



Home to school transport consultation

February 2022

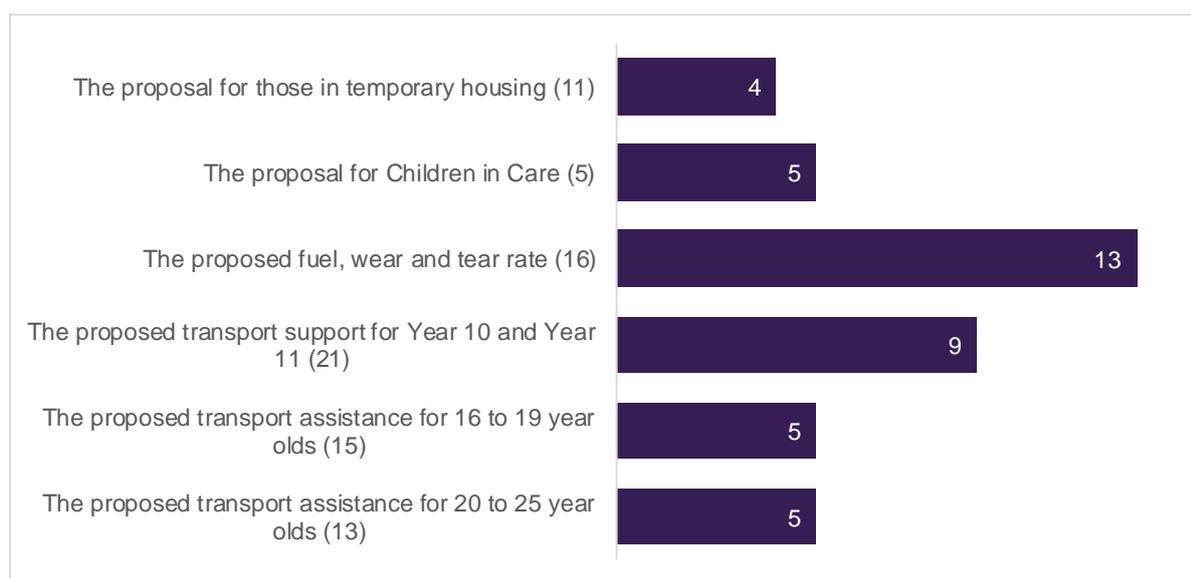
Research and Consultation

Executive Summary

BCP Council ran a consultation on a draft policy for providing home to school transport for eligible children. Previously, the council was using three different policies (from each of the three preceding councils) with different criteria in each area. The draft policy, if adopted, would apply a single policy across the conurbation.

72 responses to the consultation were received. This low response makes detailed analysis difficult and unreliable. To avoid misleading readers of this report, figures shown in charts are counts rather than percentages.

Table 1: Number of respondents who agree / strongly agree with each of the six proposals



Bases as labelled

The majority of those that responded about the proposals for children in care, for fuel, wear and tear rate and support for pupils in year 10 and year 11 agreed with the proposals.

Views on support for those in temporary housing were split between agree and disagree (with some neutral / don't know / not applicable responses)

The majority of responses on proposals for support for those in post-16 education disagreed with the proposals, with support for 16-19 year olds drawing the strongest objections.

It is recommended that the report is read in full, particularly the comments which illustrate the impact felt by families who currently use home to school transport.

Contents

Executive Summary	i
1 Introduction and background	1
1.1 Methodology	1
2 Results	2
2.1 Temporary housing	3
2.2 Children in care	4
2.3 Fuel, wear and tear rate	4
2.4 Transport support for Year 10 and Year 11	7
2.5 Transport assistance for 16 to 19 year olds with EHCP/disability	10
2.6 Transport assistance for 20–25 year olds	13
2.7 Additional comments	15
2.8 Equalities and human rights	21
3 Respondent profile	24
3.1 Respondents	24
3.2 Children	25

1 Introduction and background

BCP Council has a statutory duty to make home to school transport arrangements for all eligible children in Bournemouth, Christchurch and Poole. Currently, three policies are used when making decisions regarding eligibility – one for each of the three former councils. To simplify the process for our residents and ensure that all decisions are made consistently across the conurbation, a single home to school transport policy was drafted to ensure statutory minimum requirements are met.

The changes to the policy are:

Changes to policy	Who is affected
Temporary housing	all BCP Council residents
Children in Care	all BCP Council residents
Fuel, wear and tear rate	all BCP Council residents
Transport assistance for Year 10 and Year 11	all BCP Council residents
Transport assistance for 16–19 year olds	Bournemouth and Christchurch residents, with a change in the minimum distance for Poole residents
Transport assistance for 20–25 year olds	Bournemouth and Christchurch residents, with a change in the minimum distance for Poole residents

If agreed, the policy would apply to all applications for travel assistance for the 2022/23 academic year.

1.1 Methodology

The consultation ran from Tuesday 4 January to Friday 18 February 2022.

The information about the draft policy was available online at haveyoursay.bpcouncil.gov.uk/HomeToSchool and respondents were asked to give their views on each of the changes, and any other comments or suggestions using an online form. The form summarised the changes to the policy and respondents were able to complete the sections that were of interest to them.

Paper copies were also available in all BCP Council libraries, and paper copies could be requested by email or by telephone.

A total of 10,287 parents/carers were contacted to notify them about the consultation. This included 1,595 letters that were posted out to those who are currently receiving home to school transport. In addition a further 8,692 parents/carers who had applied for a school place this year online were sent an email to let them know about the consultation.

The [Home to School Transport consultation press release](#) was published on 6 January 2022. The consultation was covered in an [Echo article on 11 January 2022](#).

The consultation was promoted in four newsletters, including Roads & Travel, News & Events and Family Information. This is a total subscriber reach of 49,595, with 299 total unique link clicks through to the consultation page overall.

It was promoted in 6 posts across Facebook and Twitter, with a total Facebook reach of 36,695 (reach statistics are not available on Twitter). Total link clicks for social media posts is 1553.

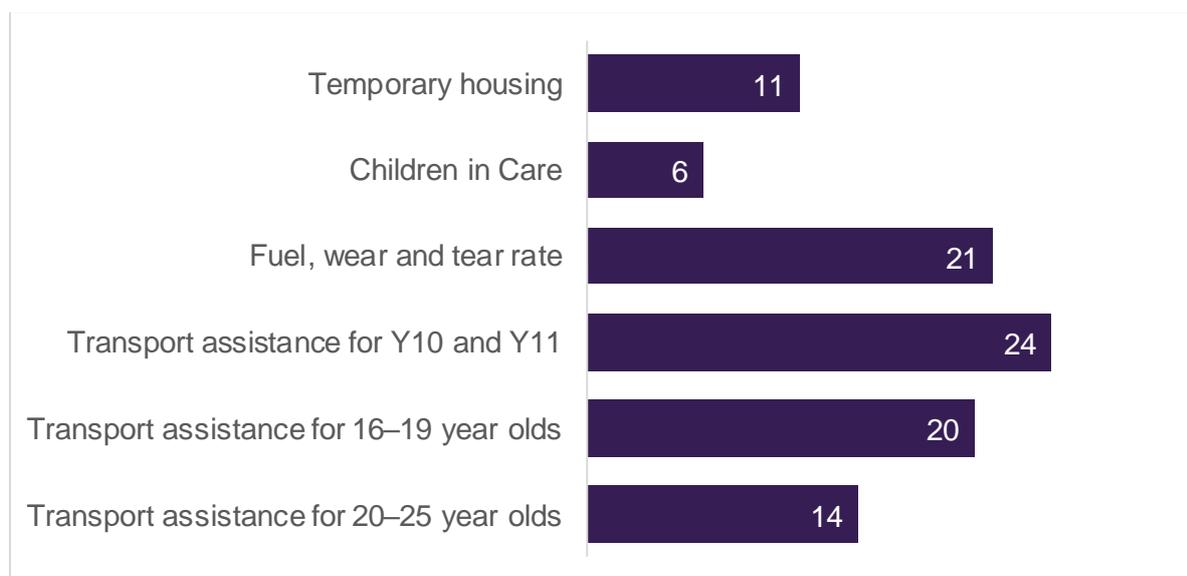
A total of 1728 unique visitors visited the online project page on and 610 of these clicked on the information on the page including 511 document downloads and 99 visits to the FAQ page.

Despite the number of people contacted directly as well as the efforts to promote the consultation more widely, only 72 responses were received. Since respondents could choose to fill in just the sections about proposals that affected them, the number of responses to each question is very small and cannot be used to provide detailed breakdowns of results. This report will show the count of responses rather than the percentage, as percentages can be misleading with such small numbers.

2 Results

Respondents were initially asked which sections of the survey they would like to give their view on. Responses from this section were used to direct respondents to the relevant sections.

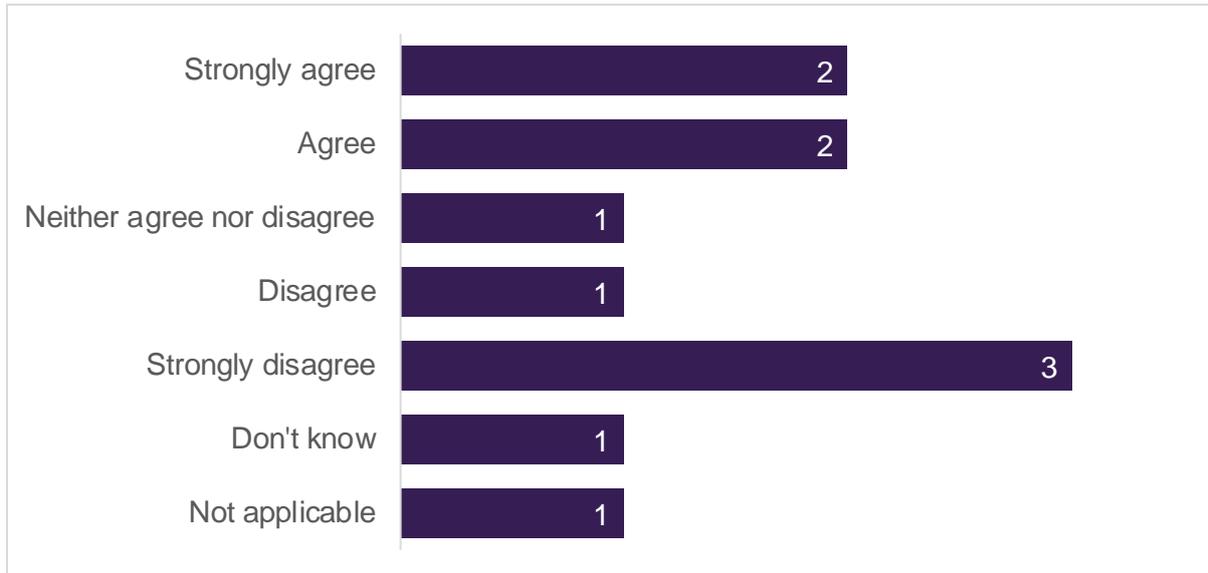
Figure 1: Which of the changes to the Policy would you like to give your view on? (count of responses)



2.1 Temporary housing

There were eleven responses to this question including one 'don't know' and one 'not applicable'. Of the nine that responded, four were in favour of the proposal and four were against, with one neutral response.

Figure 2: How strongly do you agree or disagree with the proposal for those in temporary housing? (count of responses)



Respondents were next asked how much of an impact this would have on them. Three said it would have a positive impact, three said it would have no impact and one said it does not apply.

When asked to explain their answers, the following comments were received:



It help my son with additional needs and his sister at the same school get to school and home quickly not having walk a mile and wait for a bus



"satisfactory reasons for the loss of the registered accommodation." - this is utterly arbitrary; which specific circumstances do you consider 'satisfactory' or otherwise? Is there a list somewhere, or are you going to make it up as you go? Support should also be offered to either BCP residents moving out of the BCP area against their will, OR to non-BCP residents moving into the area. It is either sufficiently rare as to not have an affect on council spending, or it is incredibly common and you're leaving a lot of people to struggle unnecessarily. You won't help your own residents, and you won't help theirs either?

I feel strongly that if a family is moved further away or to another area but still have to access the same schooling then



it is of no fault of theirs and they should receive assistance on transportation to school for as long as needed, not just 2 terms, and not just on a case by case basis, as the situation will not be of their doing and is outside of their control so they should not have to be financially affected by such a move outside of their control



I think it is unfair to be limited to a maximum of 2 terms. As some year groups are gridlocked and there is not necessarily any space in a local school.



I think the consideration period of 2 terms is more than fair. It should be based on living in BCP council only and on a temporary basis - not permanent.

2.2 Children in care

Despite six respondents stating that they wished to respond to this section, only five actually answered the questions. Three respondents strongly agreed and the other two agreed with the proposal. Four said it would have a positive impact and one said it would have no impact.

One comment was received on this section:

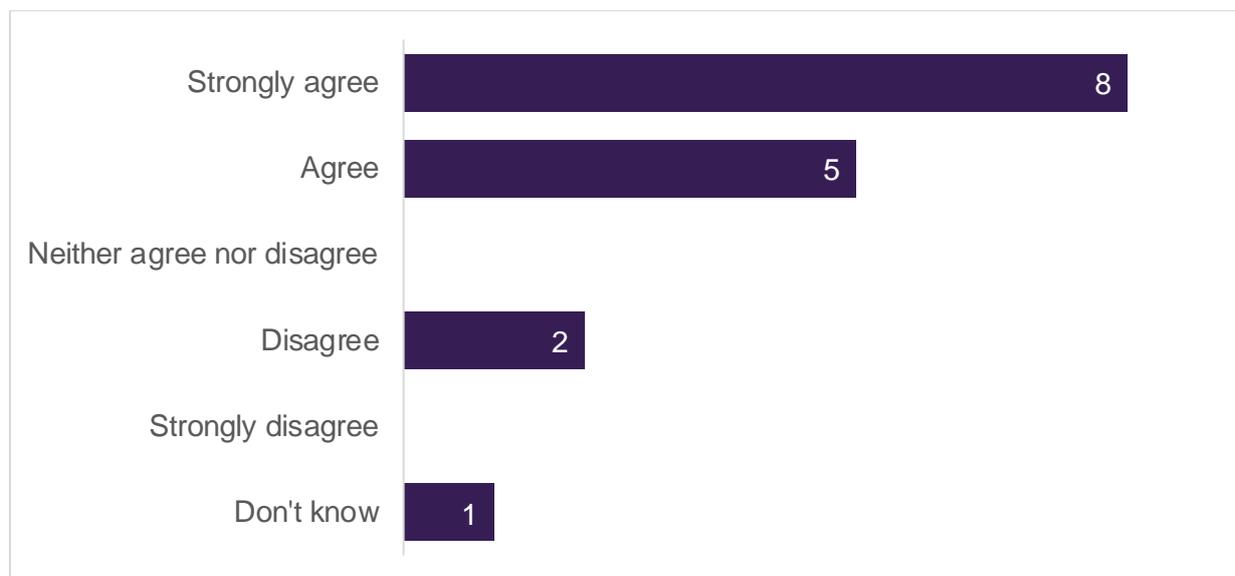


it reads fair and CiC transport consideration on entry/ admission to be treated equitably with those not in care.

2.3 Fuel, wear and tear rate

Sixteen respondents answered the questions in this section. Thirteen respondents agreed with the proposal, two disagreed and one replied 'don't know'.

Figure 3: How strongly do you agree or disagree with the proposed fuel, wear and tear rate? (count of responses)



Twelve respondents said that the proposal would have a positive impact on them, three said the impact would be negative and one said it would be mixed. Two respondents said that there would be no impact and two replied 'don't know'.

Respondents were asked to explain their answers and the following comments were received:



I struggle with fuel and upkeep of my vehicle getting my girls to school but also would prefer transport help because of my health



Poole residents will get a cut in rate. I agreed to transport my daughter with the current rates for Poole. Others will be in a similar position. This will reduce my claim for the 79 mile trip by nearly £6. How many people will request transport if the rate were reduced? This could cost the LA a lot more than keeping the current Poole rate or introducing it across the county. We are not employees and are allowed to receive in excess of 45p. With current fuel rates taxi costs will rise and I'd not want this policy to end up increasing transport costs for EHCP children, especially. It would be interesting to compare the numbers in Poole currently willing to drive their children (saving money) vs the numbers in Bournemouth and Christchurch who get lower rates currently. Personally I'd have insisted on transport had the mileage rate been much lower than it is. I am in favour of increasing the rate for Bournemouth and Christchurch, but to the current rate for Poole and then to encourage parents whose children take

expensive taxis to consider driving. I think this might save more money than making the rate lower for Poole residents.



My son will move to a school about a mile away from our residence and I will walk him there...



I think this would benefit low income families massively, and for myself as my son has Special educational needs, and awaiting an assessment through cahms, he struggles with busy noisy places such as pupil transport and is only timetabled in his current mainstream school for one hour and 30 minutes. So for me personally I am back and forth from their school 6 times a day!



Although the gesture is kind, it doesn't help us as a family. We have three children scattered between Poole and Bournemouth and the council won't move my youngest child to a suitable school in Bournemouth and are only willing to assist with wear and tear from my daughters high school to home. Our issue is the 3 hours a day we spend driving to collect all the children and try our best to meet work start deadlines all because the schools and council refuse to justify a suitable move for all the children to one area. It would help to have transport home for my daughter who is in year 7 at Avonbourne but this is not considered possible for us because we mentioned this doesn't need to be done if they would only move my youngest closer to his siblings.



We have a 18 year old (EHCP) that goes to Summerwood School but refusing to be ready for 7:50am, so we are having to take her each morning since September 2020 but have not been offered the 45p per mile. Our 18 year old does come home on the bus provided by BCP Council.



Look at other options first and foremost - bus/train pass.



My son has EHC plan and that would be perfect if we will have help with transport to secondary school especially when I'm working 40hrs a week

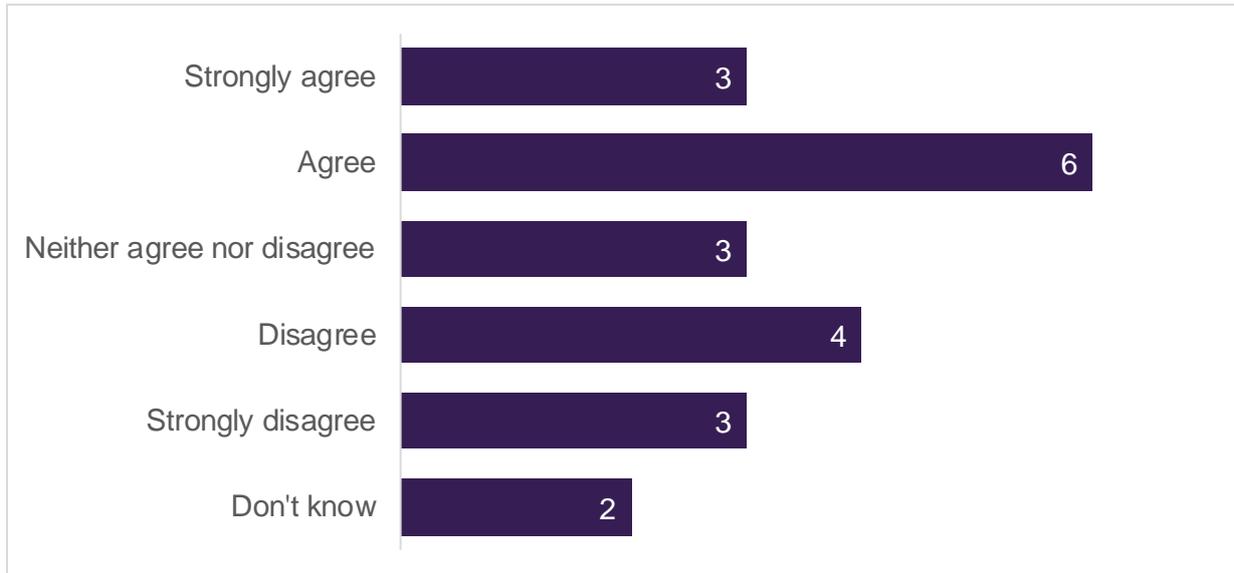


My husband take my daughter's everyday to school drop off and pick up. Due her anxiety she us struggle to go by bus as she get stressed if she gets late, with too many many in the bus.

2.4 Transport support for Year 10 and Year 11

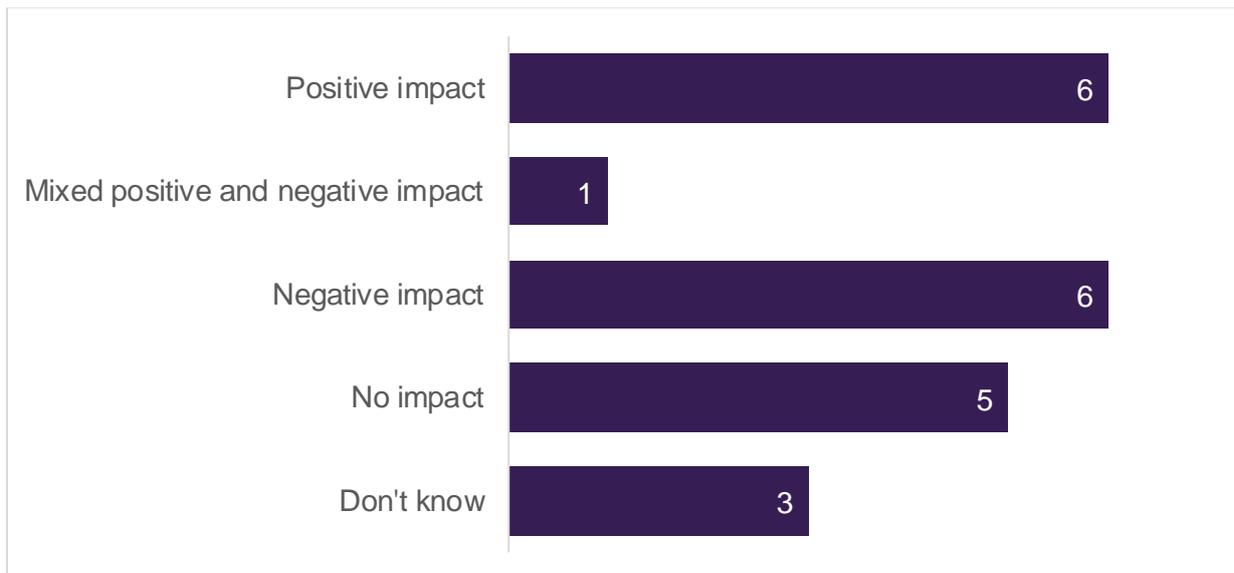
Twenty one respondents answered this question, of whom two replied 'don't know'. Of those that expressed an opinion, nine agreed with the proposal, seven disagreed and three gave a neutral response.

Figure 4: How strongly do you agree or disagree with the proposed transport support for Year 10 and Year 11? (count of responses)



Views on the impact of the proposal were very mixed. Six respondents said it would have a positive impact, six said that the impact would be negative and five said there would be no impact, with one expecting a mixed impact and three 'don't know' replies.

Figure 5: How much of an impact, if at all, does this change have on you?



Thirteen respondents provided a comment to explain their answers. The most common theme to these comments is that many families, especially those in rented accommodation and / or on lower incomes, often have little choice in where they live and cannot always stay close to school.



We have to pay £65 every 30 days to the yellow buses in order for my son to attend school and feel this is way too much.



It makes no difference to us as we have tried to gain assistance numerous times but as with all the political red tape the powers that be continually find excuses!



This service would be very good as it keep children in school,



Year 10 and 11 are important years for children, and doing everything possible to enable them to maintain stability and not risk ruining their grades is paramount. Of course parents are going to try and keep their children in their existing school during this time, but sometimes life happens unexpectedly and they made be forced to move. Why punish the parents of children ONLY in those important years? The Bournemouth borough council policy had it right- if they need assistance, it should be given regardless.



I think that the current Dorset Policy is the fairest. I agree one should not be allowed to chose to move further away but one might move house but it be closer to school but still more than 3 miles away. The proposed policy would deny transport that a child had been given in the first place in that instance. It is unfair to force a child to move school mid way through their GCSEs. Low income parents often have little choice where they move to and this policy will disadvantage the education of low income families if it forces them to move.



*We have only just been awarded travel after many appeals. My daughter has special needs and has severed ocd anxiety ASD and is unable to get to school alone. I have epilepsy and am unable to take her. The transport taxi system was awarded in November and we were very grateful. **** is hoping to stay in full time education therefore transport would be needed. We didn't ask to move away from the school. We were taken from an abusive relationship by the police and we were homeless. The housing placed us where we are now*

*and we didn't have a choice. **** is medicated she sees CAHMS and she is assisted through school by their SEND. She is being tested for Misophonia and dyslexia too. She is in need of this service and it has helped us out enormously. I trust you will take my comments into consideration when removing this category for assessment. Domestic abuse families don't have choices and their children shouldn't have to be penalised because they choose to stay at school where they know people and feel safe. Especially if they have special needs. Thank you .*



There is an assumption here that tenants have any choice of where to move to. Particularly Homeswopper and HomeChoice.



being forced to move schools will affect friendship groups and potentially the wellbeing of the child



Bournemouth is very short on housing. Even to find rented accommodation is almost impossible and often takes over 9 months due to agencies keeping long que system and not giving you even chance to view any property. So it is not reasonable to ask people only move to area near the school. Families are in desperate times and they have to unfortunately take property whenever it is or end up homeless. And council is not helping at all.



Should be considered for families with children of all ages due to being in education a mandatory request



The wording of the new clause makes it prohibitively difficult for families of children in yr10/11 who have no choice but to move house due to family or financial issues. An appeal process is lengthy and challenging. I propose that the original wording from DCC should be retained, so that transport assistance for families in 'exceptional circumstances' should be explicitly stated in the new policy. Moreover, the current wording suggests that if a family moves house within BCP but remains the same distance from school (even if this is more than 3 miles already), BCP council has the right to withdraw transport. The new clause is poorly drafted, because it does not clarify the point trying to be achieved (ie. funding is not available for unnecessarily increased journey distances due



to family personal choice) while conversely it unfairly penalises local house moves within the same area.

Totally reasonable - parents to consider this before moving

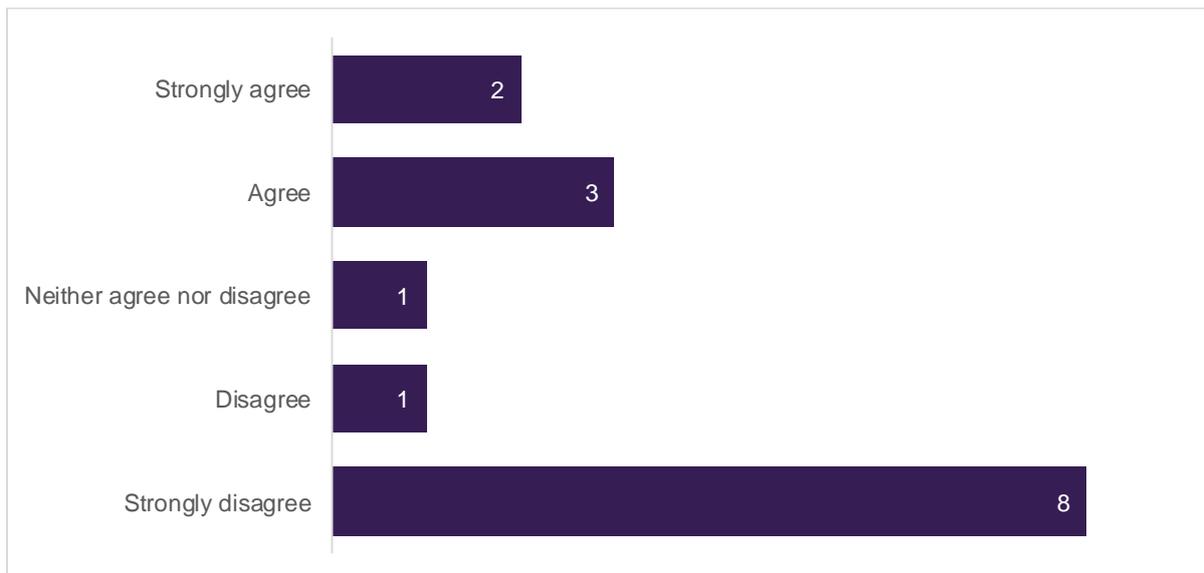


Saver way to school

2.5 Transport assistance for 16 to 19 year olds with EHCP/disability

The majority of the fifteen respondents that answered this section strongly disagreed with the proposal for transport assistance for 16 – 19 year olds with EHCP / disability

Figure 6: How strongly do you agree or disagree with the proposed transport assistance for 16 to 19 year olds? (count of responses)



When asked about the impact of the proposal, nine respondents said they expected the impact to be negative, three thought it would be positive, three said it would be mixed and two said there would be no impact.

Comments were invited to explain answers.



School he has been accepted into 6th form is over 3 miles from us but there are closer which he has not been accepted into - this should not go against us being able to access box transport as this is outside our control.



Having to contribute £525 for my daughters transport when she's been entitled to this free is disgusting, just because she

turns 16! Nothing has changed, she doesn't earn money to pay for this and we would really struggle without this service.



When **** needs school she will still need the same support so again this will impact us



I'm pleased that transport assistance exists for post 16 provision but £525 is going to hurt.



Although we work as a family we have 3 children and £525 is a significant amount of money to pay so that our child can access the special education they are entitled to. This is unfair and is discriminatory to him and his disability. No closer school agreed to meet his need and we feel unfairly penalised because our child has a disability. Disabilities already create such a lot of difficulties for families - this is a cost cutting exercise which is hitting the people who already have to fight for everything their children need.



I'm glad the distance has been reduced. I still think 3 miles is too far. Why does EHCP have to be on both criterias?



£525 is below the market rate. The minimum charged by Yellow Buses is £700 per year. This means that the council is topping up the price. Would recommend a schedule of increasing the cost over a few years. Full details of how to apply should be made clear.



My son has an EHCP based on anxiety but recognised autism traits. He has been funded with a taxi, that he shares most days with 2 other students. He cannot use the bus owing to his anxiety, he walks everywhere and avoids busy roads, even if it takes much longer. This is also the case if we go anywhere together. A taxi has really helped him remaining in school, he now attends every day. This is a massive improvement. The taxi also means he speaks to other students, this has only happened recently. I work but do not get WTC. I have a mortgage, we do not live even a comfortable life. Everything has gone up. I have asked to work more hours, taking less holidays off as it's unpaid. It's been declined apart from 2 weeks of school holidays I will now go in. We have a pay rise freeze so I cannot be paid more. While reading the new plans some will benefit and it seems the small minority won't. The small minority could be family like mine, hard working, mortgage. My options are very limited. He took almost 9 months to settle in the school, he has only just started making friends, he is limited to where

he goes because he is bright but needs some flexibility that mainstream cannot offer. I work as many hours as I can to pay our bills but still be there for him. I can see there is an option for me to pay it in instalments but its still a lot of money to find each term. I imagine the other 2 boys will still be attending, I do not know their parents circumstances, so it's not that he is the only one in the taxi. What my ramble is saying it's fair enough to have rules but there should be flexibility, not just black and white, you are not eligible.



If we move slightly over the threshold of being on low income criteria and are expected to contribute to transport for our special needs child's transport to and from school then we will be in the same position or even worse than before.



Do not see why the eligibility criteria should fall onto the parents of an 18 year old (adult) with EHCP Plan on the Autistic Spectrum and Learning Difficulties. They are adults and should be supported by BCP Council none the less.



We have a disabled 19 year old who could not manage on either public transport or walking the 4 miles to her specialist college. Without the taxi she could not complete her education. The new proposal would mean that we would need to find money to pay for her transport. We could not afford to make a contribution to the taxi fare as we do not earn any wages - I am a full time carer for my daughter who we took from care several years ago. We do not receive working tax credit and now she is 19 we can no longer claim child tax credit for her.



You are effectively stopping young people with disabilities from pursuing a course of study. Most families will not be able to afford the charge as outlined. Families such as ours do not get working tax credit as it is a difficult benefit to monitor if you have a zero hours contract and it is easy to fall into debt if the amount you earn annually changes significantly. Therefore you have to pay back often thousands from a previous year. We, feel it it not a tenable benefit but are still extremely poor. Why have you not accounted for apprenticeships? Many young people with disabilities follow this route and still study part-time. Often their pay is minimal and they have to travel some distance to their place of study and work. They often cannot do this independently. My feeling is that many students will not continue into post sixteen education and will just stay home. Couple that with the fact that the SEN

Departments are very keen on taking away a student's EHCP as a matter of course. IMMORAL!!



£525 charge should not apply to special needs pupils with EHCPs attending a special needs school. The cost of an appropriate care setting to the council would far exceed the transport cost if the child was removed from the educational setting because of such charges. In these circumstances the charges should also not be measured against income levels - no one chooses to have a special needs child, especially not just because their income level is higher.



My children do not have special needs but we are on a low income receiving child tax credits and housing benefit, they get free school meals. They rely on the school buses to get to school as we cannot afford to drive or have a car and also the schools are not in walking distance as they attend the grammar schools. They currently receive free school bus passes for the school bus 415 and also 450 and my 16 year old gets £15 per week to buy tickets which actually is no where near enough to cover the costs so actually needs to be increased. Please can you ensure that you do not scrap the allocation of funding for 16 plus bus money. Also please can you make sure that an eligible criteria is still families on low incomes otherwise I don't know how I am going to get 3 of my children to school.

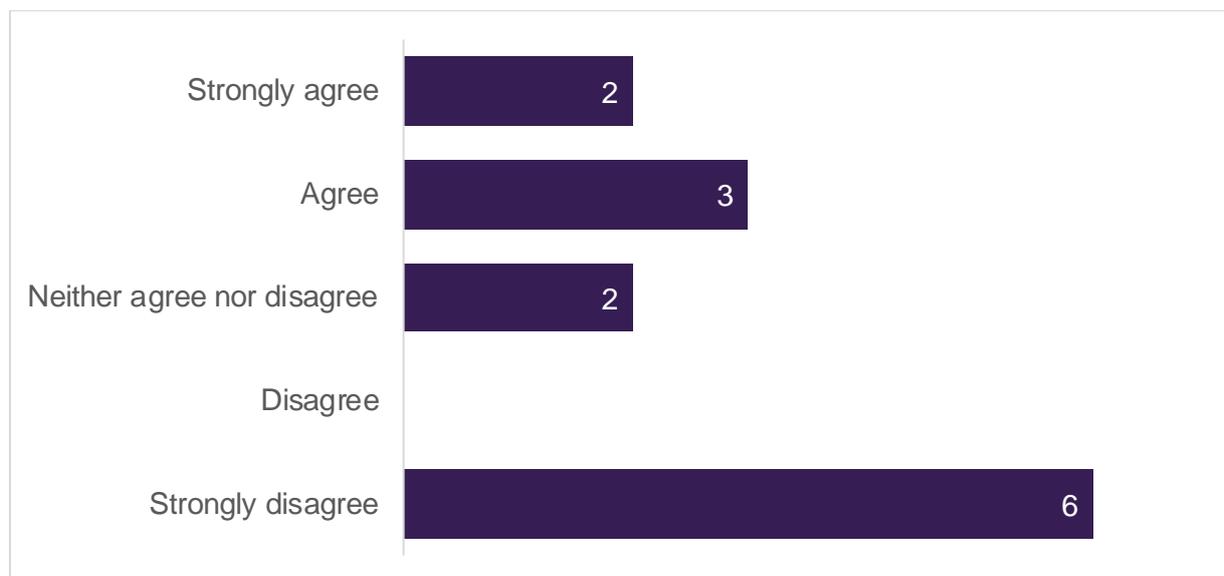


This may stop families from trying farther career choices for their sen children. They are already under financial and mental pressure for kids rehabilitation. This move might stop child from further education or they have to move house in order to get it.

2.6 Transport assistance for 20–25 year olds

Thirteen respondents gave their opinion on the proposal for transport assistance for 20-25 year olds. Six strongly disagreed, five agreed / strongly agreed and two gave a neutral response.

Figure 7: How strongly do you agree or disagree with the proposed transport assistance for 20 to 25 year olds? (count of responses)



Five respondents said that the proposal would have a negative impact on them, three said that the impact would be positive and one expected the impact to be mixed. Two respondents answered 'don't know' and one said there would be no impact on them.

Comments were invited to explain the answers given:



Although we work as a family we have 3 children and £525 is a significant amount of money to pay so that our child can access the special education they are entitled to. This is unfair and is discriminatory to him and his disability. No closer school agreed to meet his need and we feel unfairly penalised because our child has a disability. Disabilities already create such a lot of difficulties for families - this is a cost cutting exercise which is hitting the people who already have to fight for everything their children need.



My daughter attends B & P College on a foundation course. Just wanted to know, as she receives Universal credits and is on a low income, being now classed as an adult, is she waived the fee for travelling or will this be deducted from her still, Happy with amount of £525 as minimal amount compared to what have paid previously.



Understand the reasons why but financially this will have an impact.

This is the same as previous. Our son who has Down syndrome turns 19 this year and we are worried about what



will happen should we get small increases etc at our places of work. The timing of schools doesn't allow us to take him into school or fetch him so this is an essential service that we rely on. I have been offered a better job than the one I have now but if I take this will I be financially worse off and working more hours?



We would need to remove our child from education. I am a full time carer for my 19 year old daughter who has mobility issues as well as autism. Implementing a paid contribution for her taxi would not be feasible as I am a full time carer and do not claim working tax credit. Child tax credit stops this year as my daughter is 19.



It is NOT LEGAL to charge parents for transport that is needed by a young person over 18. Please see the case notes at <http://www.lukeclements.co.uk/post-19-education-transport-costs/>



It was such a great idea extending the EHCP formerly Educational Statement to 25 years to account for the impact of disability. It's a shame that you are systematically either taking it away from young people or making the whole thing worthless by withholding support.



£525 charge should not apply to special needs pupils with EHCPs attending a special needs school. The cost of an appropriate care setting to the council would far exceed the transport cost if the child was removed from the educational setting because of such charges. In these circumstances the charges should also not be measured against income levels - no one chooses to have a special needs child, especially not just because their income level is higher.

2.7 Additional comments

Respondents were asked if they would like to make any other comments or suggestions about the draft Home to School Transport Policy.



Accessibility to transport link at the times necessary to arrive in school on time would be a consideration to us. Also child is partially sighted and will be getting bus on own so the distance to get to a pickup point is also a concern if a long way.



Public transportation that allows children (either with or without parent/guardian) to get from home to school. Not all bus routes service school catchment areas within the BCP area.



I believe looking & thinking about the Environmental policy that having more electric mini buses to take more children to school would have a fantastic impact on the environment although not cost effective. However, some parents could pay for this service.



As a disabled mum, I have some days where I am able to get about and more often than not I'm not able to. I have a severe lung disease (not smoking related I do not and have never) and have a disabled badge etc as I get extremely breathless with any task and it is painful for me. I would like for children of a disabled parent to be considered for this as it would help greatly so that I don't have to panic about how I will get him to school when I am struggling, or forcing myself to which would put me in pain for the rest of the day, extremely fatigued and breathless. Why is this not included in the qualifying points made? It seems obvious to me that the children of disabled parents would be included in this scheme. Thank you for allowing me to express my concerns.



I think the entire policy should be addressed by those who are actually in the real world. We live 9 miles away and are sick to the back teeth of the ridiculous keeping on about the walk or cycle to school lark. My children couldn't walk or cycle that distance and have is good schlatters so would be highly detrimental. We are not allowed transport assistance because they attend schools in Wimborne but we could have obtained it if they attended Mannorside school which was not at all suitable! Disgusting really wouldn't you agree? Alas apparently we chose to go to a school outside catchment regardless of the fact there were no places available in the school in our catchment and the ones closer refused our applications even after appeal with the same political jargon of square footage. The same with grammar school application, my son wasn't given the extra time required in the exam despite explaining his disabilities and entitlement to it. He was 5 points under, upon appeal even the head master agreed he was ideal student for the school but the age old square footage lark came into play to get around the discrimination. So it makes absolutely no odds to us what you do with your transport policies as I've had to find ways to

navigate the 180 miles per week that I have to cover to entitle my children to an education. I think though it might be wise to have sensible parents devise the policies in the future or at least guide those who generate them because seriously no one in the council appears to be realistic. We are in receipt of free school meals too but unable to utilise them because the schools don't cater for multiple allergies, yet the council can't provide vouchers instead unless it's holidays? Seriously backward.



****** also has special needs and is classed as disabled, she is unsafe to walk to school on her own or without an adult*



This policy is unfair if bpc place Any child more than 3 miles from home a bus pass or transport should be provided!



Remove the £525 charge. Drastically reduce the £525 charge.



I think public transport or minibus should be offered to each family with school aged children to help decrease fuel emissions and do the right thing for the environment...



The policy states "Children and young people with SEND or medical needs are initially assessed using the statutory distance criteria detailed at the start of this policy." This is unlawful. If a parent carer applies under the criteria of SEN, that statutory distance criteria is irrelevant (as long as it is the nearest qualifying school). This is stated in the Education Act 1996 Schedule 35B which states: " 2 A child falls within this paragraph if— (a) he is of compulsory school age and is any of the following— • a child with special educational needs; • a disabled child; • a child with mobility problems, (b) he is a registered pupil at a qualifying school which is within walking distance of his home, (c) no suitable arrangements have been made by the [F2local authority] for enabling him to become a registered pupil at a qualifying school nearer to his home, and (d) having regard to whichever of the following are relevant— • his special educational needs; • his disability; • his mobility problems, he cannot reasonably be expected to walk to the school mentioned in paragraph (b)." This criteria alone is enough for a child to be considered as eligible. There is no requirement for them to first be assessed under another criteria of which they have not applied under. Also with regards to the appeals procedure, it first states BCP will respond within 20 days, it then later states 20 working days.





One of the most detrimental would be the taking away from yr 10&11 students



I think the policy is really good and potentially offers discounted travel for students aged between 16 and 25 compared to the commercial rates.



Having our children/young adults transported to school is a godsend and I understand that transport fees need to be helped in paying, its just that families of disabled children, young adults can find the costs that you are asking can be very high and that puts added pressure on the family financially. Maybe the government should start considering where there money is best used on people in this country and not giving people free handouts to people that come into this country.



The consultation doesn't allow comments on the policy for children in years other than those mentioned. The policy should reflect the objective of the council to persuade people to shift from cars to alternatives. Consideration should be given to safety from crime and pollution, depending on the individual child and where appropriate parent or other accompanying adult's circumstance. The criteria currently being proposed only consider safety from road traffic accidents and not from other incidents such as attacks. I have personally been harassed in underpasses so avoid them, seen a child harassed by two intoxicated drug addict whilst waiting on a train platform at an unmanned station in her school uniform on the way back from school, seen drug dealing and assaults as well as being harassed myself at Poole Bus Station yet all these locations are considered safe on the criteria. I have also seen a child being approached by another child and offered money at Poole Bus Station. If a child is issued with a pass for public transport especially if to be used without the company of other children they should also be issued with a rape alarm and a tracking device. The policy should also mention that a medical certificate can be supplied if a route is medically dangerous for an individual child (etg asthma on a polluted route) or adult (particularly the many adults who are obese and so unable to walk to accompany a young child). This might provoke improvements such as benches for rest on the way and at the school gates and replacing underpasses with road crossings. Consideration should be given to the Equality Act implications

of expecting women with young children to use an underpass because of higher likelihood of attack.



I would just like to point out that I think its disgraceful the amount of money that must be spent on this type of transport. I totally understand that some people need it but there are exceptions that seem to slip through the net and are a complete waste of council money. I know of a family of FOUR children that lied on their application form about where they were living so were accepted to a school local to me. They were then housed elsewhere and had a taxi to and from school each day - probably at a premium rate charged by the taxi firm for such journeys. Why on earth just transfer the children to a nearer school to home at the end of a school year or a different nearer house to school? I know that is probably easier said than done but would save the council a lot of money - and this is only one instance. Yes, childrens needs must be taken into account but its a similar position to when children go up to secondary school and they dont always get the school they want.



I would like if there was school buses for children to all the secondary schools. It would help parents a lot with other kids dropping to primary school and secondary and jobs. As it is not possible to drop 2 kids the same time in different schools.



How will you support families who cannot afford the annual fees?



Some families and their situations should be taken on individual circumstances. We, for example, are stuck in a rut until our children are old enough and wise enough to make their own ways home. We have made good recommendations and suggestions to the council and even had appeal meetings about our situation but no room is given as the solutions we proposed don't fit within the criteria and box written in the script of the council. This leaves us living on benefits, not progressing in life and being worried sick about the slightest change that may come into affect that will unravel our already tight and fragile situation



Should not be penalised for working hard families but support in place for all adult disability within the BCP Council whichever criteria the family meets.

Whilst I do recognise the need to make savings on transport costs I feel that you have unfairly discriminated against those



families who do not claim working tax credit but have a young person who cannot walk to college or manage public transport through a disability. Surely this is discriminating against those with disabilities whose parents are carers for them.



It is NOT LEGAL to charge parents for transport that is needed by a young person over 18. Please see the case notes at <http://www.lukeclements.co.uk/post-19-education-transport-costs/>



Utterly disgusting. This is a cost-saving move and it will affect most families who currently have transport allocations. Hardly a 'minority'.



I agree with the draft changes to the Home School Transport Policy

Q37 below, and the rest of the policy/questions ignore the impact of special needs students on siblings and parents/carers. Whilst I understand the policy covers a multitude of scenarios, you either need separate criteria or additional qualifying criteria to apply to special needs students attending special needs school who have EHCPs. If parents/carers removed students from special needs schools and put them in closer mainstream schools because of this policy, those schools would not cope and costs would rise to BCP. Alternatively if the child was removed from an educational setting at 16 because of this policy the council would need to provide appropriate care settings outside of an educational setting at additional cost.



My children do not have special needs but we are on a low income receiving child tax credits and housing benefit, they get free school meals. They rely on the school buses to get to school as we cannot afford to drive or have a car and also the schools are not in walking distance as they attend the grammar schools which I worked really hard to get them into by sitting and tutoring them myself. They currently receive free school bus passes for the school bus 415 and also 450 and my 16 year old gets £15 per week to buy tickets which actually is no where near enough to cover the costs so actually needs to be increased. Please can you ensure that you do not scrap the allocation of funding for 16 plus bus money. Also please can you make sure that an eligible criteria for free school bus tickets is still families on low incomes otherwise I don't know how I am going to get 3 of my children



to school and I am very concerned about this. Please feel free to call me to discuss thank you



Please elaborate why these changes introduced ? Also explain any alternative if wanted to avoid transport costs for family

2.8 Equalities and human rights

The survey asked if there were any positive or negative impacts of these proposals that BCP should take into account in relation to protected groups under the Equality Act 2010. The question also asked for supporting information and suggestions for how negative impacts could be reduced or removed. The following responses were received:



No negatives I just think there are more children in need of this service than you are allowing.



Yeah right to education



I think the families who are already struggling to make ends meet should get free transportation..



Cause more mental health issues in children in yr 10&11



Although we work as a family we have 3 children and £525 is a significant amount of money to pay so that our child can access the special education they are entitled to. This is unfair and is discriminatory to him and his disability. No closer school agreed to meet his need and we feel unfairly penalised because our child has a disability. Disabilities already create such a lot of difficulties for families - this is a cost cutting exercise which is hitting the people who already have to fight for everything their children need.



See previously. Also, all groups protected under the Equality Act are at higher risk of assault and being victims of crime generally. Hence the policy failing to take into account the safety of a route from a street crime point of view is discriminatory as it has a higher effect on these groups. The health needs of many of these groups can be higher than for

the general population, so again the policy should point out the potential for individual medical circumstances of children and where appropriate, accompanying adult can be taken into account in assessing the walked route for safety. Bike buses and walking buses could be provided to tackle the issue of safety for children walking. This requires clarification on whether the organisers are covered by BCP's insurance policy in the event of a claim against them. It is something which may have got lost in translation as various schools have become academies, and consideration could be given to putting in a place a policy across BCP to cover all organisers of official bike and walking buses.



Should be school buses much cheaper.



Human needs should be taken into account yes, but also life can be hard and everyone's needs should be taken into account not just some



My children didn't grow up in Europe so public transport is foreign to them (and us as parents). My daughter is expected to travel for over 80 minutes on two buses and walking in the dark to get to and from home. The council has said their job is done with regards to transport assistance as they have provided her a bus pass. She can't use the bus and also has PTSD due to growing up in a country with very violent crime statistics so is not able to walk alone on roads. We lost the appeal for any changes and assistance to our situation so are stuck driving three hours a day to get our children to and from their places of education. We did select schools much closer to our home and have had their names down for almost two years but still no movement. The council and schools decided on the schools further away from home.



Yes, this is a complete disregard for disability rights. Our daughter's right to reach her academic potential is being jeopardised simply because she needs to attend a specialist school which she cannot walk to or travel by public transport to. We cannot afford to pay for her transport and yet do not claim working tax credit because we are her full time carers.



I think you should stop the amelioration of augmentative support for those with disabilities. You are helping to institute a situation of sheer discrimination towards those in our

society who are less fortunate than others (something the SENDA Act 2001 was designed to counterbalance). "The Act introduces the right for disabled students not to be discriminated against in education, (or) training....including further and higher education institutions and sixth form colleges."



I think it reads fair and equitable and is not discriminatory as it's one policy for all.



You should summarise the requirements if you want people to reply to this question, or provide a statement from a councillor that this has been considered any they believe the policy complies.



Families on low incomes cannot afford the price of the bus fare to get their children to school, there is no other option of school for my children as 2 of them are currently at the grammar schools and I have another starting in September and I am now worried I can't actually get her there as we can't afford a car or to learn to drive



Yes, it will impact negatively as further education of sen children is very tricky and these changes will help it's complexity.

3 Respondent profile

The survey asked a number of questions about the personal characteristics of both the respondent and of their children, since it is the children that are the service users. It should be noted that some respondents have more than one child so there are more children than respondents, not all of whom are currently eligible for home to school transport.

Table 2: Respondent type

Are you responding as: (Select all that apply).	Count
A parent or carer of a child currently at school who receives home to school transport assistance	25
A parent or carer of a child currently at school who does not receive home to school transport assistance	24
A parent or carer of a child who will start school from September 2022	20
A child who attends school and receives home to school transport assistance	2
A child who attends school but does not receive home to school transport assistance	10
A member of staff in school	2
A member of staff in a local authority, for example Social Worker	2
A BCP Council resident	24
A charity/support group/organisation (please select and write in below)	-

Table 3: Respondent location

Where do you live? Select one only	Count
Bournemouth	44
Christchurch	6
Poole	21

3.1 Respondents

Table 4: Respondents' personal characteristics

Characteristic	Category	Count
Age	Under 16	3
	16 - 24 years	-
	25 - 34 years	13
	35 - 44 years	25
	45 - 54 years	22
	55 - 64 years	9
	65 -74 years	-
	75 - 84 years	-
	85+ years	-
	Prefer not to say	-

Sex	Female	59
	Male	7
	Prefer not to say	3
Gender identity same as sex?	Yes	64
	No,	-
	Prefer not to say	5
Sexual orientation	Straight / Heterosexual	53
	LGB / Other	2
	Prefer not to say	13
Disability	Yes - limited a lot	10
	Yes - limited a little	6
	No	46
	Prefer not to say	7
Ethnicity	White British	45
	Other white	13
	Black / Asian / Mixed / Other	3
	Prefer not to say	9
Religion	No religion	21
	Christian	37
	Any other religion	3
	Prefer not to say	8

3.2 Children

Table 5: Children's characteristics

Characteristic	Category	Count
School type	Pre-school	14
	Primary	50
	Middle	12
	Secondary	34
	Post 16	11
	Post 19	10
New school in September 2022?	Yes	49
	No	50
Currently receiving Home to School Transport?	Yes	32
	No	84
Sex	Female	56
	Male	65
	Prefer not to say	11

Support	SEND Support	14
	Education, Health and Care Plan (EHCP)	35
	None	82
Disability	Yes - limited a lot	24
	Yes - limited a little	23
	No	71
	Prefer not to say	10
Ethnicity	White British	91
	Other White background	21
	Other ethnic group	1
	Prefer not to say	17
Religion	No religion	54
	Christian	57
	Other religion or belief	3
	Prefer not to say	14