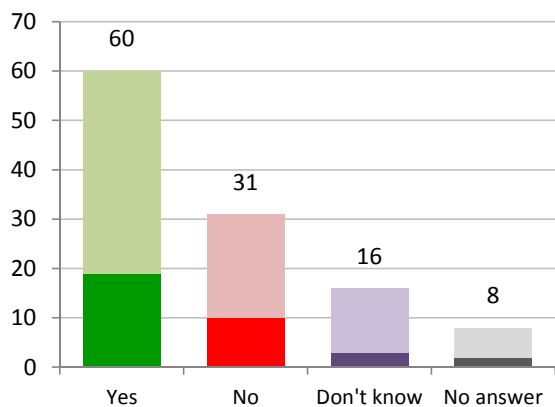
4. Statutory eligibility for special educational needs.

Children with special educational needs, disability or mobility issues who qualify for free home to school transport under the statutory eligibility.

PROPOSAL A: To introduce an annual review of home to school transport needs

No changes are proposed to eligibility, but it is proposed that home to school transport needs are assessed more regularly, as part of the annual review of the child's Education, Health and Care Plan.

Consultation response to PROPOSAL A.



	Yes	No	Don't know	No answer	Total
All	60 52.2%	31 27.0%	16 13.9%	8 7.0%	115
Recipients	19 55.9%	10 29.4%	3 8.8%	2 5.9%	34
Others	41 50.6%	21 25.9%	13 16.0%	6 7.4%	81

Main comments received in support:

- A review could help child's move to independence (1).

Main comments received against:

- Children/families should have consistent arrangements (5).
- Not clear how this is different from current arrangements (4).
- A review every three years would be sufficient (2).
- SEN children need more support (2).
- Wrong priorities in terms of Council budget (1).
- Will result in more traffic on roads (1).

Main comments received, neutral:

- Assumed this was already done (3).
- Review should be to meet needs of the child (2).
- Review should not be cost driven (1).

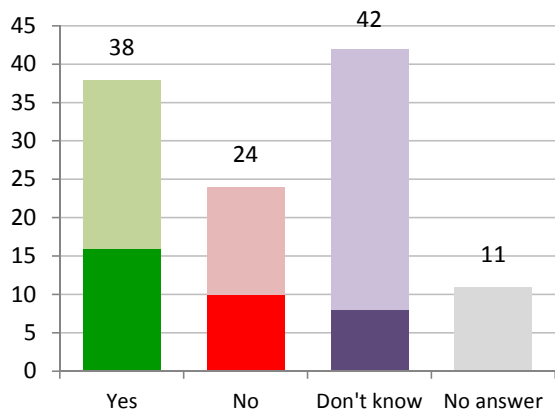
4. Statutory eligibility for special educational needs.

Children with special educational needs, disability or mobility issues who qualify for free home to school transport under the statutory eligibility.

PROPOSAL B: To introduce Independent Travel Training.

It is proposed that the Royal Borough considers funding a pilot on Independent Travel Training with a small number of families in 2016/17, which could be rolled out more widely in 2017/18 if successful.

Consultation response to PROPOSAL B.



	Yes	No	Don't know	No answer	Total
All	38 33.0%	24 20.9%	42 36.5%	11 9.6%	115
Recipients	16 47.1%	10 29.4%	8 23.5%	0 0.0%	34
Others	22 27.2%	14 17.3%	34 42.0%	11 13.6%	81

Main comments received in support:

- Would be interested in Independent Travel Training (8).
- Independent Travel Training is good for independence (5).

Main comments received against:

- Distance is too far for independent travel (6).
- Independent Travel Training not appropriate for all (3).
- Should not be about saving costs (3).
- Child can't cope with public transport (2).
- Independent Travel Training is labour intensive (1).
- Not all SEN children are safe on public transport (1).

Main comments received, neutral:

- More details needed about the programme (6).
- Parents need to decide that it is appropriate (4).
- Need to ensure it meets individual needs (3).
- Needs to be a genuine pilot, with criteria set for success (2).

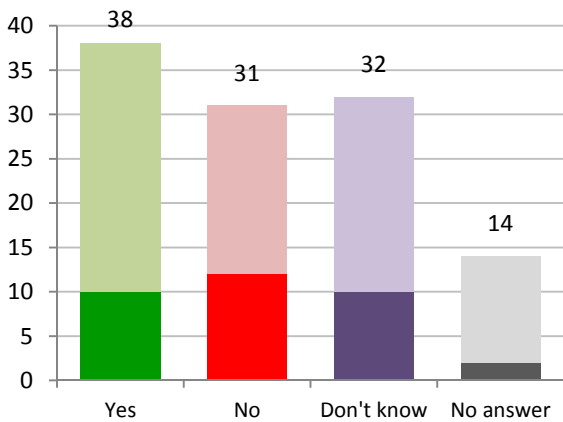
4. Statutory eligibility for special educational needs.

Children with special educational needs, disability or mobility issues who qualify for free home to school transport under the statutory eligibility.

PROPOSAL C: To introduce Personal Transport Budgets.

It is proposed that the Royal Borough pilots Personal Transport Budgets with a small number of families in 2016/17, which could be rolled out more widely in 2017/18 if successful.

Consultation response to PROPOSAL C.



	Yes	No	Don't know	No answer	Total
All	38 33.0%	31 27.0%	32 27.8%	14 12.2%	115
Recipients	10 29.4%	12 35.3%	10 29.4%	2 5.9%	34
Others	28 34.6%	19 23.5%	22 27.2%	12 14.8%	81

Main comments received in support:

- Would assist with after-school clubs (1).
- Gives families flexibility for home to school transport (1).
- Is more cost effective (1).

Main comments received against:

- Less cost efficient for parents to arrange taxis (4).
- Stressful for parents to organise taxis (3).
- A taxi is the only possible transport for us (2).
- Child can't cope with public transport (1).
- Would not be spent on home to school transport (1).

Main comments received, neutral:

- Is this different from the EHCP budget? (6).
- Needs to be in line with current mileage rate (3).
- More details about the programme needed (2).
- Personal Transport Budget must be voluntary (2).
- Needs to be more generous than current mileage rate (1).
- Pilot is a good idea (1).

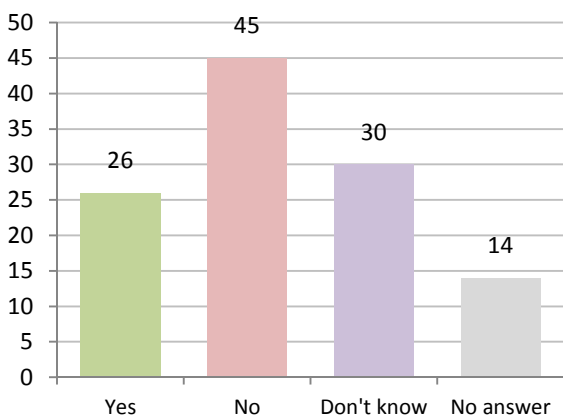
6. Discretionary eligibility - designated area schools.

Children who receive free home to school transport to their designated area school, even though there is a closer school, outside the designated area.

PROPOSAL D: To change school designated areas to better fit home to school transport rules.

It is proposed that, where possible, any discrepancies are removed by changing the designated areas of primary and secondary schools. We would consult on any proposed changes to the designated areas in due course.

Consultation response to PROPOSAL D.



	Yes	No	Don't know	No answer	Total
All	26 22.6%	45 39.1%	30 26.1%	14 12.2%	115
Others	26 22.6%	45 39.1%	30 26.1%	14 12.2%	115

Main comments received in support:

- Designated areas should be reviewed regularly (1).

Main comments received against:

- Limits choice (4).
- Impact on Eton Wick, not in designated area for St Peters (3).
- No places available at nearer schools (3).
- Should fund travel to appropriate school (2).
- Will disproportionately affect SEN & low income families (1).
- Can't change admissions rules of academies (1).
- No safe route to nearest school (1).

Main comments received, neutral:

- Not clear what is being proposed (3).

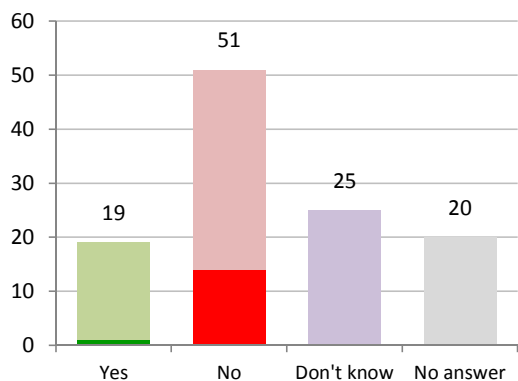
7. Discretionary eligibility - Windsor middle schools.

Children attending a middle school in Windsor get free home to school transport to their school (if it is at least three miles away) even if they have a much closer alternative school that they could get a place at).

PROPOSAL E: To stop the discretionary offer and only provide Windsor children free home to school transport if they are eligible under the standard statutory criteria.

Children attending the one of the four middle schools would be assessed for free home to school transport under the standard statutory criteria. Most children would only qualify, therefore, if they are attending the nearest appropriate middle school (with a place), and that school is more than three miles from their home address. Children in low income families may still be eligible for additional help with home to school transport.

Consultation response to PROPOSAL E.



	Yes	No	Don't know	No answer	Total
All	19 16.5%	51 44.3%	25 21.7%	20 17.4%	115
Recipients	1 6.7%	14 93.3%	0 0.0%	0 0.0%	15
Others	18 18.0%	37 37.0%	25 25.0%	20 20.0%	100

Main comments received in support:

- This use of the transport budget is unfair on others (1).

Main comments received against:

- No places at nearer schools (5).
- Will negatively impact on demand for St Peters (4).
- Attend St Peter's because it is Church of England (4).
- Proposal removes choice (3).
- Unfair on Eton Wick residents; unable to get to St Peters (3).
- Make admissions fairer in Windsor, e.g. St Edwards (3).
- Will disproportionately affect SEN & low income families (2).
- Attend St Peter's because small/good ethos (2).
- Not all middle schools are equally good (1).
- Will result in more traffic (1).
- Should not have to pay to go to school (1).

Main comments received, neutral:

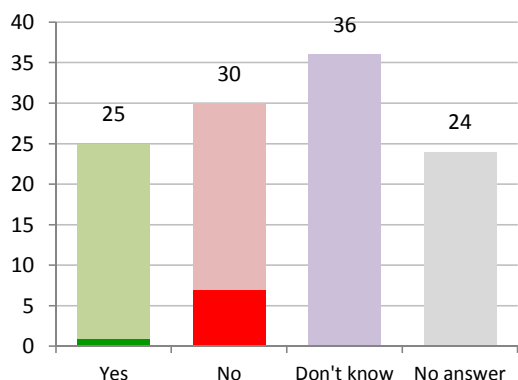
8. Discretionary eligibility - Holyport to Cox Green.

Some children living in Holyport are 3 miles or less from Cox Green School, but automatically get free home to school transport there. In some cases, Cox Green is also the nearest available school.

PROPOSAL F: To stop the discretionary offer and only provide Holyport children free home to school transport if they are eligible under the standard statutory criteria.

Children living in Holyport and attending Cox Green School would be assessed for free home to school transport under the standard statutory criteria. Most children would only qualify if they are attending their nearest appropriate secondary school, and that school is more than three miles from their home address. Children in low income families may still be eligible for additional help with home to school transport.

Consultation response to PROPOSAL F.



	Yes	No	Don't know	No answer	Total
All	25 21.7%	30 26.1%	36 31.3%	24 20.9%	115
Recipients	1 12.5%	7 87.5%	0 0.0%	0 0.0%	8
Others	24 22.4%	23 21.5%	36 33.6%	24 22.4%	107

Main comments received in support:

- This use of the transport budget is unfair on others (3).

Main comments received against:

- Will result in more traffic (4).
- No places at nearest school, Holyport College (4).
- Cox Green is the closest co-ed school with space (3).
- No safe walking route to schools (3).
- Removes school choice (2).
- Practical difficulty getting children to school (2).
- Will disproportionately affect SEN & low income families (2).
- The school bus is good socially for Holyport children (1).
- Should be expanding, not reducing, school transport (1).

Main comments received, neutral:

- Good that this is for new applicants only (1).

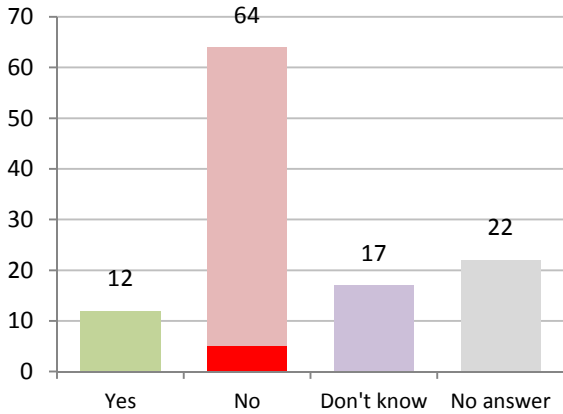
9. Discretionary seats on home to school transport.

Some Royal Borough residents pay for 'discretionary' seats on borough home to school transport routes, using spare places not taken by eligible children.

PROPOSAL G: To remove the subsidy for Royal Borough children on discretionary seats.

The charge for discretionary seats on home to school transport for Royal Borough children would be raised [from the current £570 per year] so that it matches the cost of the charge for children not resident in the borough [£765 per year].

Consultation response to PROPOSAL G.



	Yes	No	Don't know	No answer	Total
All	12 10.4%	64 55.7%	17 14.8%	22 19.1%	115
Recipients	0 0.0%	5 100.0%	0 0.0%	0 0.0%	5
Others	12 10.9%	59 53.6%	17 15.5%	22 20.0%	110

Main comments received in support:

Main comments received against:

- Wrong priorities in terms of council budget (4).
- Changes unfair on low income/working families (4).
- The proposal is a significant price increase (3).
- Will result in more traffic (2).
- Should be encouraging post-16 education (2).
- Should be expanding, not reducing, school transport (1).
- Will unfairly impact on Eton Wick (1).
- No safe walking route, as alternative to paying (1).
- Out-borough children should pay more (1).
- Removes school choice (1).
- School choice forced on transport, not suitability (1).

Main comments received, neutral:

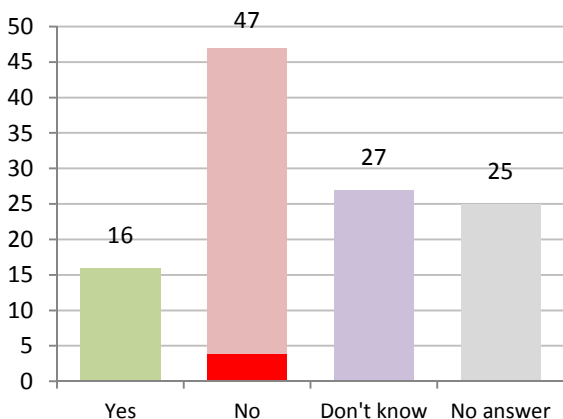
9. Discretionary seats on home to school transport.

Some children, not eligible for free home to school transport, travel on the Eton Wick M10 and M11 'Yellow Bus' services, paying a charge of £290 per year.

PROPOSAL H: To remove the subsidy for Royal Borough children on discretionary seats.

The charge for discretionary seats on the Eton Wick M10 and M11 'Yellow Bus' services would be raised [from £290 per year] to match the full rate for seats on all other services.

Consultation response to PROPOSAL H.



	Yes	No	Don't know	No answer	Total
All	16 13.9%	47 40.9%	27 23.5%	25 21.7%	115
Recipients	0 0.0%	4 100.0%	0 0.0%	0 0.0%	4
Others	16 14.4%	43 38.7%	27 24.3%	25 22.5%	111

Main comments received in support:

Main comments received against:

- Will have a negative impact on Eton Wick families (5).
- Wrong priorities in terms of council budget (4).
- Changes unfair on low income/working families (4).
- Eton Wick has no middle school (3).
- Is a large price increase (1).
- Should not make it more difficult to get to school (1).
- Purpose of school buses is not to make money (1).

Main comments received, neutral:

- All services in area should cost the same (1).

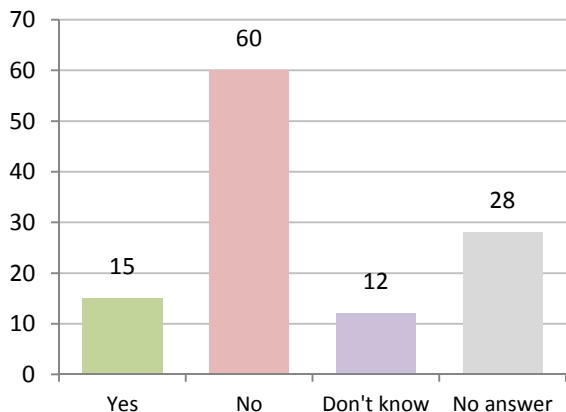
9. Discretionary seats on home to school transport.

Families with a low income are not currently charged for discretionary seats.

PROPOSAL I: To reduce the subsidy on discretionary seats for low income families.

Discretionary seats for children from families with a low income would be charged at 50% of the full rate (phased in over 2017/18 and 2018/19).

Consultation response to PROPOSAL I.



All	15 13.0%	60 52.2%	12 10.4%	28 24.3%	115
Others	15 13.0%	60 52.2%	12 10.4%	28 24.3%	115

Main comments received in support:

Main comments received against:

- Changes unfair on low income families(10).
- Will impact attendance if can't afford transport (2).
- Is a large price increase (2).
- Wrong priorities in terms of council budget (1).
- False economy, as fewer children will use service (1).
- School choice forced on transport, not suitability (1).

Main comments received, neutral:

- Limit the increase to 25%.

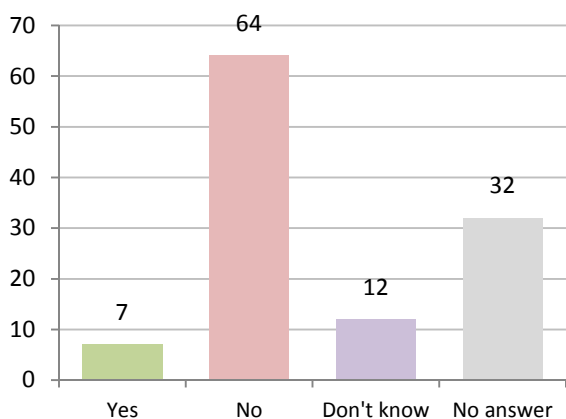
9. Discretionary seats on home to school transport.

Families with a low income are not currently charged for discretionary seats.

PROPOSAL J: To remove the subsidy on discretionary seats for low income families.

Discretionary seats for children from families with a low income would be charged at 100% of the full rate (phased in over the period 2017/18 to 2020/21).

Consultation response to PROPOSAL J.



All	7 6.1%	64 55.7%	12 10.4%	32 27.8%	115
Others	7 6.1%	64 55.7%	12 10.4%	32 27.8%	115

As submitted against Proposal I.

Main comments received in support:

Main comments received against:

- Changes unfair on low income families(10).
- Will impact attendance if can't afford transport (2).
- Is a large price increase (2).
- Wrong priorities in terms of council budget (1).
- False economy, as fewer children will use service (1).
- School choice forced on transport, not suitability (1).

Main comments received, neutral:

- Limit the increase to 25%.

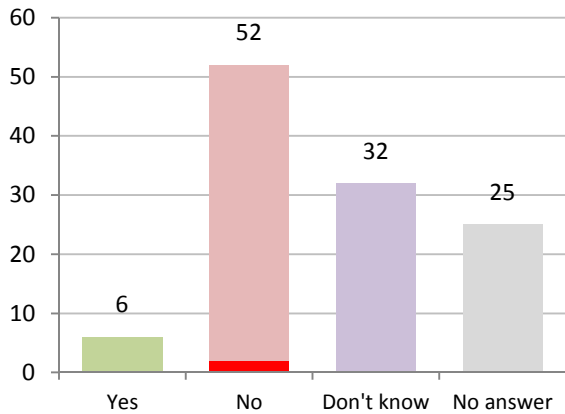
9. Discretionary seats on home to school transport.

Children not eligible for free home to school transport are able to purchase tickets, in blocks of ten, for journeys on borough routes.

PROPOSAL K: To end the availability of Ten Journey Passes on home to school transport routes.

Ten Journey passes would no longer be available to buy for transport on home to school transport routes.

Consultation response to PROPOSAL K.



	Yes	No	Don't know	No answer	Total
All	6 5.2%	52 45.2%	32 27.8%	25 21.7%	115
Recipients	0 0.0%	2 100.0%	0 0.0%	0 0.0%	2
Others	6 5.3%	50 44.2%	32 28.3%	25 22.1%	113

Main comments received in support:

Main comments received against:

- Ten journey pass provides flexibility for users (8).
- Ten journey pass is cheaper for users (4).
- Wrong priorities in terms of council budget (1).
- Loss will result in difficulties getting to school (2).

Main comments received, neutral:

- Offer the pass, but at cost, not subsidised (2).
- Unclear of the rationale for this change (2).

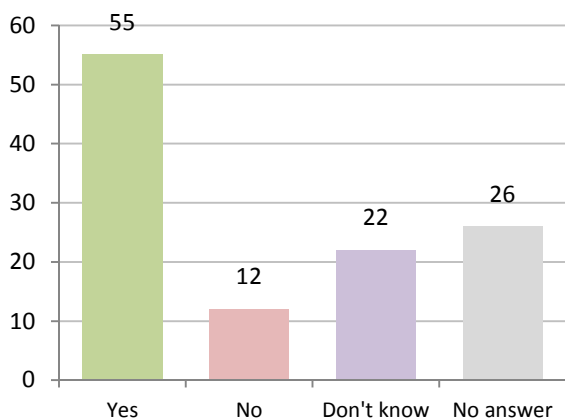
9. Discretionary seats on home to school transport.

Home to school transport charges are currently billed termly.

PROPOSAL L: To introduce direct debit instalment plans for home to school transport charges.

It would be possible to pay for home to school transport charges in instalments using direct debit, to spread the cost. Existing payment methods would remain available.

Consultation response to PROPOSAL L.



	Yes	No	Don't know	No answer	Total
All	55 47.8%	12 10.4%	22 19.1%	26 22.6%	115
Others	55 47.8%	12 10.4%	22 19.1%	26 22.6%	115

Main comments received in support:

- Would consider using direct debit payment plan (8).
- Sensible to offer direct debit option (6).
- Will help to spread the cost (1).

Main comments received against:

- Still means that higher charges have to be paid (1).

Main comments received, neutral:

- Need to retain other options for payment (3).

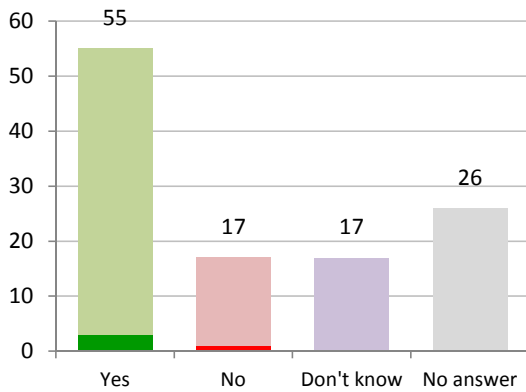
10. Discretionary eligibilty - SEN after-school clubs.

Where children with an EHCP or statement of SEN attend after-school clubs, the Royal Borough may offer free transport home at a later leaving time. If a child at an after school club is usually transported in a vehicle with other children who are going home at the normal time, an extra vehicle is needed.

PROPOSAL M: To provide, for SEN children, free transport home from one after-school club per week only (in line with current policy).

The existing policy would be enforced, so that children are limited to free transport home from just one after-school club per week.

Consultation response to PROPOSAL M.



	Yes	No	Don't know	No answer	Total
All	55 47.8%	17 14.8%	17 14.8%	26 22.6%	115
Recipients	3 75.0%	1 25.0%	0 0.0%	0 0.0%	4
Others	52 46.8%	16 14.4%	17 15.3%	26 23.4%	111

Main comments received in support:

- Should not offer this assistance (1).

Main comments received against:

- Discriminatory against SEN children (10).
- Clubs support participation of SEN children (7)
- Clubs assist SEN children with development (6).
- Policy of no transport home creative solutions (5).
- Should be able to attend all after-school clubs (2).
- SEN children cannot make their own way home (1).
- This should not be about cutting costs (1).

Main comments received, neutral:

- Was not aware of option of assistance (4).
- After school clubs no longer available at Manor Green (1).
- Already not easy to get this assistance (1).

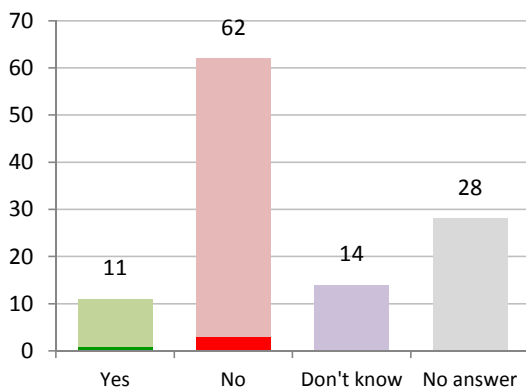
10. Discretionary eligibilty - SEN after-school clubs.

Where children with an EHCP or statement of SEN attend after-school clubs, the Royal Borough may offer free transport home at a later leaving time. If a child at an after school club is usually transported in a vehicle with other children who are going home at the normal time, an extra vehicle is needed.

PROPOSAL N: To stop providing free transport home from after-school clubs.

The existing policy would be enforced, so that children are limited to free transport home from just one after-school club per week.

Consultation response to PROPOSAL N.



	Yes	No	Don't know	No answer	Total
All	11 9.6%	62 53.9%	14 12.2%	28 24.3%	115
Recipients	1 25.0%	3 75.0%	0 0.0%	0 0.0%	4
Others	10 9.0%	59 53.2%	14 12.6%	28 25.2%	111

As submitted against Proposal M.

Main comments received in support:

- Should not offer this assistance (1).

Main comments received against:

- Discriminatory against SEN children (10).
- Clubs support participation of SEN children (7)
- Clubs assist SEN children with development (6).
- Policy of no transport home creative solutions (5).
- Should be able to attend all after-school clubs (2).
- SEN children cannot make their own way home (1).
- This should not be about cutting costs (1).

Main comments received, neutral:

- Was not aware of option of assistance (4).
- After school clubs no longer available at Manor Green (1).
- Already not easy to get this assistance (1).

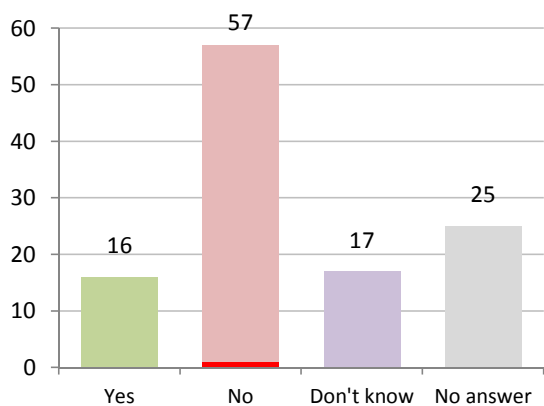
11. Assistance with post-16 transport for young people.

There is no legal requirement to provide any free or subsidised home to school transport for young people aged 16 and over. The Royal Borough enables students aged 16 to 18 to purchase a reduced fare card from Great Western Railway. The £90 annual fee is waived for low income students. Continuing students are those who, aged 19 or over, are still on a course that they started aged 16 to 18.

PROPOSAL O: To reduce the subsidy on the reduced fare railcard for young people from low income families.

Young people from low income families would be charged 50% of the annual fee (phased in over 2017/18 and 2018/19).

Consultation response to PROPOSAL O.



	Yes	No	Don't know	No answer	Total
All	16 13.9%	57 49.6%	17 14.8%	25 21.7%	115
Recipients	0 0.0%	1 100.0%	0 0.0%	0 0.0%	1
Others	16 14.0%	56 49.1%	17 14.9%	25 21.9%	114

Main comments received in support:

Main comments received against:

- These changes will disadvantage poorer students (6).
- Should be supporting students continuing to study (2).

Main comments received, neutral:

- Should be expanding home to school transport (1).

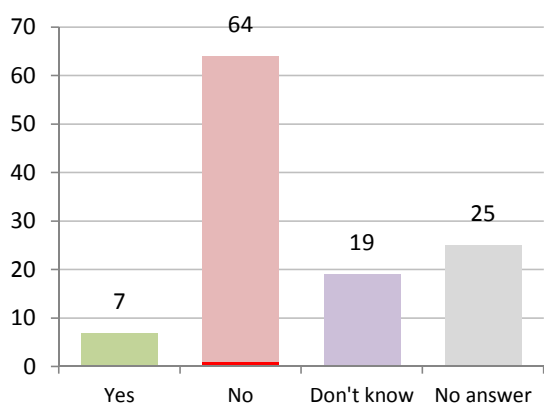
11. Assistance with post-16 transport for young people.

There is no legal requirement to provide any free or subsidised home to school transport for young people aged 16 and over. The Royal Borough enables students aged 16 to 18 to purchase a reduced fare card from Great Western Railway. The £90 annual fee is waived for low income students. Continuing students are those who, aged 19 or over, are still on a course that they started aged 16 to 18.

PROPOSAL P: To remove the subsidy on the reduced fare railcard for young people from low income families.

Young people from low income families would be charged 100% of the annual fee (phased in over 2017/18 to 2020/21).

Consultation response to PROPOSAL P.



	Yes	No	Don't know	No answer	Total
All	7 6.1%	64 55.7%	19 16.5%	25 21.7%	115
Recipients	0 0.0%	1 100.0%	0 0.0%	0 0.0%	1
Others	7 6.1%	63 55.3%	19 16.7%	25 21.9%	114

As submitted against Proposal O.

Main comments received in support:

Main comments received against:

- These changes will disadvantage poorer students (6).
- Should be supporting students continuing to study (2).

Main comments received, neutral:

- Should be expanding home to school transport (1).

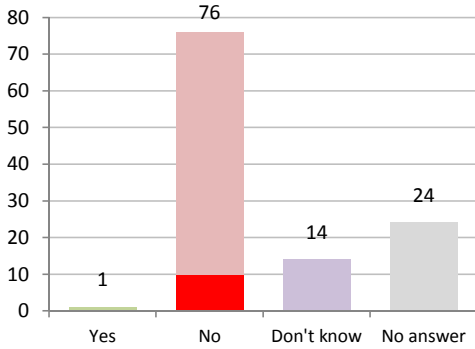
11. Post-16 transport for young people with SEN.

There is no legal requirement to provide any free or subsidised home to school transport for young people aged 16 and over, including young people with special educational needs. A small number of young people with an Education, Health and Care Plan (EHCP) or a statement of Special Educational Needs (SEN) or aged 16 and over receive free home to school transport. This is usually a continuation of home to school transport that was provided when the child was aged under 16.

PROPOSAL Q: To stop providing free home to school transport to young people with SEN in post-16 education.

Home to school transport would no longer be offered to young people with an EHCP or statement of SEN and aged 16 and over. This includes young people staying on into sixth form at the same school. These young people would instead be eligible for assistance with post-16 transport via a reduced fare card from Great Western Railways and/or free bus passes (see Section B below). Students would need to re-apply for the card each year.

Consultation response to PROPOSAL Q.



	Yes	No	Don't know	No answer	Total
All	1 0.9%	76 66.1%	14 12.2%	24 20.9%	115
Recipients	0 0.0%	10 100.0%	0 0.0%	0 0.0%	10
Others	1 1.0%	66 62.9%	14 13.3%	24 22.9%	105

Main comments received in support:

Main comments received against:

- Will disadvantage students with SEN (13).
- No alternative travel arrangements are available (6).
- Will disadvantage students from poorer backgrounds (4).
- Raising age of participation requires education until 18 (3).
- Independent travel is not suitable for some SEN students (2).
- Provide better SEN education, so fewer sent out-borough (1).
- No railcard is available in Ascot (1).
- Need to provide assistance to aged 25 (1).
- Are a false economy in the long term (1).

Main comments received, neutral:

- Should be expanding home to school transport (1).

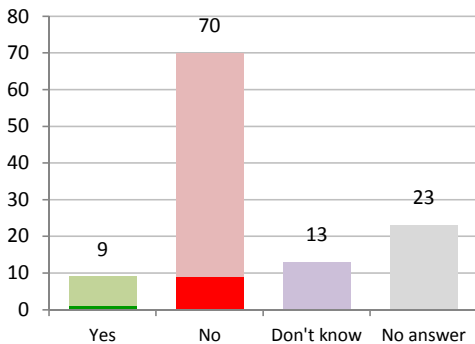
11. Post-16 transport for young people with SEN.

There is no legal requirement to provide any free or subsidised home to school transport for young people aged 16 and over, including young people with special educational needs. A small number of young people with an Education, Health and Care Plan (EHCP) or a statement of Special Educational Needs (SEN) or aged 16 and over receive free home to school transport. This is usually a continuation of home to school transport that was provided when the child was aged under 16.

PROPOSAL R: To charge for home to school transport to young people with SEN in post-16 education.

Free home to school transport would no longer be offered to young people with an EHCP or statement of SEN and aged 16 and over. This includes young people staying on into sixth form at the same school. Instead, young people aged 16+ who qualify for home to school transport will be charged an annual fee. The annual charge for the home to school transport would be equivalent to the cost of discretionary seat.

Consultation response to PROPOSAL R.



	Yes	No	Don't know	No answer	Total
All	9 7.8%	70 60.9%	13 11.3%	23 20.0%	115
Recipients	1 10.0%	9 90.0%	0 0.0%	0 0.0%	10
Others	8 7.6%	61 58.1%	13 12.4%	23 21.9%	105

As submitted against Proposal Q.

Main comments received in support:

Main comments received against:

- Will disadvantage students with SEN (13).
- No alternative travel arrangements are available (6).
- Will disadvantage students from poorer backgrounds (4).
- Raising age of participation requires education until 18 (3).
- Independent travel is not suitable for some SEN students (2).
- Provide better SEN education, so fewer sent out-borough (1).
- No railcard is available in Ascot (1).
- Need to provide assistance to aged 25 (1).
- Are a false economy in the long term (1).

Main comments received, neutral:

- Should be expanding home to school transport (1).