

Home to School Transport Policy Consultation Results

Report produced by the Insight Service

November 2017



1. Background

The Warwickshire 'Home to School Transport Policy' consultation took place between 7th September and 2nd November 2017. The survey received 920 responses, where 917 of respondents completed the online version of the survey and the remaining three respondents completed the paper copy of the survey.

Respondents were provided with background information about the consultation on the Ask Warwickshire webpage, here respondents were provided with an overview of the Home to School Transport Policy, the reasons why Warwickshire County Council was consulting and information for why the policy was being changed. The key changes to the policy were outlined and further information regarding the consultation was provided, including FAQs, scenarios and the Equality Impact Assessment.

Respondents were given seven proposals concerning the Home to School Transport policy and were asked for their level of agreement for each proposal being implemented. Respondents were also asked if they would like to provide any further comments related to the proposal in question. In addition to the survey respondents were invited to provide any additional comments in relation to the proposals using a range of contact methods.

Ten consultation events were held around Warwickshire in the following locations:

Coleshill Town Hall - Wednesday 13th September 2017 4-7pm (6 attendees)

Round Oak School - Thursday 14 September 2017 11am-2pm (5 attendees)

Hatters Space, Nuneaton - Tuesday 19 September 2017 3-6pm (4 attendees)

District Activity Centre, Tamworth - Friday 22 September 4-7pm (9 attendees)

The Arnold House, Rugby - Wednesday 27 September 2-5pm (5 attendees)

Shire Hall, Warwick - Wednesday 4 October 2017 3-5.30pm (5 attendees)

Welcombe Hills School, Stratford - Wednesday 11 October 2017 3-6pm (3 attendees)

Coleshill Town Hall - Thursday 12 October 11am-2pm (2 attendees)

Hatton Park Village Hall - Monday 16 October 4-7pm (35 attendees)

Discovery Academy, Nuneaton - Friday 20 October 2-5pm (3 attendees)



2. Methodology

Decipher, which is an online survey software tool, was used to carry out the survey. All questions were loaded into this tool by the Insight Service and the link to the online survey was shared via the Ask Warwickshire webpage. Paper responses were manually inputted into Decipher by the Home to School Transport team and the data was then downloaded and analysed in Microsoft Excel utilising pivot tables and graphs.

The qualitative elements of the survey (open ended questions), in addition to letters and emails received regarding the proposals were analysed by LED Research Limited. LED Research Limited uses the following methodology for analysing qualitative data:

- Each question is read in full to gain an understanding of what is asked and the responses are read; to get an idea of the themes. Each question is worked in isolation to avoid confusion. Typically the comments are sorted into alphabetical order, and as each comment is read the theme(s) are listed 1,2,3.
- As the next comment is read it is compared to the themes/codes generated, and where there is a match it is coded, if not a new code/theme is created. There could be, and generally is, multiple themes to a comment.
- Once each record has been coded it is reviewed by another person who will question the allocation of codes especially if there is ambiguity or uncertainty.
- Following this the codes are reviewed based on content and counts, if similar themes can be identified they may be combined (collapsed) with the comment being enhanced to reflect the wider description.
- Where "Other" is included, and is greater than 5% of the responses, all other codes are reviewed to identify regular themes, if any exist, and these are used to create a new code.
- The reviewing is repeated until everything is coded/collapsed to an acceptable standard.
- It is not uncommon for the coder/checker to identify comments which are representative especially for comments which are the main part of the response.

3. Key Messages

- The majority of respondents (61.2%) opposed proposal 1 regarding 'The Nearest Qualifying School'. This opposition was most pronounced in North Warwickshire Borough where nearly three quarters of respondents (72.7%) disagreed with this proposal. Respondents were asked to provide any additional comments in relation to proposal 1.
- Analysis of the open ended responses identified a number of key themes. A number of respondents opposed proposal 1 as they did not feel it was safe for children to walk to and from school due to limited street lighting, narrow footpaths and high volumes of HGV traffic on some routes. Many also felt the nearest qualifying school may not be the most suitable or appropriate school for the child, most notably in the case of Special Educational Needs (SEN) children, others suggested that the nearest school may not be the most appropriate based on religious grounds. Respondents felt that proposal 1 would lead to the 'brightest' children being penalised, as there were concerns this would mean they would not be able to attend grammar schools, and that this would be especially discriminatory against children from poorer backgrounds. Some respondents commented that proposal 1 would remove parents' choice about which school their child should attend.



- Responses for proposal 2 'Unsafe walking route' were mixed, overall 45.6% of respondents disagreed with proposal 2, whereas 29.0% of respondents were in support of this proposal. Residents from North Warwickshire Borough were most opposed to the 'Unsafe Walking Routes' proposal, with 71.5% of respondents disagreeing with this proposal.
- A number of key themes were drawn from the analysis of the open ended comments for proposal 2. Many respondents were concerned that the routes that had been assessed as safe were not safe, and felt that the assessments for such routes were carried out at the wrong time of day and that much of the assessment criteria were flawed. Others commented that these proposals would lead to an increase in traffic and consequently congestion. Some felt that the routes were too far for children to walk, even if they were less than 3 miles.
- Overall, 43.1% of respondents were opposed to proposal 3 'Special Educational Needs (SEN) Transport Criteria', whilst 31.7% of respondents supported this proposal. There was greater opposition to proposal 3 'Special Educational Needs (SEN) Transport Criteria' in the north of the county when compared to the south.
- A number of respondents opposed proposal 3 as they felt the nearest school would not necessarily be the most suitable school to meet their child's needs. Respondents felt strongly that individual abilities need to be assessed very carefully and that this assessment needs to be done by an independent assessor. Many respondents commented that the proposal was unfair, and that parents of children with SEN already have enough to deal with, without the added stress of having to do reapplications. Others felt that transport should be provided for SEN children regardless of distance.
- Overall, 45.7% of respondents opposed proposal 4 'Medical Transport-Post 16', whilst 26.0% of respondents were in favour of the proposal. Over a quarter (28.3%) of respondents neither agreed nor disagreed with proposal 4. In all of the district and boroughs, except Warwick District, respondents were more likely to oppose proposal 4 'Medical Transport-Post 16' than support it.
- In relation to proposal 4, numerous respondents commented that Post-16 education/training is not optional and therefore transport should continue to be provided for young adults in this age group. Other respondents felt this proposal was unfair, especially for families with lower incomes. Several respondents felt this proposal would limit young people's opportunities as they would struggle to attend school if they had to pay for their own transport.
- The majority of respondents (56.5%) opposed proposal 5 'Passenger Assistants', whilst 20.6% of respondents supported this proposal. Across all of the districts and boroughs the majority of respondents disagreed with proposal 5 'Passenger Assistants', this was most pronounced in Rugby Borough where 63.1% of respondents opposed the proposal, this equates to around five in eight respondents from this area.
- Many respondents strongly opposed proposal 5 and felt that young children and SEN children in particular need a chaperone. Respondents suggested proposal 5 went against safeguarding rules and that without a chaperone they would feel so worried about the safety of their child that they would not use the transport provided. Concerns were raised over the driver being able to pay attention to both the children and the road, the potential for bullying on board, and the likelihood of younger children not putting their seatbelts on or getting off at the correct stop.
- Overall, 40.6% of respondents supported proposal 6 'Independent Travel Training (for pupils with SEN)', 28.9% of respondents neither agreed nor disagreed with the proposal, whilst 30.6% of respondents disagreed with the proposal. Residents in the north of the county were more likely to oppose proposal 6 'Independent Travel Training (for pupils with SEN)' than respondents in the south of the county, with respondents from Rugby Borough,



Stratford-on-Avon District and Warwick District more likely to support proposal 6 than oppose it. Nearly one-third of respondents from North Warwickshire Borough (32.4%) strongly disagreed with the proposal, this compares with just 15.2% of respondents from Stratford-on-Avon District feeling this way.

- Many respondents supported proposal 6 as they thought it would provide good life skills, but commented that individual's skills and needs following the training should be assessed by an independent assessor. Some respondents were suspicious that proposal 6 was merely a money saving exercise.
- Overall, 42.4% of respondents were in support of proposal 7 'Special Educational Needs Transport-Post 19', whilst 38.1% of respondents neither agreed nor disagreed with this proposal and 19.4% of respondents opposed this proposal. Residents from the south of the county had the highest levels of agreement for proposal 'Special Educational Needs Transport-Post 19', most notably in Warwick District where 45.1% of respondents agreed with this proposal; conversely in North Warwickshire Borough just over one third of respondents (34.9%) supported this proposal.
- Many respondents opposed proposal 7 as they felt it was discriminatory against SEN children and families, and believed it would limit education opportunities for SEN children and would ultimately lead to an increased higher education dropout rate. Several respondents felt the consultation did not provide enough information on what the criteria was, whilst others said this information was difficult to find and that it should have been explicitly provided.
- Across all of the proposals, respondents who identified themselves as not being directly affected by the proposals were less likely to oppose the proposals than respondents reporting to being directly affected by the proposals.
- In addition to the survey, the consultation received 161 letters and emails regarding the proposals from over 120 individuals, four County Councillors, one MP, nine Parish Councils, four schools and three organisations. Key themes were drawn from analysis of these emails and letters. Whilst, the reclassification of routes using the Road Safety GB guidelines was agreed by Cabinet in 2014, and the current proposals being considered in this consultation relate to how this reclassification will be implemented, the current consultation attracted a large number of comments in relation to the assessment of routes and the implication of implementing the proposals on those individual assessments. Many respondents felt the reclassified routes were incorrect and were unsafe. Moreover a large number of respondents felt that even if the route were safe, it was simply too far for children to walk, especially when children have to carry so much to and from school. Some respondents also commented that it was simply unmanageable to walk one child to one school, then another child to another. Numerous respondents commented that they would end up driving their children to school due to safety concerns or the distance and practicalities involved with walking their child to school. This in turn would create more traffic congestion, and pollution which would have a negative effect on the environment. Some respondents wrote in to express their objections regarding the removal of Passenger Assistants, as many felt this would have detrimental effects on the safety of the children.



4. Results

4.1 Respondent Profile

Table 1 Respondent Profile

		Count	%
Gender	Male (including trans man)	171	19.0%
	Female (including trans female)	684	76.1%
	Other (including non-binary)	3	0.3%
	Prefer not to answer	41	4.6%
Age in years	Under 18	3	0.3%
	18-29	11	1.2%
	30-44	441	49.4%
	45-59	397	44.5%
	60-74	38	4.3%
	75+	3	0.3%
Long standing illness or disability	Yes	52	5.8%
	No	792	88.5%
	Prefer not to answer	51	5.7%
Ethnicity	White – English/ Welsh/ Scottish/ Northern Irish / British	806	89.7%
	White - Irish	7	0.8%
	White – Gypsy or Irish Traveller	1	0.1%
	White - Any other background please specify	10	1.1%
	Mixed - White and Black Caribbean	2	0.2%
	Mixed - White and Black African	1	0.1%
	Mixed - White and Asian	6	0.7%
	Mixed - Any other mixed background	0	0.0%
	Arabic	1	0.1%
	Asian or Asian British - Pakistani	1	0.1%
	Asian or Asian British - Bangladeshi	0	0.0%
	Asian or Asian British - Chinese	1	0.1%
	Asian or Asian British - Indian	8	0.9%
	Asian or Asian British Any other background	1	0.1%
	Black or Black British - African	1	0.1%
	Black or Black British - Caribbean	1	0.1%
	Black or Black British - Any other background	0	0.0%
	Any other Ethnic group. Please specify	3	0.3%
	Prefer not to answer	49	5.5%
Religion	Buddhist	0	0.0%
	Christian	467	52.1%
	Jewish	3	0.3%
	Muslim	4	0.4%
	Hindu	2	0.2%
	Sikh	5	0.6%
	Other - please specify	18	2.0%
	None	301	33.6%
	Prefer not to say	96	10.7%
Sexuality	Heterosexual or straight	781	87.4%
	Gay or lesbian	2	0.2%
	Bisexual	2	0.2%
	Other	10	1.1%
	Prefer not to say other	99	11.1%



District/ Borough	North Warwickshire	112	12.2%
	Nuneaton & Bedworth	35	3.8%
	Rugby	197	21.4%
	Stratford-on-Avon	277	30.1%
	Warwick	253	27.5%
	Other- please state	29	3.2%
	Blank	17	1.8%

As illustrated in Table 1, the majority of respondents to the survey were female (76.1%), of White British ethnicity (89.7%) and aged between 30-59 years (93.8%).

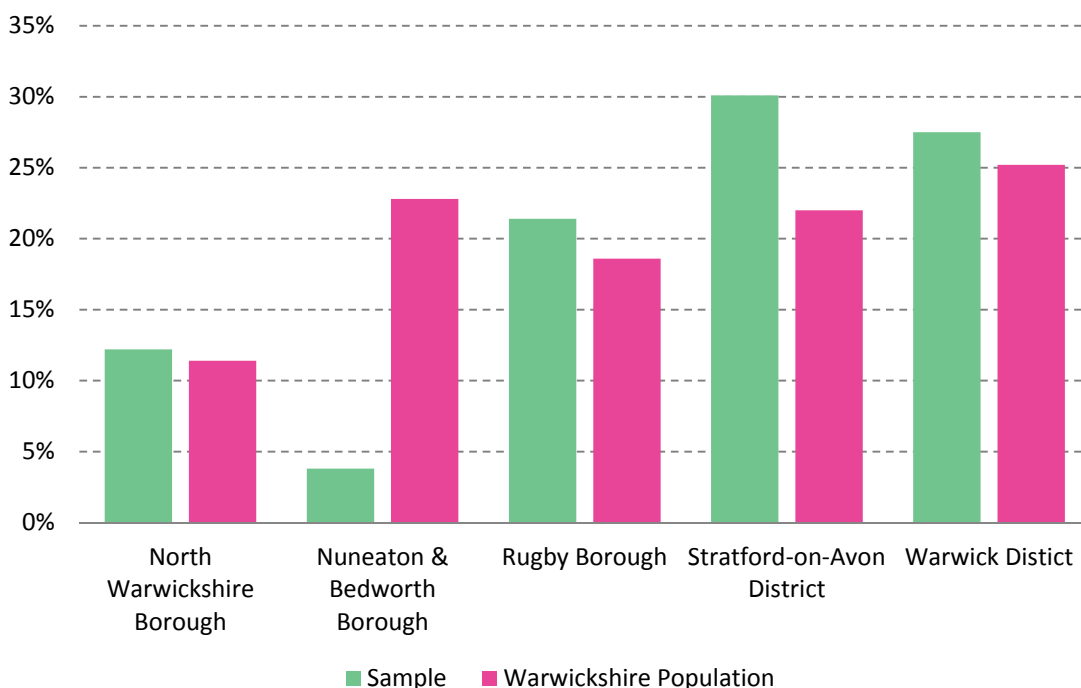


Figure 1 Sample representativeness

When comparing the respondent profile with the proportion of residents living in each district and borough in Warwickshire overall, it becomes evident that the south of the county is over-represented in the sample (figure 1). For example, 22.0% of the Warwickshire population reside in Stratford-on-Avon District, however in the sample 30.7% of respondents are from Stratford-on-Avon District. Whilst the proportion of the respondents from North Warwickshire Borough (12.2%), is similar to the proportion of Warwickshire residents residing in the borough (11.4%), Nuneaton and Bedworth Borough is under-represented, with only 3.9% of respondents being from this borough, compared with 22.8% of the Warwickshire population.



Table 2 Residence of respondents selecting 'Other-Please state option'

Open-ended response	Count	Open-ended response	Count
Bishops Tachbrook	1	Leicestershire	1
Cherwell	1	North Cotswold	1
Cotswold	1	North Warwickshire	1
Coventry	2	Not sure 'cv8 3XX'	1
Coventry - travelling to Hatton	1	Oxfordshire	1
Essex	2	Redditch	1
Evesham	1	Redditch, Worcs	1
External	1	Shipston Area	1
Gloucestershire	1	Solihull	5
Have now moved out of area	1	West Midlands	1
Henley in Arden	1	Worcestershire	2

A total of 29 respondents selected 'Other-please state' when asked which Warwickshire district or borough they lived in, Table 2 provides the written responses for this question. A number of respondents were from a Warwickshire district or borough, but did not identify this. For example, one respondent wrote 'North Warwickshire', whilst another wrote 'Bishops Tachbrook' and another 'Henley in Arden', all of these 'other' responses are within Warwickshire. Five respondents were from Solihull. Seventeen respondents did not provide details of where they live.

Are you or your child directly affected by the proposals?

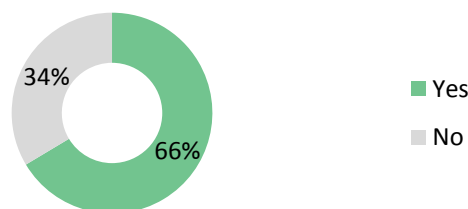


Figure 2 Proportion of respondents affected by the proposals

In addition to the equality monitoring questions, respondents were also asked 'Are you a parent/carers?' and 'Are you or your child directly affected by the proposals?'. The majority of respondents (95.0%) reported to being a parent/carers, and two thirds of respondents (66.4%) reported to being directly affected by the proposals (Figure 2).



4.2 Survey Responses

Q1a. The Nearest Qualifying School

Respondents were given the following information and asked **‘To what extent do you agree/disagree with this proposal?’**

‘At the moment, a pupil’s nearest qualifying school is defined by Warwickshire County Council to mean their priority school or one which is physically closer. The County Council are proposing to change the definition of the nearest qualifying school to mean only the pupil’s closest school to home with a space available for the pupil by the shortest available route (this will be a driving route if the journey is over the statutory walking distance or a walking route if the journey is less than the statutory walking distance, using Google maps). This may not be the priority school but will be the one physically closest to the student’s home address. Low-income families would continue to benefit from extended rights eligibility criteria.

This proposal is to address the fact that many schools now have very wide priority areas and some schools are removing priority areas altogether.

The definition for nearest qualifying school will continue to take into account any special educational needs that the pupil may have.

For those who have achieved the relevant entry criteria for a selective school, that school will only be considered as the nearest qualifying school if there are no nearer non-selective schools capable of educating the child.

If a pupil is not eligible for assistance under the proposed new criteria, they may be able to purchase a seat on the bus under the Council’s Vacant Seats Scheme.

This change would be effective to new applicants for transport from September 2019. However, if a pupil’s situation changes (i.e. a change of address or school) and they apply on or after 1st September 2019, the application will be assessed under the new criteria.’

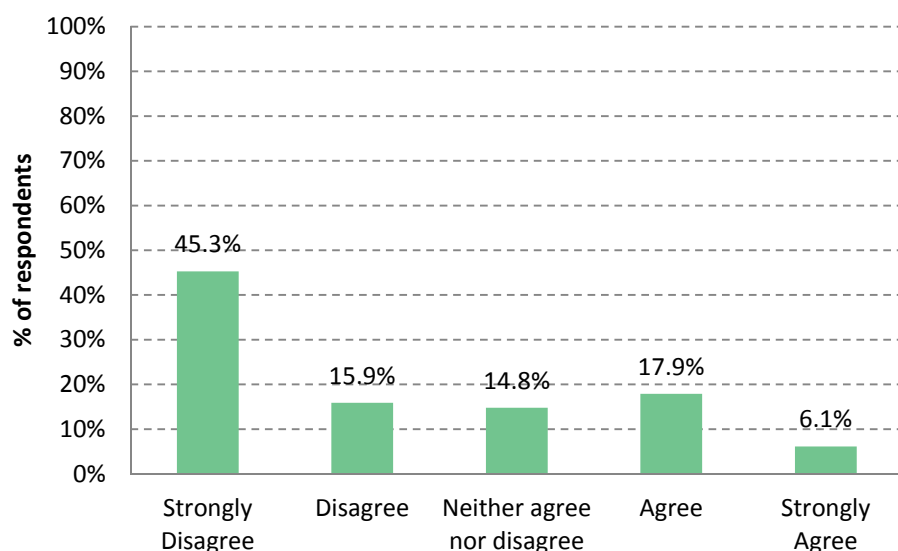


Figure 3 Levels of agreement for proposal 1 ‘The Nearest Qualifying School’

The majority of respondents (61.2%) were opposed (‘strongly disagree’ combined with ‘disagree’) to the proposal regarding the nearest qualifying school (Figure 3), conversely just



under a quarter (24.0%) of respondents supported ('agree' combined with 'strongly agree') the proposal. Almost half of respondents (45.3%) strongly disagreed with the proposal, in comparison only 6.1% of respondents strongly agreed with the proposal.

Table 3 Levels of agreement by respondent's district/borough and whether they are directly affected by the proposals for proposal 1 'The Nearest Qualifying School'*

	Base count	Strongly Disagree	Disagree	Neither agree or disagree	Agree	Strongly Agree
North Warwickshire Borough	110	63.6%	9.1%	9.1%	14.5%	3.6%
Nuneaton & Bedworth Borough**	35	54.3%	11.4%	8.6%	20.0%	5.7%
Rugby Borough	196	44.9%	14.8%	14.3%	16.3%	9.7%
Stratford-on-Avon District	274	42.0%	15.3%	16.4%	22.3%	4.0%
Warwick District	248	39.1%	21.0%	16.5%	16.1%	7.3%
Other	29	51.7%	13.8%	20.7%	10.3%	3.4%
Blank	7	42.9%	28.6%	0.0%	28.6%	0.0%
Directly affected by proposals	590	50.7%	16.1%	12.4%	15.3%	5.6%
Not directly affected by proposals	298	35.6%	15.1%	19.1%	22.8%	7.4%

**Please note, the survey asked respondents whether they were directly affected by the proposals, but not did ask specifically which proposal/proposals they were affected by. ** 899 respondents answered this question. Please note the very small base count for Nuneaton & Bedworth Borough, means any findings presented at this geographical level need to be interpreted with caution.*

Opposition to proposal 1 was most pronounced in North Warwickshire Borough, where nearly three-quarters of respondents (72.7%) disagreed with this proposal (Table 3). Unsurprisingly, respondents who reported to not being directly affected by the proposals were less likely to oppose proposal 1 than those who reported being directly affected by the proposals, in both cases however, the majority of respondents still opposed proposal 1.

Q1b. Please provide any additional comments related to this question (1a)

A total of 451 respondents chose to leave a response for this question. The open-ended responses were read, analysed and coded to draw out key themes. Themes which were mentioned by more than 10% of respondents are outlined below (Table 4) and quotations to support these themes have been provided.

Please note the quotations have been copied verbatim, as such some of the quotations contain grammatical errors.

A full list of all the themes identified for each question can be found in the appendix.

Table 4 Qualitative themes for proposal 1

Description/Theme	Count (base=451)	%
Safety - Walking /cycling not always a safe option / rural / unlit roads / no footpath / HGV traffic / distance too long	107	23.7%
Nearest physical school may not be appropriate based on need or SEN	106	23.5%
Grammar should be included if nearest and/or child has attainment	95	21.1%
Policy will remove parents' choice (poor parents choice)/It should be parents' choice	60	13.3%
Brightest children may/will be penalised	56	12.4%



Theme 1: Safety - Walking /cycling not always a safe option / rural / unlit roads / no footpath / HGV traffic / distance too long

A number of respondents were opposed to proposal 1 as they felt it was unacceptable to expect children to walk to and from school due to safety concerns. A number of respondents highlighted that a number of the rural routes would require children to walk in the dark on unlit roads, where some parts of the routes may not have a footpath. Other safety concerns were raised over the high levels of HGV traffic along certain routes, and other respondents suggested the routes were simply too long for a child to walk.

"I live in wood end my child will be attending Kingsbury not only is the walk completely dangerous to expect children to walk down a hgv route it is also at least an hour and a half walk which in the winter would mean walking in the pitch black!! I am absolutely disgusted that you expect this of a child and also I can guarantee not one of you have actually walked this route in the winter at 7-8 in the morning when the children will be expected too!!"

"How has the council reclassified this route without putting in place a suitable pavement to walk on, without putting Street lighting along the route and also addressing the fact that this route floods very badly even after minimal rainfall."

"I don't feel that a 47 minute walk to school next to 2 of the busiest roads in the county by an 11 year old child is deemed a safe route!"

Theme 2: Nearest physical school may not be appropriate based on need or SEN

A number of respondents opposed proposal 1 as they felt the nearest qualifying school may not be the most suitable or appropriate school for the child, most notably in the case of SEN children. Respondents felt children should go to schools which are most suited to their needs, not the nearest school. Many respondents also suggested that the nearest school may not be the most appropriate based on religious grounds.

"As a catholic my sons nearest school will be a few miles away. There is an alternative school closer which isn't catholic but we really want him to go to a catholic school."

"Children are individuals with different needs. Different schools are suitable for different children. It is essential, especially for outlying villages, that children have as much choice as possible. What happened to choice? This completely negates that. Can each child not be awarded a fixed amount to go towards transport costs to the school of their choice?"

"Sometimes the closest or catchment school don't meet needs of child especially if they have Sen or some schools offer more outside activities or sports."

Theme 3: Grammar should be included if nearest and/or child has attainment

A number of respondents had concerns about how these proposals would affect grammar schools, and felt that transport should be provided where a child has got a place at a grammar school regardless of whether or not this is the closest school.

"If a child gets into a grammar school in their catchment then that should be entitled to attend the nearest qualifying grammar school and transport should be offered and guaranteed id there are no public transport options available. It's OK to charge if it is means tested but poorer families should be subsidised or free. ie a child of limited means should not have to turn down a grammar school place over no transport options."

"Concern is with the Grammar schools. If you are fortunate enough to get into a grammar school then the eligibility criteria for a school bus should be based on the distances to that school regardless of



where the nearest non-selective school is. The proposal is contradictory and just doesn't align with the way schools in Wshire work . If you have a selective process for a school and you get in this implies it is the best school for that child. The proposed school bus policy implies all schools are equal when they are clearly not - because if they were you wouldn't have grammars and just send kids to the closest school. Happy for the council to cut costs and understand the financial pressures but this isn't the solution. Either increase the eligibility distances or add nominal cost fees for those that fit can afford it. What I mean by nominal costs is a cost that increases income but still provides value to a point where the customer is still getting a benefit that they can see is subsidised by local govt. For school buses - you can't charge £1k a year but you could charge somewhere around £250 and get away with it. I would recommend charging a good value proposition widely rather than extortionate high costs for a select few."

"For those who have achieved the relevant entry criteria for a selective school, that school will only be considered as the nearest qualifying school if there are no nearer non-selective schools capable of educating the child. The Council surely has a statutory duty to provide appropriate education. If a pupil passes the entry criteria then their nearest appropriate School is selective. The Council is therefore acting discriminatorily in denying a pupil of a selective school home to school transport, where it would pay if the pupil went to a nearer but inappropriate qualifying school."

Theme 4: Policy will remove parents' choice (poor parents' choice)/It should be parents' choice

Many respondents felt proposal 1 would remove parents' choice about which school their child should attend and therefore disagreed with this proposal.

"Every time you make a change to the policy, you are taking away choice for families to choose a school that is right for them, and try to force them to go to a school that is more convenient for you. School transport should first and foremostly be about facilitating children to get to whatever school is right for them and where they have been offered a place."

"The proposal could adversely impact a parent's decision on the best school for their child and is arbitrarily restricting parental choice. This may also impact decisions on places offered or availability."

"One needs to have a choice of schools to send their children not being forced to go to the closest. This will ultimately starve parents from being able to send their children to the best available school in the area to ensure children have the best possible education. This new policy is not in the best interest of the education of our children, the parent or of national educational policy."

Theme 5: Brightest children may/will be penalised

Respondents suggested that proposal 1 would lead to the 'brightest' children being penalised, as there were concerns this would mean they would not be able to attend grammar schools, and that this would be especially discriminatory against children from poorer backgrounds.

"If the grammar schools are intended to offer an education suited to more able pupils, regardless of their economic situation, then making the grammar school not a qualifying school means that lower income families will be less likely to pay for the bus, thus this policy will effectively exclude lower income families from taking up places at grammar school. The grammar schools should be academically selective, not economically selective."

"These proposals will deter children from low income families from taking up places at selective schools. Children from low income families should be given every support necessary to attend a selective school if they succeed in earning a place."

"This proposal will deter many families from sending their children to grammar schools. Many families will not be eligible for financial assistance or would not feel comfortable applying for financial assistance."



Q2a. Unsafe Walking Routes

Respondents were given the following information and asked **‘To what extent do you agree/disagree with this proposal?’**

‘A total of 1,779 children currently receive free transport on the basis of the walk from home to school, or home to pick-up point, being unsafe for an accompanied child.

*Following the 2015 consultation, all walking routes have now been reassessed using the national RoSPA / Road Safety GB Guidance for assessing such routes. The guidance can be viewed here:
<http://www.warwickshire.gov.uk/dangerousroutes>*

While some routes are still classified as unsafe to walk, others have been reclassified as safe under these guidelines. In some cases, capital works are required to make a route safe.

The full list of walking routes and their reclassification can be found at www.warwickshire.gov.uk/ask

It is proposed that this new classification system for routes is implemented on all routes across Warwickshire.

When a route is reclassified as safe it is proposed that any students currently travelling will continue to receive free transport until the end of their time at their current school, provided there is no change in circumstances (such as a house move).

All new applicants from 1st September 2019 would be assessed using the new classification system.
Existing travellers who have a change in circumstances requiring a new application (such as a house move) will also be assessed in the same way.’

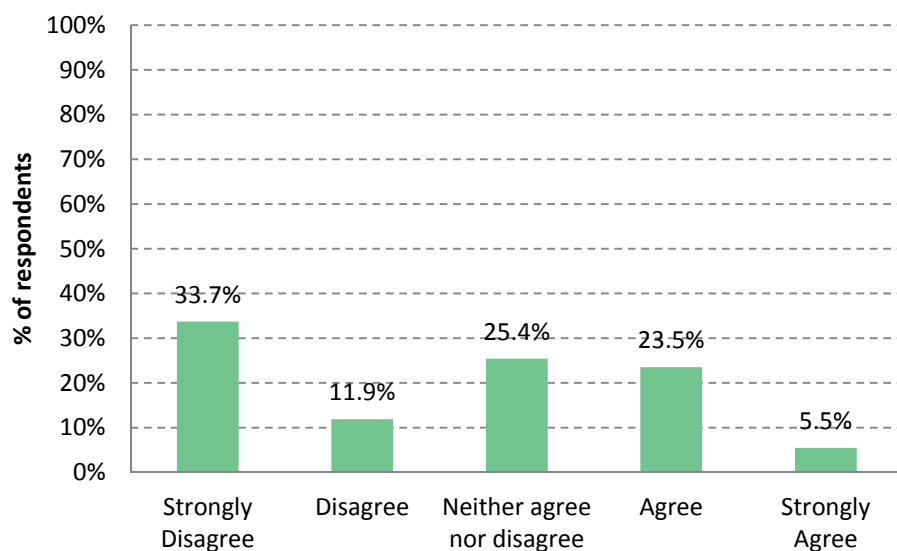


Figure 4 Levels of agreement for proposal 2 ‘Unsafe Walking Routes’

Responses for proposal 2 ‘Unsafe walking route’ were very mixed, overall 45.6% of respondents disagreed with proposal 2, whereas 29.0% of respondents were in support of this proposal (Figure 4). Interestingly, one-quarter of respondents were indifferent to this proposal, neither agreeing nor disagreeing with it.



Table 5 Levels of agreement by respondent's district/borough and whether they are directly affected by the proposals for proposal 2 'Unsafe Walking Routes'*

	Base count	Strongly Disagree	Disagree	Neither agree or disagree	Agree	Strongly Agree
North Warwickshire Borough	112	67.9%	3.6%	11.6%	11.6%	2.7%
Nuneaton & Bedworth Borough**	35	28.6%	20.0%	20.0%	28.6%	2.9%
Rugby Borough	197	26.4%	13.7%	28.9%	24.9%	5.6%
Stratford-on-Avon District	277	23.5%	15.2%	28.5%	26.0%	5.8%
Warwick District	253	36.0%	9.1%	24.1%	20.9%	6.7%
Other	29	17.2%	3.4%	34.5%	37.9%	3.4%
Blank	0					
Directly affected by proposals	585	41.4%	10.9%	25.3%	17.8%	4.6%
Not directly affected by proposals	299	19.4%	13.0%	25.8%	34.8%	7.0%

*Please note, the survey asked respondents whether they were directly affected by the proposals, but did not ask specifically which proposal/proposals they were affected by. ** 893 respondents answered this question. Please note the very small base count for Nuneaton & Bedworth Borough, means any findings presented at this geographical level need to be interpreted with caution.

Residents from North Warwickshire Borough were most opposed to the 'Unsafe Walking Routes' proposal (table 5), with 71.5% of respondents disagreeing with this proposal, this may be due to the rural landscape of North Warwickshire Borough. The majority (52.3%) of respondents who reported to being directly affected by the proposals opposed proposal 2. Respondents who were not directly affected by the proposals were more likely to support proposal 2, than oppose it (32.4% versus 41.8% respectively).

Q2b. Please provide any additional comments related to this question (2a)

A total of 356 respondents chose to leave a response for this question. The open-ended responses were read, analysed and coded to draw out key themes. Themes which were mentioned by more than 10% of respondents are outlined below (table 6) and quotations to support these themes have been provided.

Table 6 Qualitative themes for proposal 2

Description/Theme	Count (base=356)	%
Safety (high speed roads), no/narrow paths / lighting / Safety assessment is wrong	210	59.0%
Traffic flow survey not done at peak school time / 2 years old /assessment criteria flawed	74	20.8%
Parking congestion outside school/ traffic increase, not enough space for more cars	42	11.8%
Younger children / SEN need a chaperone / couldn't walk 3 (6) miles	41	11.5%
Disagree / backwards step / ridiculous / Not practical / unfair / current system is fine	40	11.2%
More information required / links don't work	39	11.0%

Theme 1: Safety (high speed roads), no/narrow paths / lighting / Safety assessment is wrong

A large number of respondents opposed proposal 2 as they had concerns over the safety of the routes, many felt that the routes that had been assessed as safe were in fact not safe.

"Barford to Aylesford walking route. Changing this route to safe I feel will put many children in danger from traffic accident...50MPH limit is a dangerous road with a high accident rate ...The road is unlit and away from any other urban street lighting which means during the winter months children will be travelling in the dark ... You cannot see the pavement/curb)....It is around 2.8 miles from the nearest edge or Barford, to Aylesford, pushing the 3 mile limit to it's extremes. This takes roughly an hour to walk, longer for a dawdling 11 year old and



would effectively add 2 hours to their school day... At what point is he expected to do the hour or more of homework they are set each night... when it rains it it a miserable journey where you often get drenched by lorries and cars going past. A child caught in these conditions will have to sit through school soaking wet - not an ideal situation for learning. Carrying waterproofs is a great idea if they didn't also have to carry books and PE kits as there are no lockers..."

"Clearly whoever considers the Hatton Park to Ferncumbe route as suitable for reclassification has neither walked the route, nor driven it in rush hour. The Birmingham Road is a major commuter route into and out of Warwick. It is a combination of cars and lorries, travelling very often well over the speed limit. Traffic lights would only create a worse problem, than ease an existing one. The pavements are narrow too, groups walking would struggle to go 2 side by side - not ideal with young children."

"I disagree with the proposed walking route from Long Itchington Village to Southam College which supports School Transport Cost Savings Plan. I disagree that the assessment of the route will become acceptable for children to walk along after some improvements have been made. The proposed walking route will compromise the children's health and safety, my concerns are: The damage to their physical health of having to carry heavy school bags loaded with books and equipment and PE bags for 3 miles or more (ref: European Environment Agency) For some students the school is over 3 miles statutory walking distance from their homes to the college (ref Education Act 1996) The safety concern of the high level of traffic travelling 50mph or more along the proposed walking route The safety concern of the type of traffic that regularly travels along that route e.g. large load lorries from the cement works The damage to children's health from the impact of the exposure to the noise which could lead to psychological problems, cognitive impairment, tinnitus and cardiovascular diseases (ref World Health Organisation) The impact of the weather will compromise the children's safety including rain, wind and darkness in the winter months."

Theme 2: Traffic flow survey not done at peak school time / 2 years old /assessment criteria flawed

Respondents again felt that the reclassification of certain routes was flawed, and were concerned that the assessment had been carried out when traffic flow was not at its peak and therefore the assessment was invalid and flawed. Respondents also advised that some of the assessments were done over two years ago, meaning they were now out of date and may need updating.

"Assessment of walking routes are 2 yrs old and not currently relevant so not appropriate."

"I find it disturbing that the focus of the consultation was to look at routes which were previously classified as unsafe with the aim of re-assessing them under new guidelines. ALL routes (not just those classified as unsafe) should be assessed using the same guidelines, as some previously safe routes may now be classified as unsafe - unless the hidden remit of the consultation was to reduce transportation costs."

"In the Assessment of Walked Routes to School document regarding Ferncumbe School, I believe that there is a lack of consideration towards the traffic volume, specifically the completeness of the traffic data collected. Data for AM traffic was only collected on two occasions, and PM traffic data was only collected on one occasion. I do not consider this dataset to offer a complete or satisfactory representation to allow modelling of traffic volumes. It does not offer insight into daily/weekly traffic volume variation, nor does it contain enough repeat data to demonstrate accurate traffic volumes with any confidence. I therefore consider this assessment to be flawed."

"With reference to the road from Southam to Long Itchington (A423) Traffic counts were taken in 2015 in June/July when exams have started and people are having their summer holidays. Since that date the number of employees at JLR has increased significantly, CEMEX lorries have increased as the production at the Rugby site increases capacity Toll Bar island is complete thus, together with the Peugeot site development, increasing the use of the A 423. I note the people carrying out the assessment only drove along the road and did not walk at peak hours. Are the pavements wide enough for wheelchairs/Pushchairs and prams?"



Theme 3: Parking congestion outside school/ traffic increase, not enough space for more cars

A large volume of respondents disagreed with proposal 2 as they felt it would result in increased traffic and parking congestion outside of schools and that there is not enough space around the schools for more cars.

"...The parking around Ferncumbe school does not accommodate enough of additional cars if the school bus is removed. Even with the current school buses in place, the traffic at drop off and pick up time is already causing delays and problems as not enough spaces for parents to park..."

"ANY decision to withdraw free transport for children will only increase the number of cars on the roads, with the corresponding environmental impact (in terms of pollution) and social impact (increases in congestion). Increasing vehicle number and traffic on these routes will only make these routes already classed as unsafe even more dangerous. Really, if we have to save taxpayer money, is risking the lives of children really the way to do it?"

"Hatton Green is already very congested at school opening and closing times. Currently 70+ children travel on two buses. If that service is withdrawn the consequences would be daily mayhem for the residents of Hatton Green and an increase in safety risks and too many children and cars try to manoeuvre in a small space."

Theme 4: Younger children / SEN need a chaperone / couldn't walk 3 (6) miles

Respondents were concerned that younger children and children with SEN could not walk the routes, especially without a chaperone and due to the distance of the routes. For these reasons a number of respondents disagreed with proposal 2.

"The distance from home to school is too far for many younger children to walk - my four year old certainly couldn't do it twice a day. Even if the route is now safer to walk."

"Often whether the route is deemed safe is irrelevant. The question has to be, is the child capable of walking the 'safe route'. It is unlikely that a child with special needs/disabilities would be able to walk a route deemed safe or otherwise. We certainly would not be able to walk to my sons school."

"If a child needs to be accompanied then it's not safe. How are working parents going to attend a work place and accompany their child to school or if the child's parents are physically unable to walk a considerable distance morning and afternoon, they will have to walk the distance 4 times a day."

Theme 5: Disagree / backwards step / ridiculous / Not practical / unfair / current system is fine

A number of respondents commented that this proposal was unfair, impractical and a step backwards. Many felt the current system was fine and should not be changed.

"If a family has older siblings at the school and who receive free bus transport, it seems very unfair that their younger siblings would not receive the same. Many families would choose not to pay for transport and instead take their children to school themselves so increases the volume of traffic around the school gates."

"Absolutely appalling! The government should be hanging their heads in shame. In a very much forward moving world this is actually a massive step backwards to an almost Victorian age of children being forced to walk miles to and from school every day. How dare they try and cut costs in this way and essentially put a price on the safety of our children?"

"If the route is now safe why will children receiving transport continue to receive transport? If it's safe for new starters why is it not safe for current pupils, it's either reasonable for all students to walk or it's not. That's ridiculous"



Theme 6: More information required / links don't work

A number of respondents highlighted that some of the links related to the reclassification of routes did not work. A decision was taken during October to change the URL name for the page in question. Unfortunately, this meant that the old URL was no longer active and did not navigate users to the replacement page.

Q3a. Special Educational Needs (SEN) Transport Criteria

Respondents were given the following information and asked **'To what extent do you agree/disagree with this proposal?'**

'Warwickshire County Council is proposing to change the eligibility criteria for students with SEN so that those living within 'statutory walking distance' will not receive transport assistance unless the pupil meets both the following criteria:

- a) the pupil is both attending the nearest qualifying school and*
- b) the pupil has special educational needs, disabilities and/or mobility issues which mean they would not be able to make the journey without transport assistance, even if accompanied.*

*Currently, applicants do not have to meet any mileage criteria to qualify for free transport. Under the new policy, transport assistance will still be provided if the pupil attends their nearest qualifying school **and***

- a) the pupil lives outside the statutory walking distance **or***
- b) the pupil's needs are such that they would be unable to get to school, accompanied as necessary, without transport assistance.*

An individual assessment based on the pupil's SEN and how it affects their journey to/from school will be used to make a final decision.

This would take effect from September 2019 for new applicants. However, if a pupil's situation changes (i.e. a change of address or school) and they reapply on or after 1st September 2019, the application will be assessed under the new criteria.'

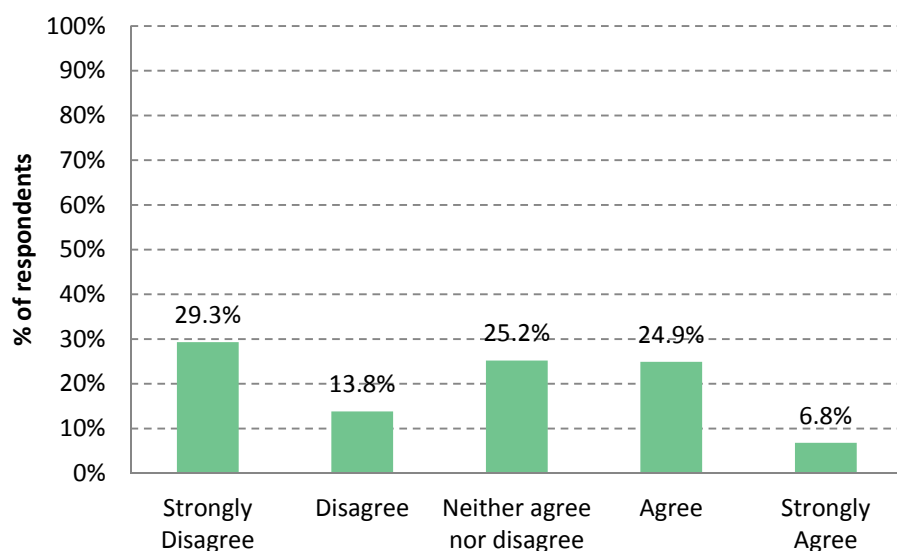


Figure 5 Levels of agreement for proposal 3 'Special Educational Needs (SEN) Transport Criteria'



Overall, 43.1% of respondents were opposed to proposal 3 'Special Educational Needs (SEN) Transport Criteria', whilst 31.7% of respondents supported this proposal (Figure 5). One-quarter (25.2%) of respondents were undecided, highlighting the variability in responses received for this proposal.

Table 7 Levels of agreement by respondent's district/borough and whether they are directly affected by proposal 3 'Special Educational Needs (SEN) Transport Criteria'*

	Base count	Strongly Disagree	Disagree	Neither agree or disagree	Agree	Strongly Agree
North Warwickshire Borough	108	49.1%	8.3%	19.4%	16.7%	6.5%
Nuneaton & Bedworth Borough**	35	34.3%	22.9%	17.1%	17.1%	8.6%
Rugby Borough	196	27.6%	13.3%	25.0%	25.5%	8.7%
Stratford-on-Avon District	270	23.0%	13.3%	28.9%	27.8%	7.0%
Warwick District	250	28.8%	16.0%	26.0%	23.2%	6.0%
Other	28	28.6%	10.7%	14.3%	46.4%	0.0%
Blank	6	16.7%	16.7%	33.3%	33.3%	0.0%
Directly affected by proposals	587	32.9%	13.8%	27.1%	21.0%	5.3%
Not directly affected by proposals	297	22.9%	13.1%	21.5%	32.7%	9.8%

*Please note, the survey asked respondents whether they were directly affected by the proposals, but did not ask specifically which proposal/proposals they were affected by. ** 893 respondents answered this question. Please note the very small base count for Nuneaton & Bedworth Borough, means any findings presented at this geographical level need to be interpreted with caution.

There was greater opposition to proposal 3 'Special Educational Needs (SEN) Transport Criteria' in the north of the county when compared to the south, this was most pronounced in North Warwickshire Borough where nearly half of all respondents from this area (49.1%) 'strongly disagreed' and a further 8.3% of respondents 'disagreed' with the proposal (Table 7). Respondents who identified themselves as being directed affected by the proposals were more likely to disagree with proposal 3.

Q3b. Please provide any additional comments related to this question (3a)

A total of 226 respondents chose to leave a response for this question. The open-ended responses were read, analysed and coded to draw out key themes. Themes which were mentioned by more than 10% of respondents are outlined below (Table 8) and quotations to support these themes have been provided.

Table 8 Qualitative themes for proposal 3

Description/Theme	Count (base=226)	%
Best school probably isn't the closest based on individual child's needs	66	29.2%
Assess individuals' abilities very carefully / independent assessment	40	17.7%
Disagree / discriminating / unfair	40	17.7%
SEN should be provided with transport for safety regardless of distance	30	13.3%
SEN Parents have enough to cope with without reapplications / worrying about safety	28	12.4%
Child may be unable to walk for physical / mental / speed / age reasons	27	11.9%

Theme 1: Best school probably is not the closest based on individual child's needs

When asked to provide additional comments in relation to proposal 3, many respondents suggested the closest school may not be the best school to suit the individual child's needs.

"A special school needs to meet the needs of the child. If the nearest school is not suitable then this is not putting the



child first. It may be that the child is better served elsewhere.”

“Children with SEN should be free to attend the most appropriate school, regardless of proximity to home address, with no concern over financial impact.”

“For students with SEN their nearest school will not always be the one best suited to meet their needs. Parents ought to be able to choose the most suitable school for their child without the additional worry of transport costs.”

Theme 2: Assess individuals abilities very carefully / Independent assessment

A number of respondents felt strongly that individuals abilities need to be assessed very carefully and this assessment needs to be carried out by an independent assessor.

“I believe that SEN children have differing needs that must be looked upon as a case by case scenario (not one solution suits all). For example SEN children with aggression should not be placed on bus filled with children, as the bus is not supervised. Alternatively put supervisors on the bus as well as the driver.”

“I think this raises a few issues: Who is going to make the judgement about whether the needs mean that a child does qualify for transport? It would surely have to be medical professionals/ other professionals rather than just a council employee? Would the cost of judging this/ dealing with appeals etc offset any financial savings?”

“SEN is a very wide and varied category. There needs to be a very careful consideration/assessment of children's needs. Even if a SEN child fits into the statutory walking distance with no mobility issues, careful assessment needs to be done not just on physical but mental abilities. Some children have no mobility issues but their mental aptitude and sensory issues could mean they are not safe or mentally capable if remembering walking routes or directions. Great care in assessments must be heeded and parents voices must be heard not just a discriminatory tick sheet exercise.”

Theme 3: Disagree / discriminating / unfair

Some respondents opposed proposal 3 as they felt it was an unfair and discriminating proposal.

“This policy is very discriminating. Surely if a child has special needs then as the title suggests there is a special need and free transportation must be provided.”

“This proposal discriminates against families of children with SEN. If a secondary age+ student without SEN could travel the same route unaccompanied, the family of a student with SEN should not be discriminated against because their child needs to be accompanied due to their SEN. This is a very different situation and circumstance to families with main stream students who have a greater choice of schools and opt to travel further from their home. If the student cannot travel unaccompanied due to their SEN, travel assistance needs to be provided. If the student is in receipt of DLA or PIP this could be used to contribute to the cost of the travel assistance.”

“You say 'By removing this provision, the County Council would make transport assistance support for post 16 students consistent and fair.' Given the huge attainment gap between those with SEND and those without, do you really think it's 'fair' to not give them additional assistance to actually get them to school in the first place? It is well known that families where a parent or child has a disability or SEN are more likely to be in poverty (low income, non-working) than those households without. Children with SEND face far more hardships than those without and creating an additional financial access barrier will create more stress and financial difficulties in already stretched households.”

Theme 4: SEN should be provided with transport for safety, regardless of distance

A number of respondents said they disagreed with proposal 3 as they felt SEN children should automatically be provided with transport for safety reasons, irrespective of distance.

“all children in special needs should be transported to school and back ..these children would not cope on their own on



public transport and to be honest I think it's ridiculous to suggest such proposals ..the department of transport would be putting these children at risk!!!!

"There should be no mileage criteria. Special needs school are by their nature there to cater for children with special needs. The needs of the other children within that household should be taken into account also."

"Absolutely should not have to meet any mileage criteria. These are children trying to get to school."

Theme 5: SEN Parents have enough to cope with without reapplications / worrying about safety

Some respondents disagreed with proposal 3 as they felt parents of SEN children had enough to deal with, without the added stress of having to do reapplications. Other respondents also felt parents of SEN children already had many worries and that this would increase their worries around safety.

"A child with SEN - and their parents have enough on their plate without having to go through red tape and reapplications to ensure their children can go to school safely."

"This just means more bureaucracy for parents of children with disabilities. They will have to prove that their children require transportation in every case which will cause delays and unnecessary stress in families already dealing with difficult circumstances. Give them a break."

"Students with SEN and their families face too many challenges battling 'the system' as it is. I don't agree with this cruel and unfair proposal which would make life even harder for the children and their families."

Theme 6: Child may be unable to walk for physical / mental / speed / age reasons

Many respondents opposed proposal 3 as they suggested not all children would be able to walk to school due for several reasons including physical and/or mental health problems and the age of the child (young).

"A pupil may be capable of walking to school (with or without assistance) but not in a reasonable timescale. Working parents/carers of SEN pupils are discriminated against by this proposal - from the time that an equivalent non-SEN child would be able to make the same journey unaccompanied, and/or - to the extent that on average special schools are further from a pupil's home."

"Am concerned that mobility issues will be defined solely by physical disabilities. Many able-bodied pupils require transport assistance due to behavioural or mental health issues - otherwise the safety of their journey to school could well be compromised."

"Some children with SEN can walk, but walk very slow due to their disability that it could take up to an hour to walk even a mile."



Q4a. Medical Transport-Post 16

Respondents were given the following information and asked **‘To what extent do you agree/disagree with this proposal?’**

‘Warwickshire County Council currently provides free transport on medical grounds to students aged 4–19 years. It is proposed to remove the specific provision for free transport on medical grounds to students aged 16-19 years. This is because there is no requirement for local authorities to provide transport for post 16 students. (*Post 16 is defined as any education or learning undertaken past compulsory school age)*

By removing this provision, the County Council would make transport assistance support for post 16 students consistent and fair.

Students with medical needs and disabilities would still be able to access transport assistance through the 16-19 transport scheme, as well as the 16-25 transport scheme if they have an Education Health & Care Plan or a learning difficulty or disability.

It is recognised that meeting the cost of transport to school /college can be difficult. A 50% discount is therefore available to low-income families who receive a qualifying benefit.

This change would take effect for new applicants from September 2018. Those who already travel under the scheme will continue to do so until the end of their course.’

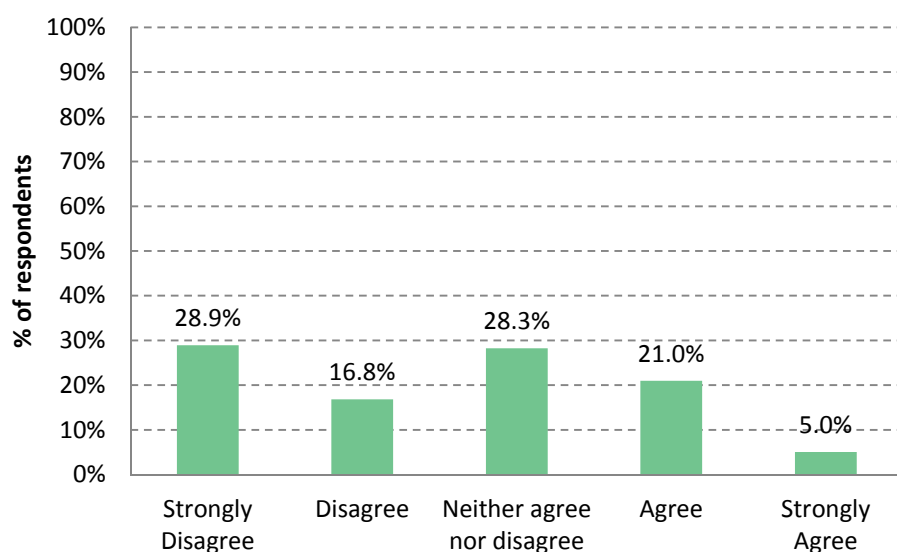


Figure 6 Levels of agreement for proposal 4 ‘Medical Transport-Post 16’

Overall, 45.7% of respondents opposed proposal 4 ‘Medical Transport-Post 16, whilst 26.0% of respondents were in favour of the proposal (Figure 6). Over a quarter (28.3%) of respondents neither agreed nor disagreed with proposal 4. Figure 5 highlights the variability in responses for this question.



Table 9 Levels of agreement by respondent's district/borough and whether they are directly affected by the proposals for proposal 4 'Medical Transport-Post 16'*

	Base count	Strongly Disagree	Disagree	Neither agree or disagree	Agree	Strongly Agree
North Warwickshire Borough	107	43.0%	12.1%	25.2%	15.9%	3.7%
Nuneaton & Bedworth Borough**	35	40.0%	17.1%	22.9%	17.1%	2.9%
Rugby Borough	197	28.9%	11.7%	30.5%	24.4%	4.6%
Stratford-on-Avon District	271	26.6%	18.5%	29.9%	19.9%	5.2%
Warwick District	249	24.5%	21.3%	28.1%	19.7%	6.4%
Other	28	25.0%	10.7%	21.4%	39.3%	3.6%
Blank	5	20.0%	40.0%	0.0%	40.0%	0.0%
Directly affected by proposals	584	31.5%	16.4%	29.5%	18.5%	4.1%
Not directly affected by proposals	300	24.0%	18.0%	25.7%	25.7%	6.7%

*Please note, the survey asked respondents whether they were directly affected by the proposals, but did not ask specifically which proposal/proposals they were affected by. ** 892 respondents answered this question. Please note the very small base count for Nuneaton & Bedworth Borough, means any findings presented at this geographical level need to be interpreted with caution.

In all of the district and boroughs, except Warwick District, respondents were more likely to oppose proposal 4 'Medical Transport-Post 16' than support it, this was again most evident in the north of the county (Table 9). Conversely, in Warwick District 42.9% of respondents supported proposal 4, this is higher than the proportion of respondents (35.7%) opposing it. In line with other proposals outlined in this consultation, respondents who identified themselves as not being directly affected by the proposals were less likely to oppose proposal 4, than those who identified themselves as being directly affected. Interestingly however, when comparing the proportion of respondents who opposed the proposal across the two groups, the difference was small (5.9%).

Q4b. Please provide any additional comments related to this question (4a)

A total of 206 respondents chose to leave a response for this question. The open-ended responses were read, analysed and coded to draw out key themes. Themes which were mentioned by more than 10% of respondents are outlined below (Table 10) and quotations have been provided.

Table 10 Qualitative themes for proposal 4

Description/Theme	Count (base=206)	%
Post 16 education / training is not optional	69	33.5%
Disagree / wrong / unfair / discriminatory	69	33.5%
Insufficient for low income / just about managing / unaffordable as a younger person	44	21.4%
All children should have free transport within a certain mileage	43	20.9%
Will limit opportunities / education	37	18.0%

Theme 1: Post 16 education / training is not optional

A large number of respondents commented that children are now required to stay in education/training until the age or 18, not 16 and therefore the proposal was wrong as education post 16 to 18 is not optional.

***Post 16 is defined as any education or learning undertaken past compulsory school age. Children are required to*



stay in education until age 18 now, it is not optional."

"All young people are now required to be in some form of education until they are 18 so transport assistance needs to remain in place."

"Because it is now compulsory for children to be in education until that age of 18 adequate transport should still be available to them for this purpose."

Theme 2: Disagree / wrong / unfair / discriminatory

A number of respondents disagreed with proposal 4 as they felt it was unfair and discriminatory.

"A child eligible for free transport to age 16 should not have their opportunities limited by the loss of funding during their school education to age 19yrs. This would appear discriminatory."

"Again, there needs to be real thought about whether this is discriminatory against those affected. It does sound wrong that the provision for students with medical needs to change depending essentially on date of birth."

"Stop persecuting people with medical needs. Unless the 16 - 19 transport assistance is free this is inadequate. You cannot make young people remain in education for longer and make it harder for those already struggling to access it."

Theme 3: Insufficient for low income / just about managing / unaffordable as a younger person

Many respondents opposed proposal 4 as they felt it would make transportation to and from school unaffordable, particularly for families with lower incomes and those who are just about managing on their current income.

"This is another example of a policy that hits the just about managing families hardest. These children are already pursuing their education in the face of difficulties that few of us can imagine. This proposal will add greater challenges and put up more barriers to them."

"A 50% discount is not enough for affected low income families. Whilst cuts may need to be made, imposing them on the most vulnerable is wrong."

"Low-income families will find it extremely difficult to meet 50% towards transport needs for their child and may have to under no fault of their own, have to withdraw their child from the education system - and thus depriving their child of equality."

Theme 4: All children should have free transport within a certain mileage

Some respondents suggested that all children should have free transport within a certain mileage.

"All post 16 education should be free for students as they now have to stay in education until they are 18 so therefore children are now having to pay to get on the same bus and go to the same school. However if they choose to go to another 6th form out of their area they should cover the cost."

"Again, ALL children should be allowed safe transport to school. Whilst I understand that post 16 education is not compulsory, this will prevent some children from continuing as they will no longer have the means to travel back and forth to educational establishments."

"I believe free transport should be provided to all over 16, as education is now compulsory until 18 why isn't free transport?? Especially for those with medical issues."



Theme 5: Will limit opportunities / education

Some respondents commented that proposal 4 would limit young people's opportunities and therefore they disagreed with this proposal.

"This clearly makes the decision for those with any kind of medical handicap to stay in education even harder. Clearly there is a 50% discount for low income families, but what about those middle income families who already struggle with a child with hundreds of medical appointments that require car parking, petrol, time off work, additional costs? Will there be some new provision in the Disability Living Allowance that might assist them with this additional transport cost?"

"This just means that lots of children with SEND will not continue their education because the cost will be prohibitive. That's discrimination."

"Children/young people with a medical issue are already disadvantaged - this is an additional barrier to them and could prevent them accessing further education."

Q5a. Passenger Assistant

Respondents were given the following information and asked **'To what extent do you agree/disagree with this proposal?'**

*'Warwickshire County Council is proposing that passenger assistants **should only be provided automatically on vehicles carrying special educational needs pupils with statements of SEN or an Education Health & Care Plan.***

*Passenger assistants are a non-statutory requirement and are currently provided on all vehicles **transporting primary school age children.** A full assessment would be carried out on each vehicle before making any decision to remove a passenger assistant.*

The assessment would take into consideration the location of the pick-up and drop off points and the make-up of passengers (i.e. whether primary and secondary students are travelling together). Vehicles carrying children with a statement or EHCP would not be subject to an assessment.

This change would take effect from September 2018 onwards.'

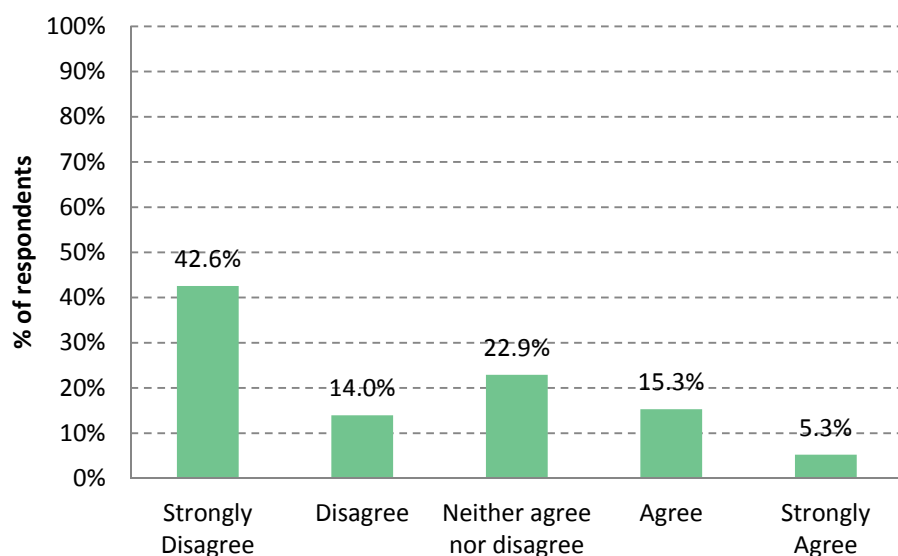


Figure 7 Levels of agreement for proposal 5 ‘Passenger Assistants’

The majority of respondents (56.5%) opposed proposal 5 ‘Passenger Assistants’, with 22.9% of respondents indifferent to the proposal and 20.6% of respondents in support of it (Figure 7). Around three in seven respondents strongly disagreed with this proposal.

Table 11 Levels of agreement by respondent’s district/borough and whether they are directly affected by the proposals for proposal 5 ‘Passenger Assistant’*

	Base count	Strongly Disagree	Disagree	Neither agree or disagree	Agree	Strongly Agree
North Warwickshire Borough	105	41.9%	10.5%	27.6%	16.2%	3.8%
Nuneaton & Bedworth Borough**	35	31.4%	22.9%	25.7%	14.3%	5.7%
Rugby Borough	195	51.8%	11.3%	19.5%	11.8%	5.6%
Stratford-on-Avon District	274	38.0%	16.4%	22.3%	17.9%	5.5%
Warwick District	252	44.0%	13.5%	23.8%	13.1%	5.6%
Other	28	32.1%	10.7%	25.0%	32.1%	0.0%
Blank	6	16.7%	33.3%	16.7%	16.7%	16.7%
Directly affected by proposals	587	48.6%	12.1%	21.3%	13.3%	4.8%
Not directly affected by proposals	299	31.8%	17.4%	25.4%	19.1%	6.4%

*Please note, the survey asked respondents whether they were directly affected by the proposals, but did not ask specifically which proposal/proposals they were affected by. ** 895 respondents answered this question. Please note the very small base count for Nuneaton & Bedworth Borough, means any findings presented at this geographical level need to be interpreted with caution.

Across all of the districts and boroughs the majority of respondents disagreed with proposal 5 ‘Passenger Assistants’, this was most pronounced in Rugby Borough where 63.1% of respondents opposed the proposal, this equates to around five in eight respondents from this area (Table 11). Nearly half of all respondents (49.2%) who reported not being directly affected by the proposals disagreed with proposal 5 ‘Passenger Assistants’, with one quarter (25.5%) of respondents from this group supporting this proposal and a further quarter (25.4%) of respondents neither agreeing nor disagreeing to it. Around three in five respondents (60.7%) who reported being directly affected by the proposals, disagreed with proposal 5, around one in five neither agreed nor disagreed with the proposal (21.3%), and one in six (18.1%) supported it.

Q5b. Please provide any additional comments related to this question (5a)

A total of 356 respondents chose to leave a response for this question. The open-ended responses were read, analysed and coded to draw out key themes. Themes which were mentioned by more than 10% of respondents are outlined below (table 12) and quotations within these themes have been provided.

Table 12 Qualitative themes for proposal 5

Description/Theme	Count (base=356)	%
Young / SEN children need a chaperone / safeguarding rules should be adhered to / parents would not use without chaperone	273	76.7%
Safety (compromised) / Councils duty of care / medical sickness issues / using the right stop	160	44.9%



Drivers job to drive bus not manage the children / for drivers' safety too / drivers not trained to manage the children	101	28.4%
Bullying / misbehaviour will occur	35	9.8%
Object / ridiculous / shocked	34	9.6%

Theme 1: Young / SEN children need a chaperone / safeguarding rules should be adhered to / parents would not use without chaperone

Many respondents strongly opposed proposal 5 and felt that young children and SEN children need a chaperone. Respondents suggested proposal 5 went against safeguarding rules and that without a chaperone they would feel so worried about the safety of their child that they would not use the transport provided.

"Safeguarding, safeguarding, safeguarding!!! No driver should have to transport multiples of little children without support. Not safe for the driver, not safe for the children."

"The passenger assistant is crucial, the children are very young (my daughter aged 4) and I would be very worried if I had to send her on a bus without someone to help her into a seat, put seat belt on, take off and find her way into the classroom."

"The children in our village have a passenger assistant who ensures the belts are on and all children are behaving appropriately. This cannot be the job of the driver and could cause them a major distraction whilst driving. The children start on the bus from 4 years old, this is too young to be without a responsible, fully focussed (i.e not driving) adult. The law does not allow any driver to be distracted by even a mobile phone, so a bus full of young, excited primary pupils should be no different."

Theme 2: Safety (compromised) / Council's duty of care / medical sickness issues / using the right stop

In a similar way to theme 1, a number of respondents highlighted safety concerns in relation to there not being a chaperone. Many respondents felt the council had a duty of care to provide a chaperone. Respondents reported that chaperones were needed to help with any medical or sickness issues on-board the bus and that they were needed to ensure the child uses the right stop.

"A driver has to put the safety of the road before the safety of the children on board. He/she needs to concentrate on driving to be safe so another professional DBS checked adult needs to be on board to see to any issues arising during the journey to prevent the driver from being interrupted. Cost savings that compromise the safety of small children and other road users/pedestrians at the busy and dangerous times of the school run must not be considered. Aside from the moral implications when the council has a duty of care, accidents will cost the council and not return any savings overall."

"I feel strongly that there should be passenger assistants on all transport. Imagine if there was an accident or a child suddenly became ill or was sick. It is unreasonable to expect the bus driver to cope with this and if no assistant is provided WCC would not be undertaking their duty of care towards children."

"I'm worried about who would take care, check seat belts, behaviour, getting off at correct stop for those children that are in reception and year 1 and year 2. As a teacher at a primary school where children use the bus service and knowing the children that use the service I am extremely worried that the only adult on board the bus will be the bus driver. As a school we have to adhere to very strict adult child ratios. What ratios are allowed on a bus with 1 adult, whose attention needs to be on the road, and the children on the bus? To be honest I can't believe that this is legally allowed to happen with primary aged children. This makes no sense!"



Theme 3: Drivers job to drive bus not manage the children / for drivers safety too / drivers not trained to manage the children

Respondents felt that whilst drivers were trained to drive the bus they were not trained to manage children, and were concerned that this would impact on the safety of all those on-board the bus.

"The passenger assistant is absolutely crucial on the bus service my children use - I would be absolutely horrified if the driver was entirely responsible for the safety and wellbeing of the children during the journey, as well as negotiating awkward rural roads and concentrating on driving the bus itself!"

"Bus drivers should be concentrating on driving, not managing a large group of children which has the potential to be difficult."

"Having a passenger assistant is absolutely vital to transport primary school children to school on the bus, particularly as some of them will only just have turned 4 years of age. This is vital for both the welfare of the children who are still so young and for whom the council has a duty of care on the school bus, and for the drivers, for whom the council has a duty of care at work and must not be distracted whilst driving. You cannot expect the driver to drive safely to school and take care of a bus load of very young children. I feel exceptionally strongly that this proposal MUST NOT go ahead."

Theme 4: Bullying / misbehaviour will occur

Some respondents opposed proposal 5 as they felt the removal of the passenger assistant may lead to bullying and misbehaviour.

"Unless the driver can supervise, which I very much doubt whilst driving, then children should be accompanied, for their safety and to ensure no bullying, fighting etc."

"It is not reasonable to expect a driver to care for primary school age children. Any bullying or inappropriate behaviour will go unchecked and result in risk to health (mental or physical) of young children. I would not be prepared to let a primary school age child (especially KS1) travel unaccompanied on a bus - and by accompanied I mean someone who is able to provide full attention and not the driver."

"The driver has to concentrate on driving the children safely to school and I feel that would be put in jeopardy if it was up to him to drive and manage the children. It would leave a gap for bullying, disruption and a vulnerability should a child need any help at all."

Theme 5: Object / ridiculous / shocked

Some respondents used the comments box to voice how shocked they were at proposal 5, many felt this proposal was 'ridiculous' and strongly objected to this proposal being implemented.

"Ridiculous and quite frankly dangerous idea!!!! I'm actually gobsmacked and disgusted!"

"This is a recipe for disaster and I cannot believe it is even being considered. Protecting young and vulnerable children should be paramount. Savings need to be made elsewhere rather than endanger our children."

"This is the worse idea of them all - crazy and not worth even justifying."



Q6a. Independent Travel Training (for pupils with SEN)

Respondents were given the following information and asked **‘To what extent do you agree/disagree with this proposal?’**

‘Warwickshire County Council has decided to introduce a system of ‘Independent Travel Training’ to give children and young people the skills they need to improve their ability to travel independently, if it is considered this would be of benefit to them.

If successful this will mean that some children and young people who previously required highly individualised transport to travel to school or college would be able to take public transport, school buses, or even walk.

Although the system is already being commissioned, the Council proposes that this system should be guaranteed by making it a fundamental part of the home-to-school transport policy.

Independent Travel Training will be implemented during the 2017/18 Academic Year.’

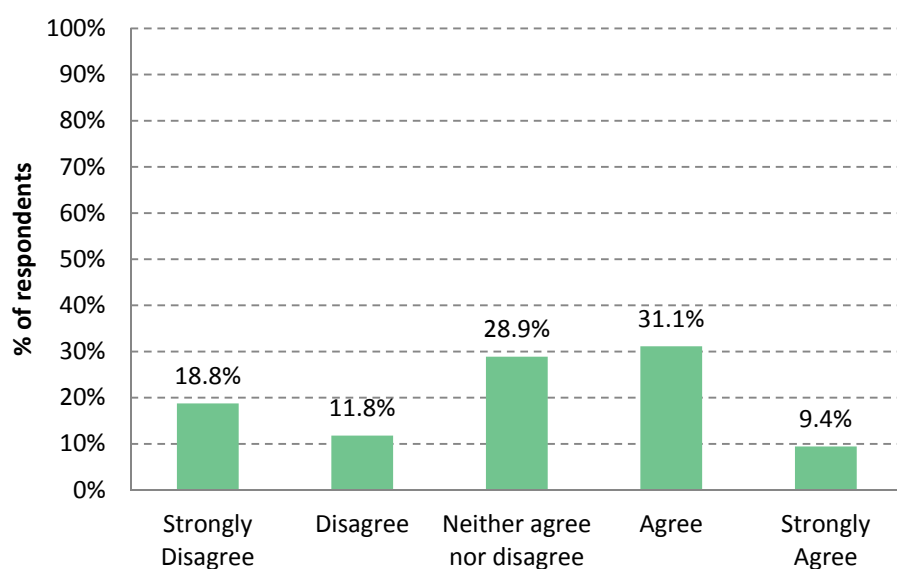


Figure 8 Levels of agreement for proposal 6 ‘Independent Travel Training (for pupils with SEN)’

Overall, 40.6% of respondents supported proposal 6 ‘Independent Travel Training (for pupils with SEN)’, 28.9% of respondents neither agreed nor disagreed with the proposal, whilst 30.6% of respondents disagreed with the proposal (Figure 8).

Table 13 Levels of agreement by respondent’s district/borough and whether they are directly affected by the proposals for proposal 6 ‘Independent Travel Training (for pupils with SEN)’*

	Base count	Strongly Disagree	Disagree	Neither agree or disagree	Agree	Strongly Agree
North Warwickshire Borough	105	32.4%	17.1%	25.7%	16.2%	8.6%
Nuneaton & Bedworth Borough**	35	31.4%	20.0%	31.4%	14.3%	2.9%
Rugby Borough	196	19.4%	13.3%	26.5%	31.1%	9.7%
Stratford-on-Avon District	270	15.2%	9.6%	28.9%	35.9%	10.4%
Warwick District	250	16.4%	9.2%	32.0%	33.6%	8.8%
Other	28	7.1%	14.3%	25.0%	39.3%	14.3%



Blank	6	0.0%	16.7%	33.3%	33.3%	16.7%
Directly affected by proposals	582	23.5%	11.9%	29.7%	26.8%	8.1%
Not directly affected by proposals	299	9.7%	11.0%	27.1%	39.8%	12.4%

*Please note, the survey asked respondents whether they were directly affected by the proposals, but did not ask specifically which proposal/proposals they were affected by. ** 890 respondents answered this question. Please note the very small base count for Nuneaton & Bedworth Borough, means any findings presented at this geographical level need to be interpreted with caution.

Residents in the north of the county were more likely to oppose proposal 6 'Independent Travel Training (for pupils with SEN)' than respondents in the south of the county (table 13). Respondents from Rugby Borough, Stratford-on-Avon District and Warwick District were more likely to support proposal 6 than oppose it. Moreover, nearly one-third of respondents from North Warwickshire Borough (32.4%) strongly disagreed with the proposal, this compares with just 15.2% of respondents from Stratford-on-Avon District feeling this way. Levels of support (35.4%) and opposition (34.9%) for proposal 6 were split relatively evenly when looking at respondents who identified themselves as directly affected by the proposals; however respondents who identified themselves as not being directly affected by the proposals were over twice as likely to support this proposal (52.2%) than oppose it (20.7%).

Q6b. Please provide any additional comments related to this question (6a)

A total of 227 respondents chose to leave a response for this question. The open-ended responses were read, analysed and coded to draw out key themes. Themes which were mentioned by more than 10% of respondents are outlined below (Table 14) and quotations have been provided.

Table 14 Qualitative themes for proposal 6

Description/Theme	Count (base=227)	%
Individual skills / needs / training needs should be assessed	94	41.4%
Good idea (if voluntary) good life skill	77	33.9%
Disagree	31	13.7%
Who will do the assessment? / needs to be independent assessors (not council)	29	12.8%
Money saving exercise / money saving sham / not costs before safety	26	11.5%

Theme 1: Individual skills / needs/ training needs should be assessed

Whilst many respondents supported proposal 6, they felt that individual's skills and needs following the training should be assessed.

"Agree that they should get training to make them more aware but disagree this should make them independant. Their individual needs need to be assessed and met."

"Assessment must be rigorous to ensure no individual falls through the net. The proposal is, in essence, sound."

"If the training and pass over was to individual child's Needs not number of hours etc and a full assessment was completed and constantly reviewed then I would support this but a child had to be ready for this and not over pushed or forced."

Theme 2: Good idea (if voluntary) good life skill

Lots of respondents commented that proposal 6 was a good idea (if voluntary) as this would provide children with good life skills to live more independently.



"Not only will this help these children be more independent it will also mean less vehicles so less harm to the environment. Only see positives here."

"I feel this is a very important life skill and if a child can be trained efficiently to achieve this it would be a life changing quality to have."

"A good idea if it is voluntary and not something which a child/young person is forced to do."

Theme 3: Disagree

Some respondents disagreed with proposal 6, suggesting it was a waste of time and resource.

"What a complete and utter waste of time! You want to take the money you are pumping in this training and support the other changes you are proposing to make! Shocked."

"Utterly pointless. The children who behave themselves may benefit from the training - but the issue will be those children who do not behave. Those who cause the issues will not benefit from the training and are very unlikely to pay any attention..."

"These are children, you cannot expect them to make the decisions, they do not have the capacity or focus. Providing training just ticks a box."

Theme 4: Who will do the assessment? / needs to be independent assessors (not council)

Some respondents highlighted concerns with proposal 6 around who would do the assessments, and felt that all assessments should be carried out by an independent assessor, not council staff.

"Providing the training is followed by a fair and unbiased assessment of the capability of each pupil's ability to travel alone in safety."

"Who will make up the rules for the criteria here? Just because an individual is capable one day is no indication of how a disability would effect them the next. Potentially very dangerous and yet again putting vunerable people in danger"

"This would only be productive if the LA assess using all professionals and importantly parental feedback."

Theme 5: Money saving exercise / money saving sham / not costs before safety

Other respondents opposed proposal 6 as they felt this was merely a money saving exercise, arguing the focus should be on child safety, not on cutting costs.

"It's not acceptable that costs come before a child's safety, which is what these changes all seem to be about."

"Its the same old story. STOP PUTTING LIVES AND WELFARE AT RISK TO SAVE MONEY."

"This sounds like a cost-saving measure rather than one genuinely concerned with promoting pupil independence."

Q7a. Special Educational Needs Transport-Post 19

Respondents were given the following information and asked **'To what extent do you agree/disagree with this proposal?'**

'Warwickshire County Council provides transport assistance for students aged 19-25 with an Education Health & Care Plan or statement or for those with learning difficulties / disabilities. At the moment, all students have to pay for this transport.'



To bring us in line with legislation, a small number of 19-25 year olds would be eligible for free transport to sixth form/college if they meet specific criteria. Those who do not meet the criteria would be required to make their own arrangements.

Full details can be found in the 'Post 19 Eligibility Criteria' document on warwickshire.gov.uk/ask and in section 11 of the proposed policy.

This change would take effect for new applicants from September 2018.'

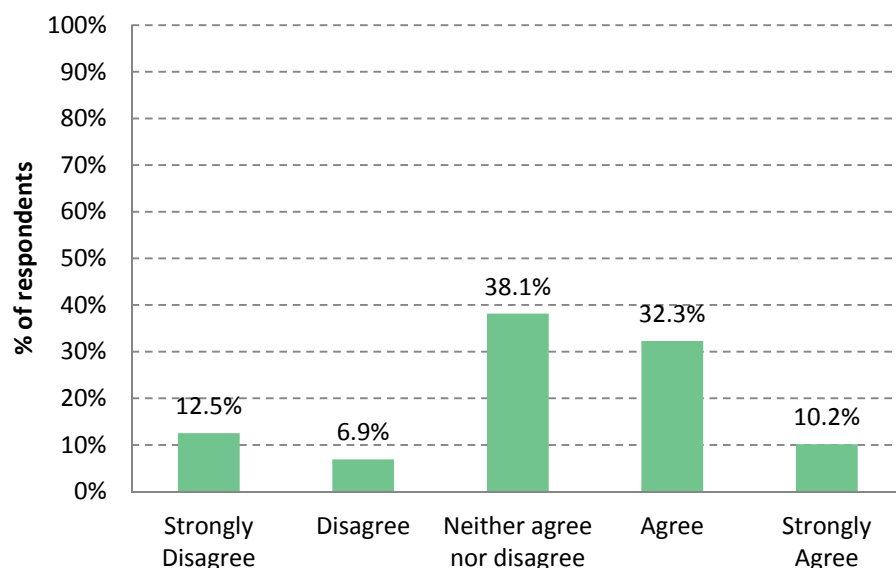


Figure 9 Levels of agreement for proposal 7 'Special Educational Needs Transport-Post 19'

Overall, 42.4% of respondents were in support of proposal 7 'Special Educational Needs Transport-Post 19' (Figure 9). Around three in eight respondents (38.1%) neither agreed nor disagreed with proposal 7 being implemented, whilst just under one in five respondents (19.4%) were opposed to this proposal.

Table 15 Levels of agreement by respondent's district/borough and whether they are directly affected by the proposals for proposal 7 'Special Educational Needs Transport-Post 19'

	Base count	Strongly Disagree	Disagree	Neither agree or disagree	Agree	Strongly Agree
North Warwickshire Borough	106	22.6%	3.8%	38.7%	23.6%	11.3%
Nuneaton & Bedworth Borough**	35	25.7%	14.3%	22.9%	34.3%	2.9%
Rugby Borough	196	11.2%	7.1%	39.8%	29.6%	12.2%
Stratford-on-Avon District	268	8.2%	5.6%	41.0%	36.2%	9.0%
Warwick District	247	13.4%	7.7%	37.7%	30.8%	10.5%
Other	28	3.6%	7.1%	25.0%	57.1%	7.1%
Blank	6	0.0%	33.3%	16.7%	33.3%	16.7%
Directly affected by proposals	581	16.7%	6.5%	39.2%	28.2%	9.3%
Not directly affected by proposals	296	4.7%	7.1%	36.5%	39.9%	11.8%

*Please note, the survey asked respondents whether they were directly affected by the proposals, but did not ask specifically which proposal/proposals they were affected by. ** 886 respondents answered this question. Please note the very small base count for Nuneaton & Bedworth Borough, means any findings presented at this geographical level need to be interpreted with caution.

Residents from the south of the county had the highest levels of agreement for proposal 'Special Educational Needs Transport-Post 19', most notably in Warwick District were



45.1% of respondents agreed with this proposal (Table 15); conversely in North Warwickshire Borough just over one third of respondents (34.9%) supported this proposal. Respondents who were not directly affected by the proposals were more likely to support proposal 7 than those who reported being directly affected, 51.7% versus 37.5% respectively.

Q7b. Please provide any additional comments related to this question (7a)

A total of 123 respondents chose to leave a response for this question. The open-ended responses were read, analysed and coded to draw out key themes. Themes which were mentioned by more than 10% of respondents are outlined below (Table 16) and quotations provided.

Table 16 Qualitative themes for proposal 7

Description/Theme	Count (base=123)	%
Disagree / discrimination	25	20.3%
What criteria / need more information / info should have been provided / was difficult to find	21	17.1%
Should be fair to all / unfair	19	15.4%
Limits education / opportunities / cause education drop out	19	15.4%
Free transport should be available for all	17	13.8%
Individual assessment of need eligibility	12	9.8%

Theme 1: Disagree / discrimination

Many respondents opposed proposal 7 as they felt it was discriminatory against SEN children and families.

"This policy is very discriminating. Surely if a child has special needs than as the title suggest there is a special need and free transportation must be provided."

"This proposal discriminates against families of young adults with SEN."

"This proposal penalises pupils who are already disadvantaged and is thus discriminatory."

Theme 2: What criteria / need more information / info should have been provided / was difficult to find

A number of respondents felt the consultation did not provide enough information on what the criteria was, whilst others said this information was difficult to find and that it should have been explicitly provided.

"Again there is no mention of what the criteria that the students have to meet. Parents are not been informed properly here. It's no good saying full details can be found it needs to be written clearly here instead."

"difficult to comment without seeing the 'specific criteria' mentioned. Come clean."

"Not clear on what the specific criteria would be."

Theme 3: Should be fair to all / unfair

Many respondents opposed proposal 7 as they felt it was unfair to SEN children.

"Why put further pressure on the roads - as long as those not eligible continue to pay for their transport, then surely it is better that the young adults all travel together and arrive safely to and from their place of home / education."

"This is an unfair policy as my son has to travel to his college and this college is specialist which I fought to get him into as Warwickshire have no provision for him to attend local college as they don't meet



his needs due to lack of trained staff and abuse cultures within the local colleges. I contribute to his transport and I'm happy to do that each year he attends college but I wouldn't be able to pay his full transport fees if you decided he didn't meet criteria. You need to spend your funding on good quality specialist post 16 provision."

"Again unfair proposals."

Theme 4: Limits education / opportunities / cause education drop out

A number of respondents disagreed with proposal 7 as they felt it would limit education opportunities for SEN children and would ultimately lead to an increased higher education dropout rate.

"This should be a service that is available to all young people in this age bracket, not just the few, it's discriminative & places extra strain on carers both financially & with their time. Young people may miss out on accessing further education because they don't have other adults to support them & take them to such places as school & college."

"You'd be taking away an educational lifeline from part of our society who needs it the most."

"We need to encourage our children and families to continue education not put barriers in place."

Theme 5: Free transport should be available for all

Some respondents disagreed with proposal 7 as they felt free transport should be available to all, regardless of SEN status.

"All students should receive free transport as education is a right of passage."

"If there is a service available make it available to all."

"FREE TRANSPORT FOR ALL STUDENTS UNDER THE AGE OF 25!"

Theme 6: Individual assessment of need eligibility

Several respondents commented that there needs to be an individual assessment of need eligibility with regard to free transportation.

"each persons needs are different. each case should be looked at as an individual case."

"It depends on the criteria and how harsh it is. It would be awful if someone who needed the assistance missed it."

"You should continue with the current scheme but make it free for those who are eligible. You state that the others will have to make their own arrangements. This is a stress on families and could put vulnerable young people at risk."



Q8. Do you have any other comments to make in relation to these proposals?

Respondents were invited to provide any additional comments they may have in relation to the proposals. A total of 280 respondents chose to provide additional comments. These had been read, analysed and coded and the key themes (where more than 10% of respondents made comments related to these themes) are outlined below.

Table 17 Qualitative themes from respondents' additional comments

Description/Theme	Count (base=280)	%
Saving money at the cost of safety / education	76	27.1%
Disagree / Ridiculous / not worked elsewhere / unfair / backwards step / unsafe	66	23.6%
Chaperone needed for younger children / SEN	57	20.4%
Consider the only just managing families / sliding costs	55	19.6%
Proposed route will never be safe	34	12.1%

Theme 1: Saving money at the cost of safety / education

Several respondents expressed concerns that the proposals were too focused on saving money at the cost of the safety and education of children.

"Seems like the proposals are aimed at saving money rather than keeping children safe or providing disadvantaged young people with equal access to education."

"These proposals show a blatant disregard for the health and welfare of children and their families - savings to be made by increasing the risk to the wellbeing of young and vulnerable people and causing distress and hardship to those who care for them. Madness!!"

"This all comes down to money and you are risking the lives of children, I think priorities need to change! Would you allow your children to take this route, all year round, in all weather? If this suggestion gets the go ahead then someone's child is going to become seriously injured or die. Be the better party in this and allow children to safely travel to school arriving with the right mind set to start a day of education, some children have an hard enough time with home life, circumstances, during high school etc as it is without adding to the stress. "

Theme 2: Disagree / Ridiculous / not worked elsewhere / unfair / backwards step / unsafe

Many respondents expressed their opposition to these proposals, suggesting they were unsafe and a step backwards.

"You are endangering the next generation - by allowing bullying and intimidation on unsupervised transport; also by asking children to travel unsupervised on public transport. One incident of grooming/abuse as a result of this would be one too many. You are taking a step back into an unsafe period of history. I thought each generation was supposed to be more civilized than the one before."

"Shame it has come to this. I am not going to oppose every item out of principle, but please proceed with room for 'exceptions'. Children, especially ones with disabilities or special needs, can have good and bad days. You need the ability to accommodate both within your new systems. Somebody who can walk to school in the summer, may not be able to do so in icy weather. Don't jump in, but give it some thought."

"School transport provides huge benefits to families, the environment, congested school grounds, busy roads, accident reduction... lots of areas the council specifically has responsibilities over in addition to education. Diluting this service



for cost savings is near-sighted and could lead to more costly problems for residents and the council."

Theme 3: Chaperone needed for younger children / SEN

Respondents once again commented that chaperones were needed for younger children and SEN children, highlighting strong opposition against proposal 5 'Passenger assistant'.

"The removal of passenger assistants is ridiculous cost cutting at the extreme. This has been fought before I believe that if there is a future accident involving vehicle with unsupervised children under 11 as a result of this then the council should be held responsible!!"

"The driver on my sons current bus has been noted to eat while he is driving the bus. The chaperone was there to ask him not to as dangerous (apparently he swerved the bus as a joke to show it wasn't dangerous and this scared some of the small children). If there wasn't a chaperone there would be no one to stick up for and to protect these small children"

"Primary children need to be safe, a bus driver cannot take that responsibility as well. Bus assistants are a must on these routes."

Theme 4: Consider the only just managing families / sliding costs

Many respondents were concerned about the financial impact of the proposals.

"Concerns raised over application of benefits criteria for qualifying families for school transport assistance. There are families who do not qualify for benefits but who are only just managing and travel costs can be punitive especially if there are more than one school aged child. This area needs consideration."

"Have you not considered a contribution to help fill the gaps in funding rather than just a blanket withdraw. For a number of families having to pay for transport will have a huge impact on their budget. It will mean that children will be kept off of school as busfares cannot be paid, I also feel this will result in an increase in parents driving children to school impacting on increased road safety at schools."

"Non-working parents is no longer the norm. in the context of increasing attendance at food bank and fuel poverty I am concerned about the financial penalty on parents due to these measures either because they may need to reduce to part time working in order to get their children to school or because use of wages is already stretched and will not be able to cope with the cost of transport without increased food and fuel poverty or parents working longer hours so they are not at home for their children to assist with homework etc."

Theme 5: Proposed route will never be safe

A number of respondents expressed fears that the proposed routes would never be safe, even following capital works.

"I am concerned that some of the routes that I know would NOT be safe enough, even if capital works were added to make them safe. In particular, I believe that the routes to Southam College from Ladbroke, Long Itchington and Stockton are far too unsafe for children to walk to school safely. I struggle to see what capital works could be done to make these main roads safe enough for children to walk along, especially in winter months. The traffic on these roads is fast, there are many isolated areas along these routes, and they would be too dark in winter months."

"I think there should be a common sense approach when listing routes, where it is clearly isolated, there is no option to make it 'safe', where the distance means a child will have to carry heavy bags for over a certain amount of time to get to school, there is no option to change this. I am very, very concerned that this route has even been listed, as it shows that it hasn't been given any thought first. It's alarming."



“The route from Long Itchington to Southam College is entirely unsafe. It involves walking 2 miles along a poorly lit route with copious traffic, including heavy goods vehicles, hurtling past a narrow pavement at > 60 mph (they ignore the speed limit of 50). One section of the pavement also regularly floods with deep water coming off the fields whenever there is heavy rain in the winter time, meaning that 11 year old children would have to walk on the road. There are no pedestrian crossings where they need to cross the road to traverse the roundabout. The idea that this route is safe for young children to walk along alone and in the dark in wintertime would be ridiculous if it weren't so frightening. I object to the proposed change.”

4.3 Additional consultation communications

In addition to the survey, the consultation received 161 letters and emails regarding the proposals from over 120 individuals, four County Councillors, one MP, nine Parish Councils, four schools and three organisations.

The vast majority of the received emails and letters outlined reasons of opposition to the proposals. Some of the correspondence was around clarification of the proposals, with residents asking very specific questions, for example how certain proposals would affect them directly. Any specific queries or questions sent in were addressed and responded to directly.

All of the emails and letters received have been read, re-read and analysed to draw out key themes.

Whilst, the reclassification of routes using the Road Safety GB guidelines was agreed by Cabinet in 2014, and the current proposals being considered in this consultation relate to how this reclassification will be implemented, the current consultation attracted a large number of comments in relation to the assessment of routes and the implication of implementing the proposals on those individual assessments. The main routes of concern were:

- Long Itchington to Southam
- Woodend to Kingsbury
- Hatton to Ferncumbe
- Warton to Polesworth
- Leek Wootton to Kenilworth

As such, a key theme drawn out of the emails and letters received is:

Theme 1: The reclassified routes are incorrect, they are still not safe

The vast majority of opposition to the proposals was around the safety of the proposed routes. Many respondents felt that the routes which were assessed as safe were not safe due to a variety of reasons including:

Pavements too narrow

“The pavement on much of this route is simply not wide enough for a parent and child to walk side by side. If they do, they run the risk of being clipped by a passing vehicle.”

Winter poses additional dangers

“During the winter the route will be in darkness, with spray from vehicles on wet days, especially worse near the Cemex site due to mud on the road. A walk to school on a wet morning could likely mean the children needed a change of



clothes...as well as the potential risk of road accidents due to slippery wet or icy conditions.”

There is not any street lighting

“Most of the route is unlit however your risk assessment hasn’t taken this into account. The assessment was carried out during daylight hours and specifically excludes the provision of street lighting. I understand that this is against the protocol defined by Road safety GB however I would point to the RoSPA road safety factsheet...summarised the recent academic studies...shows increased likelihood of fatal accidents in unlit areas...”

Speed limits are too high

“The route along which the children would have to walk cannot under any circumstances be considered safe. Children would have to walk alongside a road on which cars travel at 50 miles per hour.”

The traffic count was conducted at the wrong time of day

“The timing of the traffic count is interesting in that it covers times when children are unlikely to be active...”

HGVs make the route unsafe

“The number of HGVs has increased dramatically over recent years...think for a minute - a group of children walking home from school at dusk on a pavement not much wider than 50cms and 2 HGVs pass by at 50 miles an hour on both sides of the road. Nobody in their right mind would let that be their child...”

The danger posed by HGVs will only increase with HS2

“The number of lorries using this road is huge (Long Itchington to Southam) and only set to increase massively once the HS2 construction starts. These transport figures will not have been recorded in your 2015 report. When they speed past, the resulting wind would be extremely dangerous for any children walking, let alone those on a bike.”

Theme 2: Distance is too far regardless of safety

A large number of respondents felt that even if the route were safe, it was simply too far for children to walk, especially when children have to carry so much to and from school. Some respondents also commented that it was unmanageable to walk one child to one school, then another child to different school.

“There are several practical factors here which appear to have been completely overlooked. The fact that a 5 miles round trip, every day of the year, in all weathers means that our children will reach schools absolutely exhausted and often wet through. They carry very heavy school bags plus PE kits, lunchboxes, cooking kits- my son often carries his guitar too. This is completely impractical to ask these children as young as 11 years old, to carry this amount of equipment on a 5 mile walk each day- and still be alert and focused on their day at school....This difficult journey to and from school every day will affect them physically and mentally and have a detrimental effect on their performance at school.”

“I feel it is completely unreasonable to state this route as safe (Warton to Polesworth) for ‘accompanied children’. This suggests that a parent is expected to walk for 4 hours every day to accompany their child to school. This is not a reasonable expectation...Many families will have younger families at Warton School too. If they are to accompany older children to school in Polesworth and back every day they would need to take their younger children with them- there and back-twice a day. Are they seriously being expected to walk children as young as five for 10 MILES a day? In addition it is impossible to drop and collect both sets of children to 2 different schools at the same time.”



Theme 3: will lead to increased traffic congestion which is bad for the environment

A number of respondents commented that they would end up driving their children to school due to safety concerns or the distance and practicalities involved with walking their child to school. This in turn would create more traffic congestion and pollution, which would have a negative effect on the environment.

"No sensible parent would allow a child of any to walk along the road twice a day, and so the increase in car journey will be significant....increase carbon dioxide, nitrous oxide and particulate emissions".

"Regardless of the perceived danger level or steps taken to improve it, parents WILL drive their children instead. This is going to happen...No-one who can afford to drive is going to allow/make their children walk an hour each way to school and back along an A road...Therefore, this proposal would be directly responsible for huge increase in traffic on the route and the associated environmental impact of that..."

Theme 4: Keep Passenger Assistants

Some respondents wrote in to express their objections regarding the removal of Passenger Assistants, as many felt this would have detrimental effects on the safety of the children. A number of respondents commented that the drivers must pay attention to the road and driving and that if they are distracted by children there may be an accident. Others commented that it would impossible for drivers to both drive the bus and check, for example, that children are wearing their seats belts or that young children are getting off at the correct stops.

"The most difficult time is September term when new children travelling alone are unsure about school and not yet in routine of looking after themselves and their belongings, knowing how to recognise their stop if they are able to see out of the window whilst seated...Will drivers know who should get off each stop?"

"What happens if a driver is incapacitated? Primary school children are too young to take charge or this situation"

"What about the last child travelling on the bus...alone with the driver...Safeguarding for the child and driver must be considered."

"Would a driver who is also responsible for a vehicle be able to give his full focus on the safety of often very young children? I fear not."

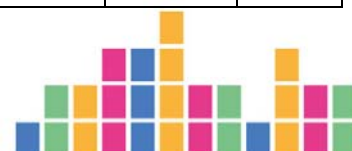
"No-one to help young children with wearing a seat belt."



5. Appendices

Appendix 1: Qualitative Coding Frame

Q1B The nearest qualifying school			
Code	Description	451	%
18	Safety - Walking / cycling not always a safe option / rural / unlit roads / no footpath / HGV traffic / distance too long	107	23.7%
9	Nearest physical school may not be appropriate based on need or SEN	106	23.5%
6	Grammar should be included if nearest and/or child has attainment	95	21.1%
22	Policy will remove parents choice (poor parents choice) / It should be parents' choice	60	13.3%
4	Brightest children may / will be penalised	56	12.4%
14	Quality of nearest school may not be great / in special measures	33	7.3%
24	Shouldn't affect existing school places	27	6.0%
31	Need to understand the proposals better / proposals not clear / how affects specific cases	27	6.0%
12	Environment negatively impacted - more cars and congestion	26	5.8%
17	Agree / Agree with some reservations	24	5.3%
11	Consider where siblings are at school	20	4.4%
53	All schools nominated by the council should be eligible	19	4.2%
5	Grammar schools will become unattainable for poorest / attack on poorest barely managing	18	4.0%
8	Means tested to make fair / taper fees support just about managing	18	4.0%
28	Council is / could be accused of discrimination / being unfair / unreasonable	18	4.0%
52	Nonsense / don't change / current system works	18	4.0%
30	WCC chose to support a selective education	14	3.1%
23	Used to justify cuts	12	2.7%
32	Closest physical school may be in another county	11	2.4%
40	Parents for to make decision on education / choice of school based on cost	11	2.4%
10	Nearest school may be oversubscribed	10	2.2%
2	Boundaries - no tolerance in the boundaries	8	1.8%
19	Existing agreement to keep free transport ongoing	8	1.8%
25	Too few schools vs new builds in some areas	8	1.8%
39	How are people supposed to walk 2 children to different schools	7	1.6%
44	School buses are already too expensive	7	1.6%
15	Need bus routes increased to some rural areas	6	1.3%
1	Education - Primary schools prepare children for a specific High school	5	1.1%
26	Already paying for transport / education via council taxes	5	1.1%
27	Warwickshire is a very rural county / isolated villages	5	1.1%
34	Proposals will affect the viability of some schools directly	5	1.1%
21	Priority patches should remain	4	0.9%
3	Will not save money	3	0.7%
36	WCC needs to consider changes in circumstances / split home circumstances	3	0.7%
46	Further (compulsory or needs based) education should be included in free element	3	0.7%
33	Should not support out of county children	2	0.4%
54	Catchment areas will need to be redrawn	2	0.4%
56	Council should support rural communities not penalise them	2	0.4%
7	Transport should be guaranteed where public transport is not available	1	0.2%
13	Using a school bus builds children's independence	1	0.2%
16	Priority should be given to local schools	1	0.2%
20	Population isn't evenly spread	1	0.2%
35	Where required investment for extra places must be provided	1	0.2%
37	Quality of (bus) service has declined and this will make it worse	1	0.2%
38	Walking distances are calculated incorrectly	1	0.2%



41	Parents selecting selective schools should have to pay	1	0.2%
42	Parents shouldn't have to pick up the cost of where to send children to school	1	0.2%
43	Only if you guarantee a local school place	1	0.2%
45	Bus service is very poor (public)	1	0.2%
47	If bus already operates why should some people have to pay	1	0.2%
48	Transport to the most appropriate school not the closest	1	0.2%
49	Move the school(s)	1	0.2%
50	Unclear how decision will be made when 2 schools of similar distance	1	0.2%
51	Sell empty seats at reasonable prices	1	0.2%
55	Qualifying areas are too large	1	0.2%
58	All parents should contribute to costs	1	0.2%
29	Recode 18	0	0.0%
57	Recode 32	0	0.0%

Q2B Unsafe walking routes			
Code	Description	356	%
1	Safety (high speed roads), no / narrow paths / lighting / safety assessment is wrong	210	59.0%
23	Traffic flow survey not done at peak school time / 2 years old / assessment criteria flawed	74	20.8%
4	Parking congestion outside school / traffic increase, not enough space for more cars	42	11.8%
3	Younger children / SEN need a chaperone / couldn't walk 3 (6) miles	41	11.5%
6	Disagree / backwards step / ridiculous / not practical / unfair / current system is fine	40	11.2%
22	More information required / links don't work	39	11.0%
12	Complete works before route can be reassessed	29	8.1%
11	Acceptable / with reservation	28	7.9%
7	Cost cutting exercise	21	5.9%
5	Weather - if bad children will be cold and wet before they start	18	5.1%
2	Working parents can't walk younger children / Can't take them to 2 different schools	17	4.8%
32	All cases should be reviewed on own merits	12	3.4%
34	Measured distances are incorrect / need evaluating in actual time taken	12	3.4%
21	Not affected - no valid safe route	5	1.4%
42	Will disrupt / disadvantage learning	5	1.4%
17	Encourage walking / cycling	4	1.1%
10	Only for 2019 starters	3	0.8%
24	Already paying via tax	3	0.8%
33	Current busses effective / safe for mass transport of children	3	0.8%
9	Prices / Planned prices are too high	2	0.6%
13	16-19 should be included in free transport	2	0.6%
15	Expand public transport to reduce costs	2	0.6%
19	SEN needs to be included	2	0.6%
20	Siblings school needs to be included / considered	2	0.6%
30	Current pupils should use "safe" routes	2	0.6%
31	Penalises children and rural communities	2	0.6%
37	Additional Housing will exacerbate the traffic	2	0.6%
38	Route safety will need to be continually / regularly monitored	2	0.6%
39	Local school oversubscribed	2	0.6%
40	School buses are environmentally friendly	2	0.6%
8	Bus increases child's independence	1	0.3%
14	Selective schools should be included	1	0.3%
16	Need to reduce car traffic not force more car journeys	1	0.3%
18	Need to consider valid concerns	1	0.3%



25	Selective parents should pay if able	1	0.3%
26	Previously promised works never happened	1	0.3%
27	Safeguarding / bullying issues will occur enroute	1	0.3%
28	Consideration - modern flexible working low paid / affecting real incomes / unaffordable	1	0.3%
29	Capital works will exacerbate issues	1	0.3%
35	Some people abuse free service	1	0.3%
36	Check times are too late (8.00am children leave 7.00 to 7.30)	1	0.3%
41	Park and ride style solution	1	0.3%
43	Designed to make hard working people pay for non-workers	1	0.3%
44	Should facilitate direct negotiation with bus companies	1	0.3%
45	Nearest nominated school / local school is full	1	0.3%
46	Siblings should be treated the same	1	0.3%

Q3B SEN transport criteria			
Code	Description	226	%
1	Child may be unable to walk for physical / mental / speed / age reasons	27	11.9%
6	Best school probably isn't the closest based on individual child's needs	66	29.2%
3	Assess individuals abilities VERY carefully / independent assessment	40	17.7%
14	Disagree / discriminating / unfair	40	17.7%
4	SEN should be provided with transport for safety regardless of distance	30	13.3%
2	SEN Parents have enough to cope with without reapplications / worrying about safety	28	12.4%
95	Not applicable to us	14	6.2%
5	Specifically targets working parents/ low income / just about managing / reduce rates for multiple children	12	5.3%
21	Parents will be unable to take multiple children to multiple schools/may not be mobile themselves	12	5.3%
15	Saves money at cost of safety / education	10	4.4%
11	Removes choice from parents	9	4.0%
8	Support / (this is) reasonable to reduce costs / fair	8	3.5%
7	SEN are a higher risk of bullying / abuse	7	3.1%
20	Need more information / ambiguous consultation	7	3.1%
12	Proposal should include faith / selective schools	6	2.7%
9	Will damage learning potential / SEN need structured / calm journey to school	5	2.2%
16	Children need a safe route to school regardless of ability or income / distance	5	2.2%
18	Distance measurements are incorrect / too far	4	1.8%
22	How will WCC handle the volume of assessments / what provisions in meantime	3	1.3%
25	Costs of assessments etc may outweigh savings	3	1.3%
29	Assessment criteria will be skewed towards the council preference	3	1.3%
31	SEN should be a priority group	3	1.3%
23	SEN should be considered the same as other children	2	0.9%
26	Will increase cars pollution / congestion around schools	2	0.9%
13	Parents will / will have to drive children to school	1	0.4%
24	Nearest qualifying school may be full / unsuitable	1	0.4%
27	Unsure	1	0.4%
28	People have to move due to circumstance not fair to re-evaluate	1	0.4%
30	May result in parents being unable to work / increase benefit claimants	1	0.4%
10	Recode 9	0	0.0%
17	Recode 5	0	0.0%
19	Recode 14	0	0.0%



Q4B Medical transport post 16			
Code	Description	206	%
1	Post 16 education / training is not optional	69	33.5%
5	Disagree / wrong / unfair / discriminatory	69	33.5%
4	Insufficient for low income / just about managing / unaffordable as a younger person	44	21.4%
10	All children should have free transport within a certain mileage	43	20.9%
6	Will limit opportunities / education	37	18.0%
7	Agree (in principle) to reduce costs	11	5.3%
12	Each case should be fairly reviewed on merits / no changes until process is completed	10	4.9%
18	Need more information / not clear / confusing / not enough knowledge	9	4.4%
2	50% is a not enough	8	3.9%
8	Should be supporting them not penalising them	6	2.9%
95	Not applicable	6	2.9%
16	Pure cost cutting exercise	5	2.4%
14	Neither agree nor disagree	3	1.5%
9	SEN deserve the help / best support	2	1.0%
17	Free transport ends for all other 16 year olds	2	1.0%
3	Unfair on those who don't get benefits	1	0.5%
11	Should treat everybody the same not just new applicants	1	0.5%
13	Should only have to cover cost if out of area	1	0.5%
15	Needs to be an alternative means of claiming support	1	0.5%
19	Will mean more cars / congestion / environmental impact	1	0.5%
20	Could be a pointless exercise saving in one area and increasing cost in another	1	0.5%
21	Able 16+ year olds should be earning and contributing to the cost	1	0.5%
22	If it stops being free it may not be available at all	1	0.5%
23	Increase general council tax to cover it	1	0.5%
24	Post 16 tends to be overlooked as a group	1	0.5%

Q5B Passenger assistants			
Code	Description	356	%
1	Young/SEN children need a chaperone / safeguarding rules should be adhered to / parents wouldn't use without chaperone	273	76.7%
3	Safety (compromised) / Councils duty of care / medical sickness issues / using the right stop	160	44.9%
15	Drivers job to drive bus not manage the children /for drivers safety too/ drivers not trained to manage the children	101	28.4%
6	Bullying / misbehaviour will occur	35	9.8%
11	Object / ridiculous / shocked	34	9.6%
4	Cost saving measure / savings need to be made elsewhere	15	4.2%
8	Support / makes sense / with limitations	14	3.9%
2	Will increase cars outside schools	7	2.0%
22	Need to carefully assess each individuals requirements	7	2.0%
5	Will cause driver problems / recipe for disaster	5	1.4%
14	Risk assessments must show no increased risk for pupils or driver	5	1.4%
31	Plan rejected previously	5	1.4%
23	Council will open itself to legal challenges	4	1.1%
25	Unsure	4	1.1%



30	Incidents (have occurred) where children are left with no parents waiting / alight at wrong stop	4	1.1%
16	Need more clarity / justification	3	0.8%
96	Unable to comment	3	0.8%
9	Bus companies will withdraw services / refuse to tender without chaperone	2	0.6%
21	Would the driver be held responsible if there was an issue	2	0.6%
32	Not affected	2	0.6%
33	Buses would need all around cctv	2	0.6%
95	Not applicable	2	0.6%
7	Drivers must be sympathetic to children	1	0.3%
10	Targets vulnerable member of society	1	0.3%
12	Parents already campaigned against this move	1	0.3%
13	Parents should be held responsible for children's behaviour on bus	1	0.3%
17	Parents would be neglecting children if this happens	1	0.3%
18	Better checks for valid user would save money	1	0.3%
19	Older children shouldn't need supervision	1	0.3%
20	Plans being changed again	1	0.3%
26	Listen to driver views	1	0.3%
27	DBS checks for all drivers and chaperones	1	0.3%
28	Parents could do a rota instead	1	0.3%
29	There are no passenger assistants on public transport	1	0.3%
34	Dedicated special requirement transport may allow this	1	0.3%
24	Recode 95	0	0.0%

Q6B Independent travel training			
Code	Description	227	%
7	Individual skills / needs/ training needs should be assessed	94	41.4%
3	Good idea (if voluntary) good life skill	77	33.9%
21	Disagree	31	13.7%
13	Who will do the assessment? / needs to be independent assessors (not council)	29	12.8%
14	Money saving exercise / money saving sham / Not costs before safety	26	11.5%
15	Unsafe / dangerous / not thought out	16	7.0%
1	<=12 is too young / will still need supervision	15	6.6%
5	Safety first / silly / risks too great	11	4.8%
28	Need more details	10	4.4%
31	Council liable when a child goes missing / injured / abused	8	3.5%
27	What happens when / if public (bus) services are cut / public transport is appalling currently	7	3.1%
97	Not applicable	6	2.6%
17	Parents would do this already if the thought their child could cope	6	2.6%
12	Still need adult supervision	6	2.6%
18	Shouldn't put vulnerable children in danger / make them feel afraid	5	2.2%
9	Will increase cost	5	2.2%
25	Some families will struggle financially / mentally	3	1.3%
22	Open to abuse and bullying from other children	3	1.3%
11	No / not if only a cost saving idea	3	1.3%
8	Will not generate savings / waste of money	3	1.3%
2	Too general / not that simple	3	1.3%



33	Removes choice	2	0.9%
24	Some schools / special schools may not have a bus route	2	0.9%
19	Travel costs are very high	2	0.9%
6	Only if not to remove transport in the future	2	0.9%
4	Driver responsible / onus on driver	2	0.9%
32	SEN will/may be unable to access education	1	0.4%
29	Could victimise those unable to achieve it	1	0.4%
26	Please publish research evidence	1	0.4%
23	Not qualified to judge / unable to answer	1	0.4%
20	How can it be achieved fairly	1	0.4%
16	Need evidence that it will work	1	0.4%
10	Cycling proficiency for all pupils	1	0.4%
30	Recode 5	0	0.0%

Q7B SEN transport post 19			
Code	Description	123	%
12	Disagree / discrimination	25	20.3%
8	What criteria / need more information / info should have been provided / was difficult to find	21	17.1%
7	Should be fair to all / unfair	19	15.4%
9	Limits education / opportunities / cause education drop out	19	15.4%
11	Free transport should be available for all	17	13.8%
16	Individual assessment of need eligibility	12	9.8%
17	Agree	9	7.3%
15	Low income/ just about managing will suffer	6	4.9%
20	Don't these families already receive DLA / Mobility for this purpose	4	3.3%
23	Has policy implications been legally considered	4	3.3%
1	19+ are adults	3	2.4%
3	Disabilities are being targeted / should be supporting them	3	2.4%
10	Age not a factor / need is a factor	3	2.4%
19	Mandatory to stay on till 18	3	2.4%
5	Public transport doesn't cover all routes	2	1.6%
13	Additional help should be welcomed	2	1.6%
18	Additional cost shouldn't be passed to those who can pay	2	1.6%
2	Could be extended to more students	1	0.8%
4	Doesn't make sense	1	0.8%
6	Undecided	1	0.8%
14	Safety most important	1	0.8%
21	Should be able to drive	1	0.8%
22	Would have to give up work	1	0.8%

Q8 Any other comments			
Code	Description	280	%
4	Saving money at the cost of safety / education	76	27.1%
9	Disagree / ridiculous / not worked elsewhere / unfair / backwards step / unsafe	66	23.6%
11	Chaperone needed for younger children / SEN	57	20.4%
20	Consider the only just managing families / sliding costs	55	19.6%



23	Proposed route will never be safe	34	12.1%
1	More cars / congestion / noise / disruption	24	8.6%
3	Current bus service is vital	21	7.5%
25	Vague / unclear proposals	18	6.4%
6	Not effective for people who work	17	6.1%
19	Removes choice	11	3.9%
98	Not applicable	11	3.9%
2	Post 16 should be included / charges affects low income family / older SEN included	10	3.6%
39	If prices were affordable there would be a greater paid uptake	9	3.2%
41	WCC liable for risks	9	3.2%
40	Will not save money overall	8	2.9%
45	WCC could save money in other ways	6	2.1%
27	If nearest school is full free transport should be provided to nominated school	5	1.8%
15	Risk / savings assessments should be provided to parents	4	1.4%
29	WCC told us which schools to apply for and then change the rules	4	1.4%
35	Already pay high council tax and fees	4	1.4%
14	Needs to change to account for new / current school intakes	3	1.1%
22	Consultation weighted to policies the council wants	3	1.1%
30	Consultation is too complex / ambiguous	3	1.1%
31	Faith / selective schools should be included	3	1.1%
32	Links don't work	3	1.1%
34	Quality of the school should be considered	3	1.1%
10	Detrimental to choice / education quality	2	0.7%
16	Council should subsidise the cost (not entirely free / needs based)	2	0.7%
17	More houses = more cars = more children	2	0.7%
18	RoSPA guidance only, not precedent over common sense	2	0.7%
21	Risks making schools unviable	2	0.7%
24	Existing agreements are being removed on priority schools	2	0.7%
28	Disruptive to education	2	0.7%
36	Free transport is essential where walking / cycling not an option	2	0.7%
43	Could have some children paid some unpaid in the same family	2	0.7%
51	Driver responsible for bus not children	2	0.7%
53	Not effective for outlying villages	2	0.7%
5	Proposals will increase costs overall	1	0.4%
7	New parents should be entitled to a good service	1	0.4%
8	Need better timings	1	0.4%
12	Walking / cycling routes should be ungraded long term	1	0.4%
13	Would be a fairer system	1	0.4%
26	Child should be guaranteed place at their nearest school	1	0.4%
33	Fuel allowance for parents who transport their own children	1	0.4%
37	Bus / driver contracts need regular review / dbs checks	1	0.4%
42	Retrospective enforcement is unfair	1	0.4%
44	Penalises bright students	1	0.4%
46	Consultation not well advertised / widely known	1	0.4%
47	DLA drivers should take their own children	1	0.4%
48	Keep us up to date	1	0.4%
49	Council staff are rude and unhelpful	1	0.4%



50	Locks people to current home	1	0.4%
52	Young unable to walk long distances (quickly)	1	0.4%
54	Published impact assessment after implementation to prove not affected children	1	0.4%
55	Support	1	0.4%
56	Currently poorly organised	1	0.4%
95	Other	1	0.4%
38	Need to invest in our children	0	0.0%

