

Home to School Travel Assistance and Post 16 Travel Assistance Policy Consultation Survey Results

Notification of Consultation:

- Letters/communication sent to current children/young persons with EHCP's issued by Slough (including current users of transport): 1600
- Direct communication with Slough Schools (including those where transport is not currently provided): 48
- Direct communication with Schools outside of Slough where travel is currently provided: 43

Consultation Responses

- Responses to this survey: **58**
- Attendance at public meetings: **25**
- Enquiries via consultation email address: **5**

Discussion and feedback at public meetings reflected the responses received via the online questionnaire.

Meeting with Schools provided a supportive response. Understanding the rationale behind the proposals with a couple of key considerations being identified which reflected the questionnaire responses.

Email enquires during the consultation included (2) enquires about current travel support available to their child, two enquires about accessing the online questionnaire (including losing the original letter re the consultation), and feedback (1) regarding inability to make the dates/times of the public meetings.

Travel Independence

Question 1.1: Being independent is different for everyone. In terms of travel and preparing for adulthood, what is your/your child's aspiration in terms of how you/they will travel in the future?

Option	Total	Percent
Be able to carry own bags and board and alight a vehicle on their own	21	11%
Be able to access transport from a collection point	20	11%
Be able to share school transport with other children or young people	40	21%
Being able to travel without a parent or carer in attendance	20	11%
Be able to undertake a single journey/route independently using public transport	14	8%

Be able to undertake a single journey/route independently walking/cycling	10	5%
Be able to plan and undertake any journey independently using public transport	12	6%
Be able to undertake any journey when they want using any form of transport	11	6%
Be able to undertake any journey by driving a car or motorcycle	6	3%
Be able to undertake any journey by cycling or walking	8	4%
Be able to travel on public transport with an accompanying adult (e.g. parent/carer)	13	7%
Other (Please specify)	7	4%
Not Applicable	6	3%
Not Answered	0	0%

“Other” (7) responses confirmed the severity of need of their children and the high level of support that is required to transport them to and from School.

Question 1.2: What are the three biggest benefits for a young person who is successfully supported to travel independently on public transport, which allows them to access services and activities in the community?

Option	Total	Percent
Improved job opportunities	1	1%
Development of life skills/independence	19	30%
Improve self-esteem/confidence	13	21%
No benefit	6	10%
Independent travel not possible for my child	15	24%
No applicable	4	6%
Improved access to services and activities	5	8%

Question 1.3: What are the three biggest benefits for the family of a young person who is successfully supported to travel independently on public transport?

Option	Total	Percent
Family members have more time to do their own thing e.g. study or employment	22	20%
Increased numbers of travel options available for family travel	9	8%
Reduced dependency on family or friends financially	15	14%
Less need for adults to accompany young person to and from places	17	15%

Opportunities to access community services and activities that were previously not accessible	12	11%
Positive changes in family relationships and interactions	10	9%
Other	13	12%
Not Answered	12	11%

“Other” (12) responses confirmed the significant needs of their children and inability to travel independently.

Question 1.4: What are the three biggest barriers that stop children and young people using public transport independently to access services and activities in the community?

Option	Total	Percent
Specific health needs cannot be supported on public transport	42	11%
Likelihood of bullying or being attacked	34	9%
Unable to access services and activities due to poor public transport links	22	6%
Limited awareness of danger or unable to keep safe	49	13%
Specific needs may place child/young person or member of the public at risk	40	11%
Wouldn't be able to manage situations that aren't planned or are out of routine	44	12%
Risk of getting lost or missing stop	39	10%
Unable to communicate with public transport staff or members of the public	40	11%
Has never used public transport before, even with an accompanying adult	13	3%
Unable to handle money	27	7%
Not being able to access opportunities to learn the necessary skills to use public transport	11	3%
Family concern for the young person's safety and not allowing them the opportunity to try to travel on public transport independently	16	4%
Other	3	1%

“Other” (3) responses identified general safety in the town and specific individuals needs that would put them at risk if traveling independently.

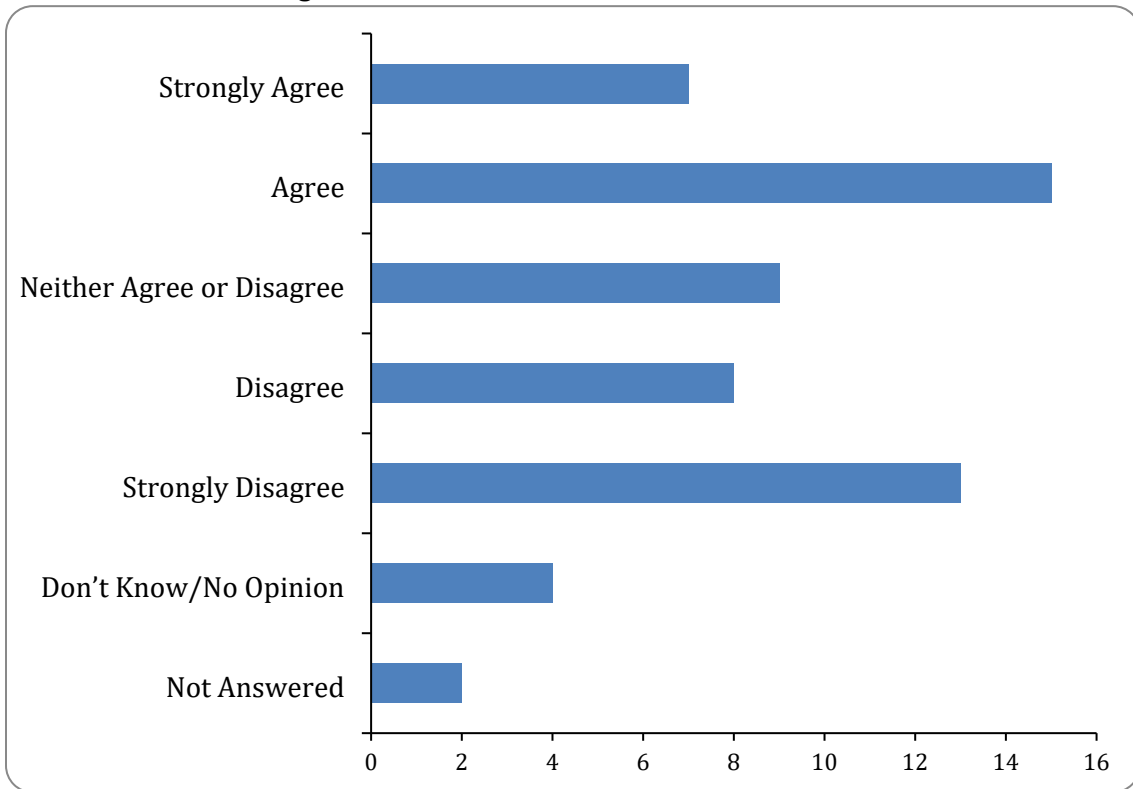
The Council will consider these aspects when assessing individual suitability and during design/delivery of any training to ensure risks are mitigated and appropriate controls and monitoring are in place to support passenger safety.

Question 1.5: What should the Council do to encourage more children and young persons with SEND to travel on public transport to school or college?

Option	Total	Percent
Promote/Market Travel Training better	4	8%
Train specific journeys/scenarios	2	4%
Provide adult support to accompany young person	3	5%
Travel Training not suitable for young person	20	38%
Improve safety within the wider community	4	8%
Save money elsewhere	3	5%
Conduct individual needs assessment to confirm suitability for training	11	21%
Provide free bus passes for young people and/or carers	3	5%
Improve bus reliability, accessibility, and driver training	3	5%

The Council will continue to explore suggested options to improve public transport travel based on the responses provided.

Question 1.6: To what extent do you agree with the statement below: If a child or young person has the potential to become an independent traveller and would benefit from Independent Travel Training then they should be expected to undertake the training



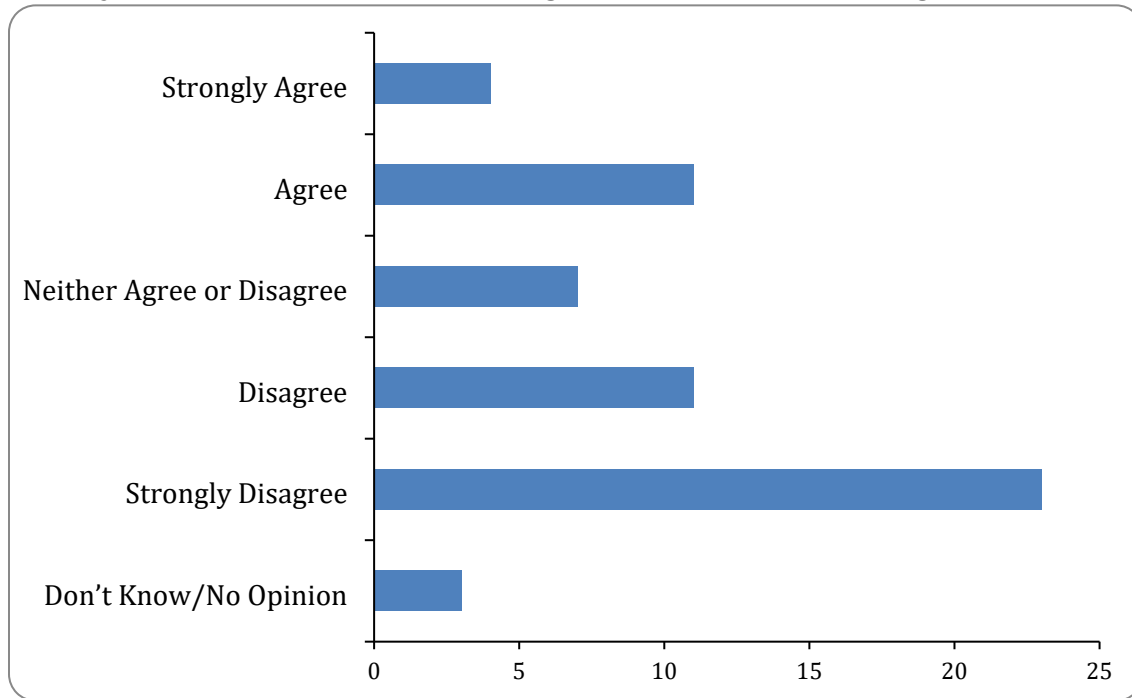
Question 1.7: Please provide any further thoughts, comments and suggestions in relation to Independent Travel Training.

The majority of responses either stated that Independent Travel Training would not be suitable for their child, or that it was essential that each child is individually assessed to identify if this is a suitable option for them.

Other responses included: the need to ensure travel arrangements keep children safe, and that training should focus on older children and should be part of long term planning/support for the individual.

Travel Bursary

**Question 1.8: To what extent do you agree with the statement:
The Council should encourage more young people and families to use a travel bursary to make their own travel arrangements to school or college.**



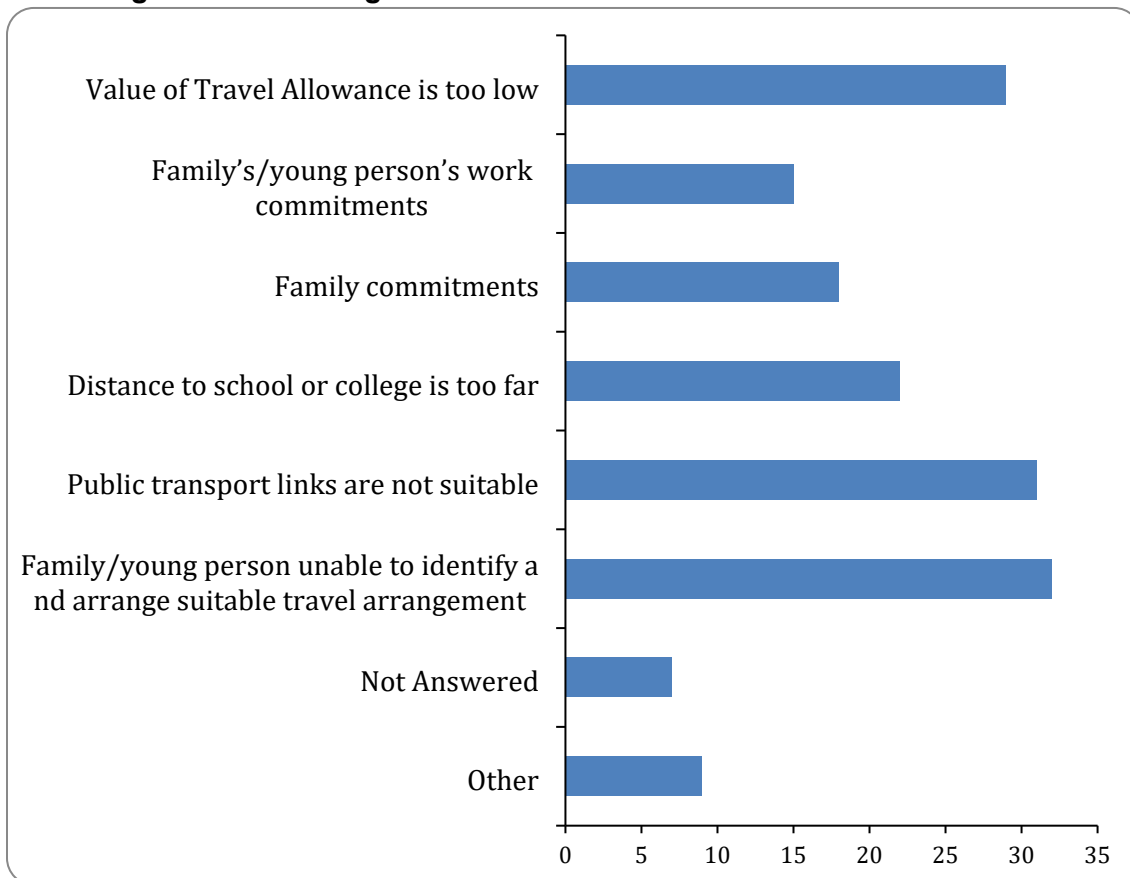
Question 1.9: Based on what you currently know about the proposed Travel Bursary travel option, what do you think are the three biggest benefits for families using a Travel Bursary to make their own travel arrangements?

Option	Total	Percent
Able to arrange travel around work commitments	8	7%
Able to arrange travel around family/caring responsibilities	11	10%
Flexibility to allow access to after school activities/services outside of school/college	14	13%
Greater control over travel arrangements	15	13%
Ability to provide additional funding for bespoke travel needs if necessary	9	8%
Less likelihood of changes in travel arrangements resulting from other passengers	9	8%
Shorter journey times for child or young person to school or college	13	12%
Not Answered	21	19%
Other	10	9%
Not Answered	2	1%

Those who responded “other” generally felt that the Council should be providing the travel, not the parent, and that there was no benefit to the Travel Bursary option. It was also mentioned within the feedback that this may put more cars on the road.

The Council acknowledges that car use could be increased if individual cars/journeys are undertaken in place of share travel arrangements. However, it is expected that the use of the Bursary is likely to be more beneficial for all parties where journeys are not currently shared and therefore if a family decides to drive their own child to school then this will replace the existing vehicle on the road (that is used), rather than increase vehicle numbers on the road. Vehicles already on the road transporting parents/carers to work may also be able to be utilized to transport their child to school and travel to work, therefore vehicle numbers will not increase in this scenario. The Council will continue to monitor and observe vehicle numbers on the road.

Question 1.10: What do you think are the top three barriers stopping a young person or their family using a Travel Bursary to make their travel arrangements for accessing school or college?

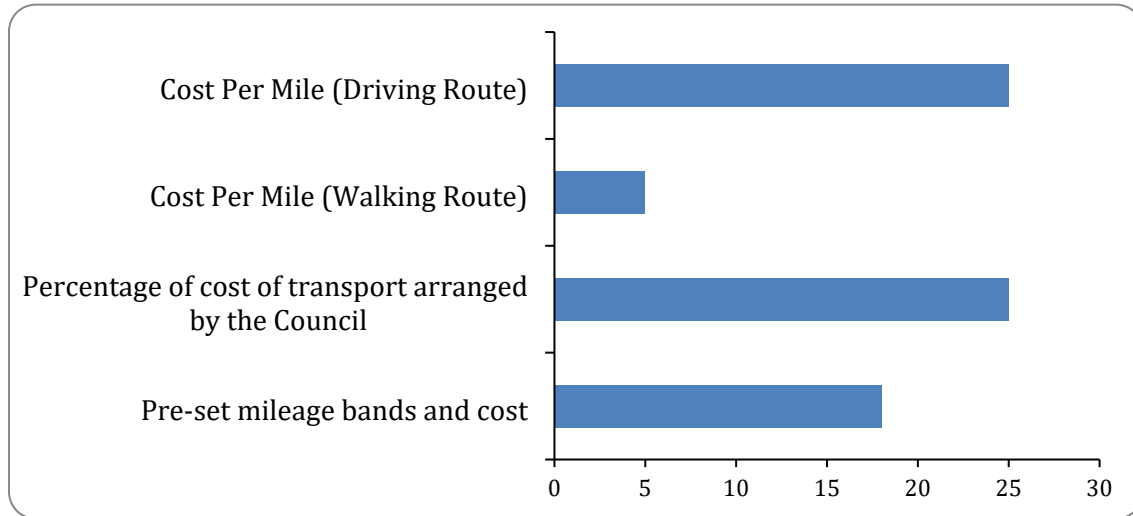


“Other” feedback regarding barriers to the use of a Travel Bursary included: that it may not be suitable due to other family members own ill health, the increase congestion on the roads would cause problems, it may not be suitable for their child due to their needs,

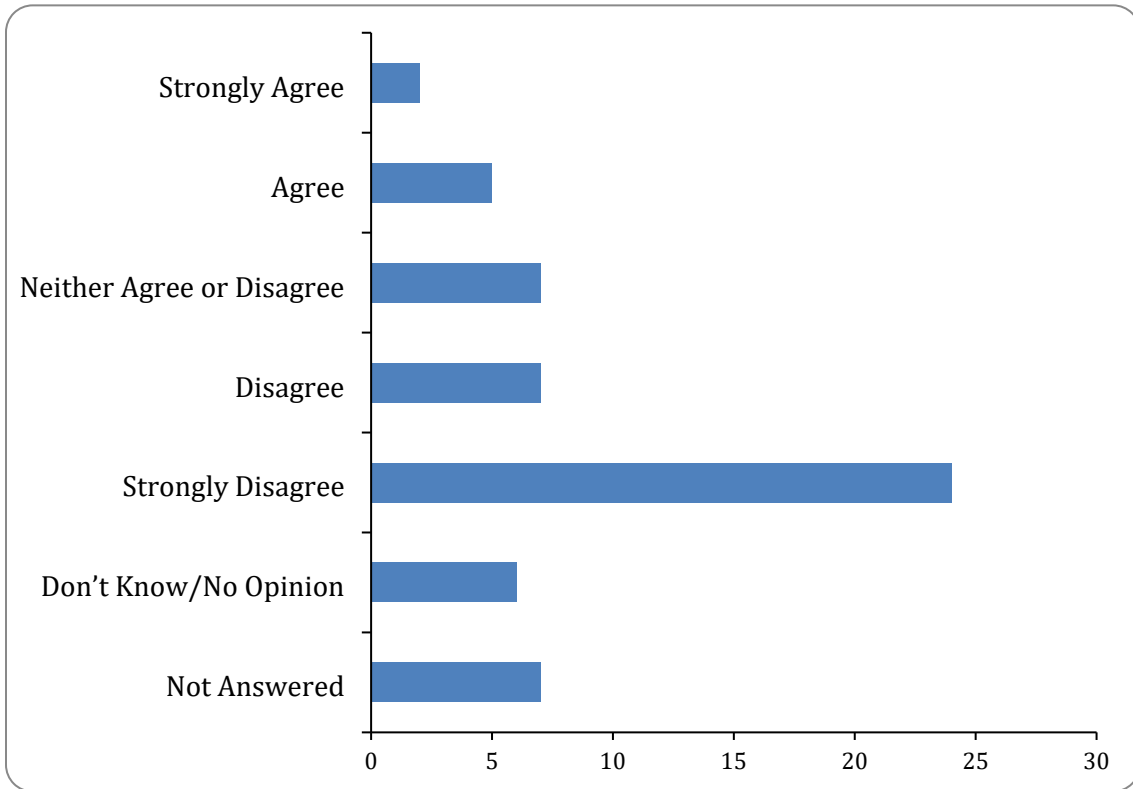
families may miss use the Travel Bursary and spend on other things for the family, and it may not be an affordable option for some families.

For eligible children/young people the use of a Travel Bursary can only be with the parent/carer's consent. Therefore, if circumstances do not allow a Travel Bursary to be used the family can reject this offer with the Council making an alternative offer of provision. The Council will continue to work with families to reduce the impact of identified barriers to encourage uptake of the Travel Bursary.

Question 1.11: How should the value of the Travel Bursary be calculated?



Question 1.12: If a cost per mile calculation was used to establish the value of the Travel Bursary, to what extent do you agree that 45p per mile for a return journey is an appropriate value?

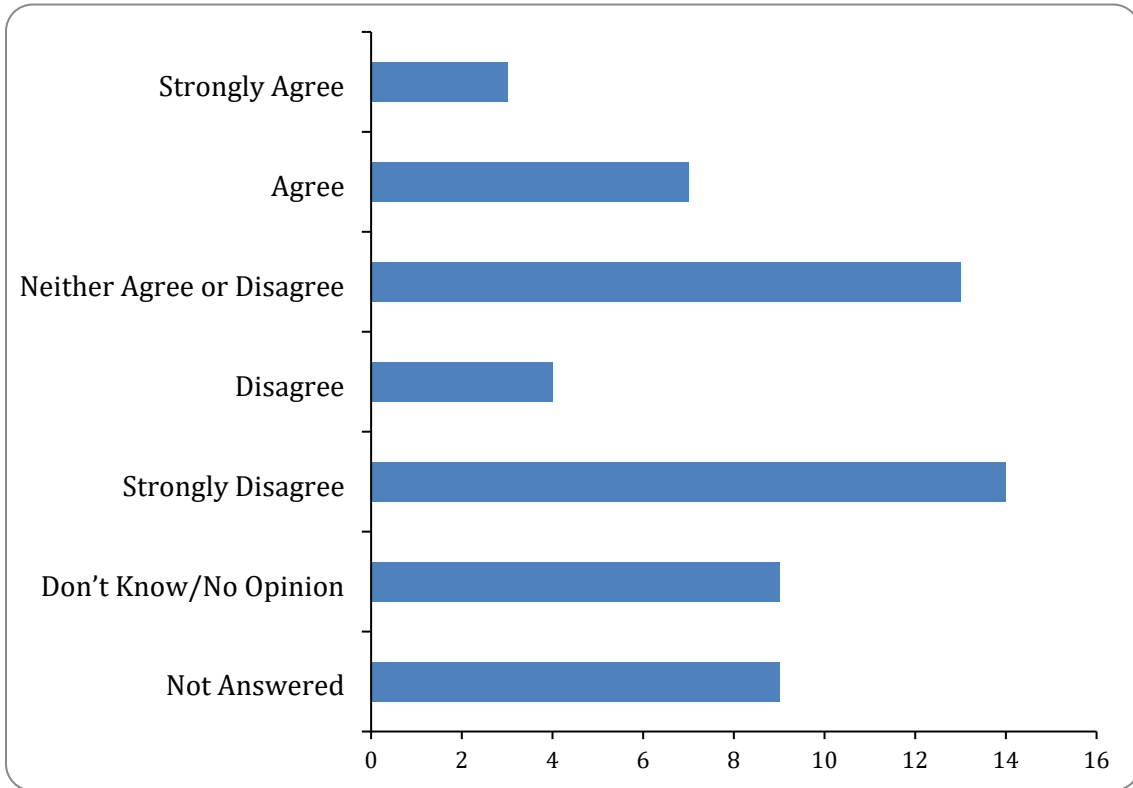


Question 1.13: If a pre-set mileage band and cost was used to establish the value of a Travel Bursary, to what extent do you agree with the following Bursary values?

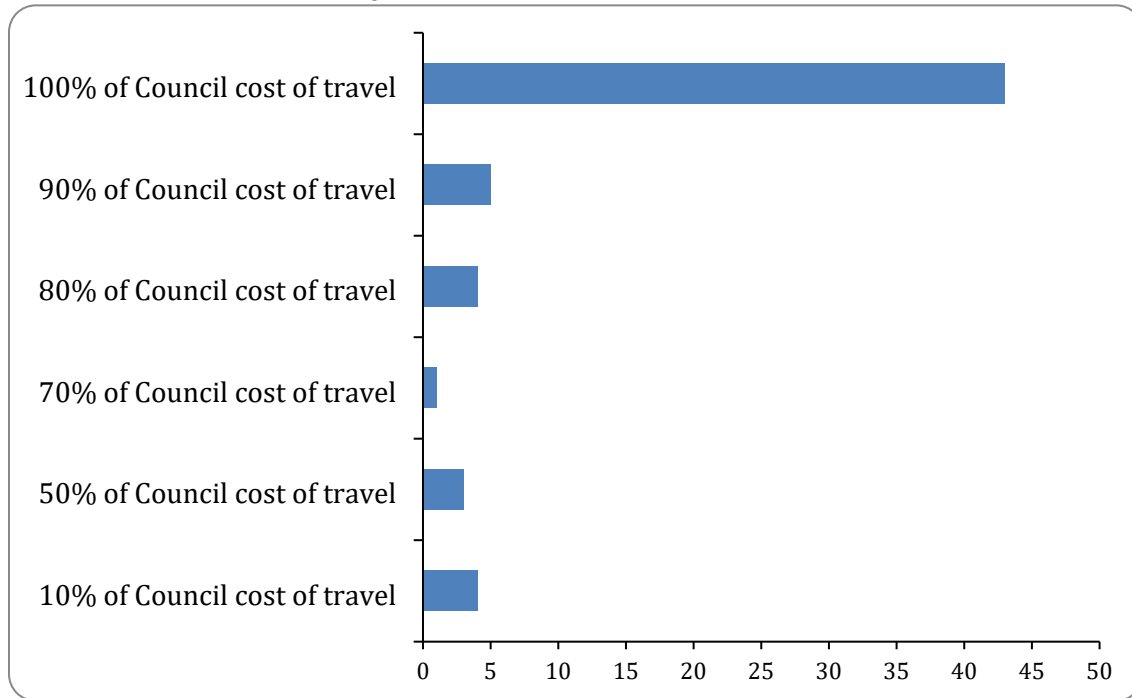
Less than 5 miles = £2000 per year

5-10 miles = £3000 per year

Over 10 miles = £5000 per year



Question 1.14: Based on the current average cost of travel assistance of £5,769 per person, what percentage of a child/young person’s travel cost should be offered as a Travel Bursary?

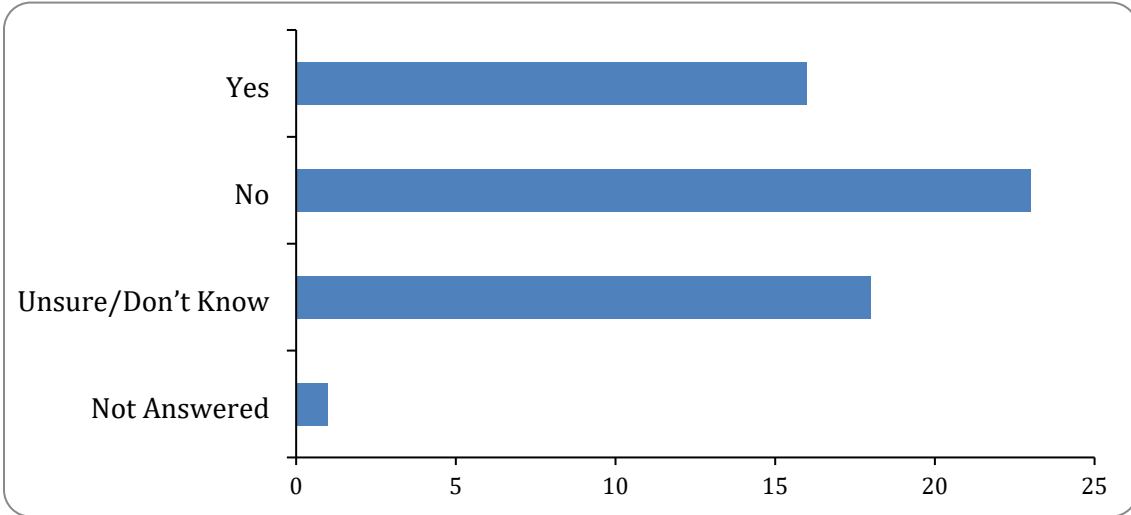


Question 1.15: Please provide any further thoughts, comments and suggestions in relation to Travel Bursaries.

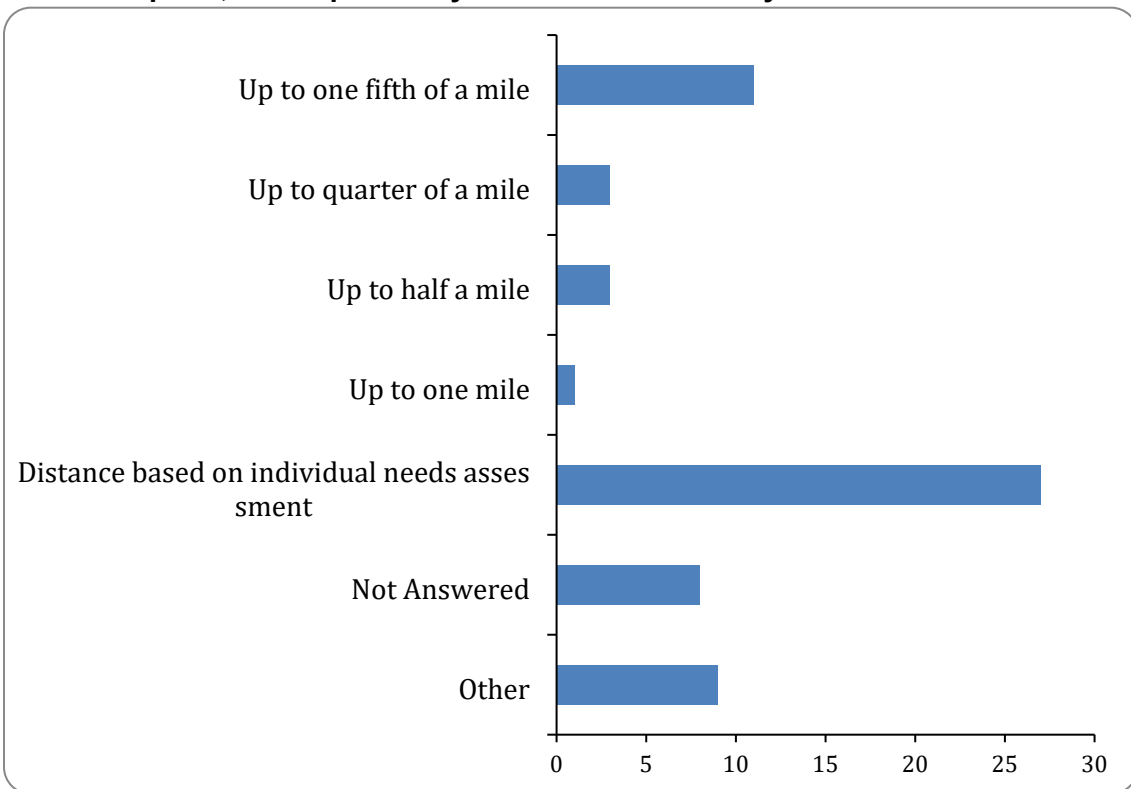
As per earlier responses to Travel Bursary questions many responses indicate that this travel option would not be suitable for their child, and that the Council should be arranging any transport if it is necessary to do so. The other prominent response was that the Travel Bursary may not be financially viable families and therefore unsuitable. Other responses suggest the Travel Bursary offer should be kept simple, cover the cost of return journeys for accompanying adults, there is a need to increase the availability of buses, and that the Council should support the development of travel skills to better support them in the future.

Collection Points

Question 1.16: Do you think that the use of collection points for some children and young people would be beneficial?



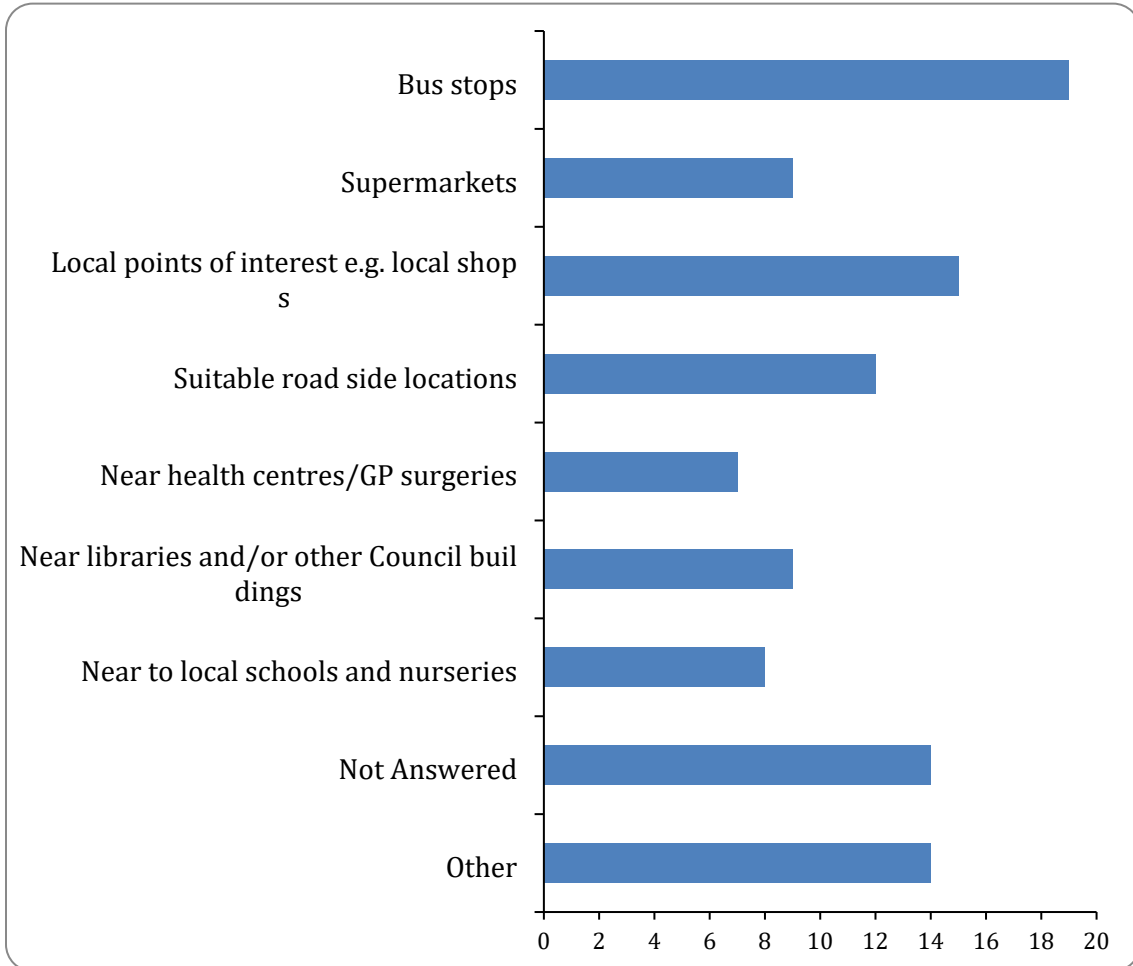
Question 1.17: If collection points were used for some children and young people, how far do you think is reasonable to ask a child or young person to travel to a collection point, accompanied by an adult as necessary?



Respondents (“other”) felt either that this would not be a suitable option for their child or that the distance a child should walk should be assessed on a case-by-case basis to reflect their specific needs and capabilities. Other responses stated that children should

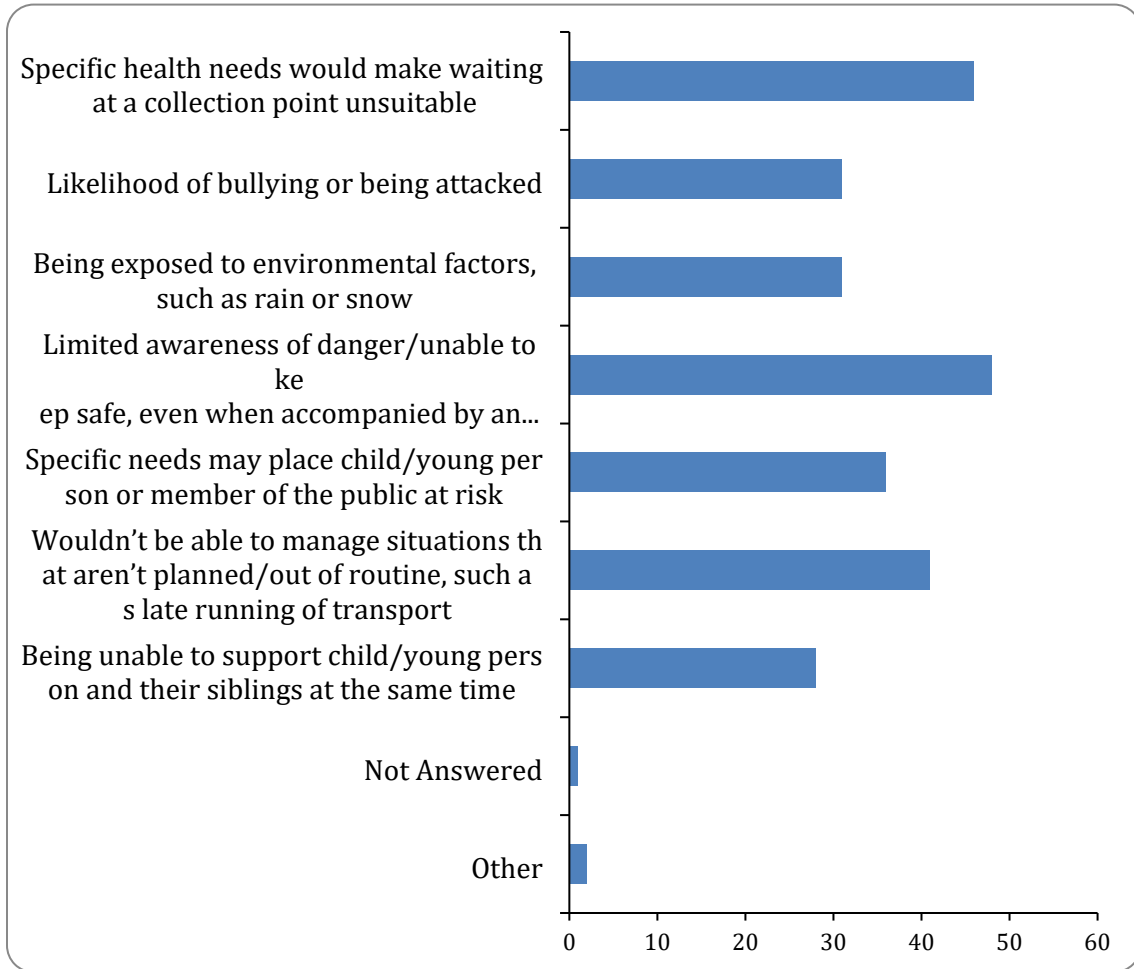
only be collected from the home address because it was the safest option, and it may impact family work arrangements.

Question 1.18: When planning routes with collection points which three locations would be most suitable for a collection point, subject to a location being identified as having suitable facilities for boarding, alighting and waiting?



Respondents also continued to indicate that they felt home collection was the only option for their child (11), there was also feedback suggesting that locations chosen should be individually assessed to reflect the needs/circumstances of the individual.

Question 1.19: What are the three biggest barriers to a child or young person accessing their school or college transport from a collection point?



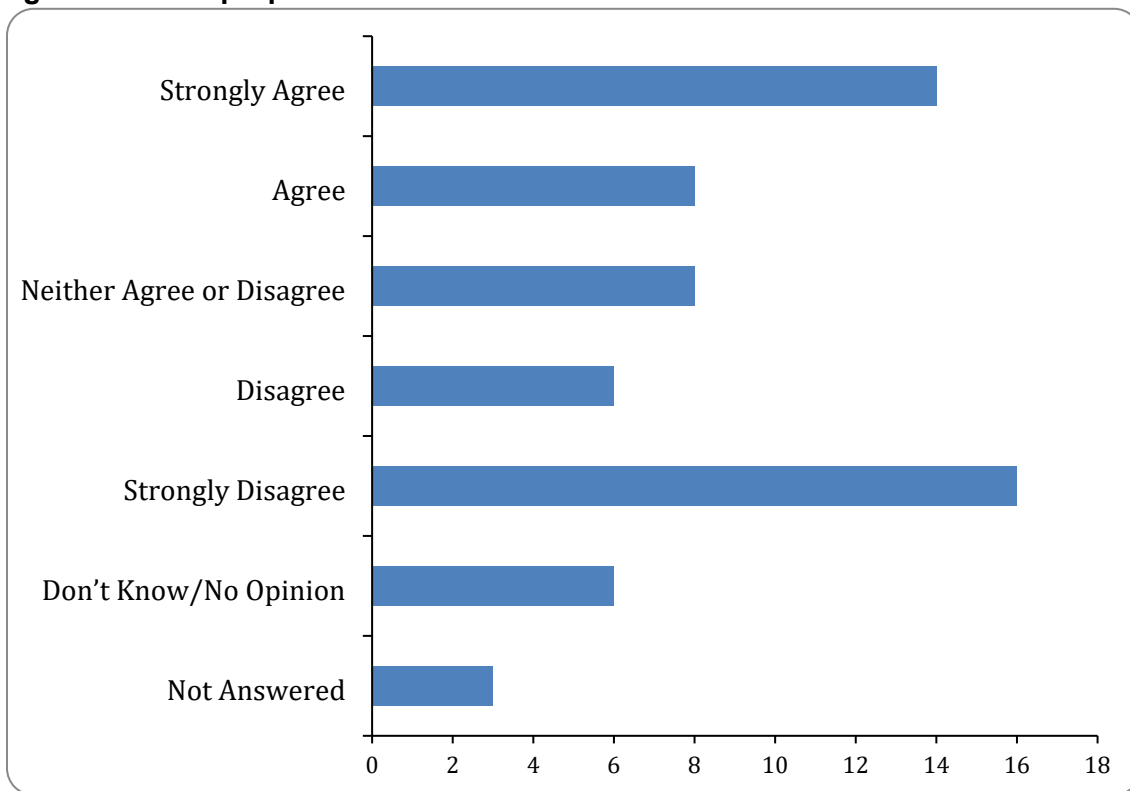
Further responses reinforced that the use of collections points would not be suitable for their child or if the child has specific additional needs.

Question 1.20: Please provide any further thoughts, comments and suggestions in relation to the use of collection points

Comments, thoughts and suggestions provided reflect the responses to previous questions. Generally those responding felt their child would be unable to access a collection point due to their needs, it would be necessary that location and allocation of children is individually assessed, and any location used must have space/cover/supervision available.

Faith School & Same Sex Establishments

Question 2.1: Slough Council is proposing to cease travel assistance for children/young people attending faith or same sex establishments that are not the nearest educational establishment to their home address. To what extent do you agree with this proposal?



Question 2.2: Please provide any further thoughts, comments and suggestions in relation to proposed ceasing of travel assistance to faith or same sex establishments

As per 2.1 the responses were evenly balanced between respondents believing that if parental choice results in attendance at a School that is not the nearest then families should be responsible for making travel arrangements in the same was as children attending nonfaith or same sex schools/establishments. It was also recognised by

respondents that some children may have additional needs, and these should continue to be taken into account and assessed on a case by case basis. Other respondents felt that provision to these Schools should continue.

Contribution Charge – Non Compulsory School Age

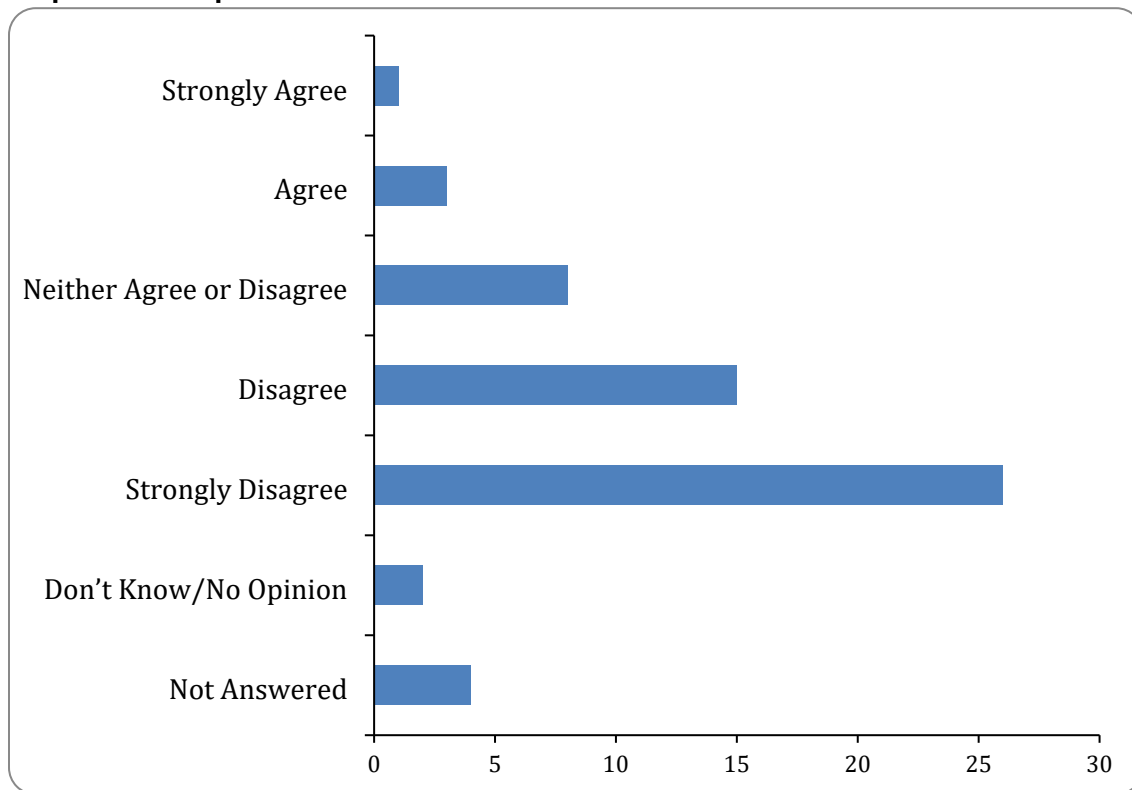
Question 2.3: Slough Council is proposing to introduce a contribution charge for children/young persons who are not of compulsory school age. The range of contribution charges amongst other Council's ranges from £300 to over £1,500 per year. What contribution charge do you think is reasonable for non-compulsory school age young persons to make towards their travel costs?

Option	Total	Percent
£1500 per annum	10	16%
£1250 per annum	0	0%
£1000 per annum	0	0%
£750 per annum	4	7%
£500 per annum	10	16%
£250 per annum	37	61%
Not Answered	0	0.00%

Alternative Saving Opportunities/Efficiencies

Question 3.1: Slough Council's expenditure on home to school or college transport for children and young people with special educational needs and disabilities is £3.7 million this year.

To what extent do you agree or disagree that the Council should take reasonable steps to limit spend on this service.



Question 3.2: If you have any suggestions on how the Council could reduce its expenditure on home to school or college travel assistance, please provide these.

The majority of responses indicate that children/young people with SEND and their families should not be targeted for spend reductions. Instead, this should be targeted from other departments, officer salaries/pay and addressing miss-spending.

Suggestions were put forward that include requesting donations, target contract reductions with transport providers, optimise/replan the routes that are in place. More local specialist provision may also reduce Council transport spend.

Other Considerations

Question 3.3: Children and young people may be receiving Disability Living Allowance, a Personal Independence Payment or another form of travel benefit or concession. Ordinarily the purpose of this benefit is to provide support with travel and access to services and activities. With this in mind, to what extent do you agree or disagree with the following:

Existing travel benefits or support should be one of the factors taken into consideration when assessing if a young person over the age of 16 needs additional support with travel to their education placement.

Option	Total	Percent
Strongly Agree	8	%
Agree	11	%
Neither Agree or Disagree	5	%
Disagree	8	%
Strongly Disagree	22	%
Don't Know/No Opinion	2	%
Not Answered	4	%

Question 3.4: Some young people between the ages of 16-19 will be able to access a Vulnerable Person's Bursary from their college to support with the costs of continuing their education, including costs associated with travel. With this in mind, to what extent do you agree or disagree with the following:

It is reasonable to expect young people in receipt of a Vulnerable Person's Bursary to use this funding to contribute towards the costs of any travel assistance provided by the Council.

Please specify

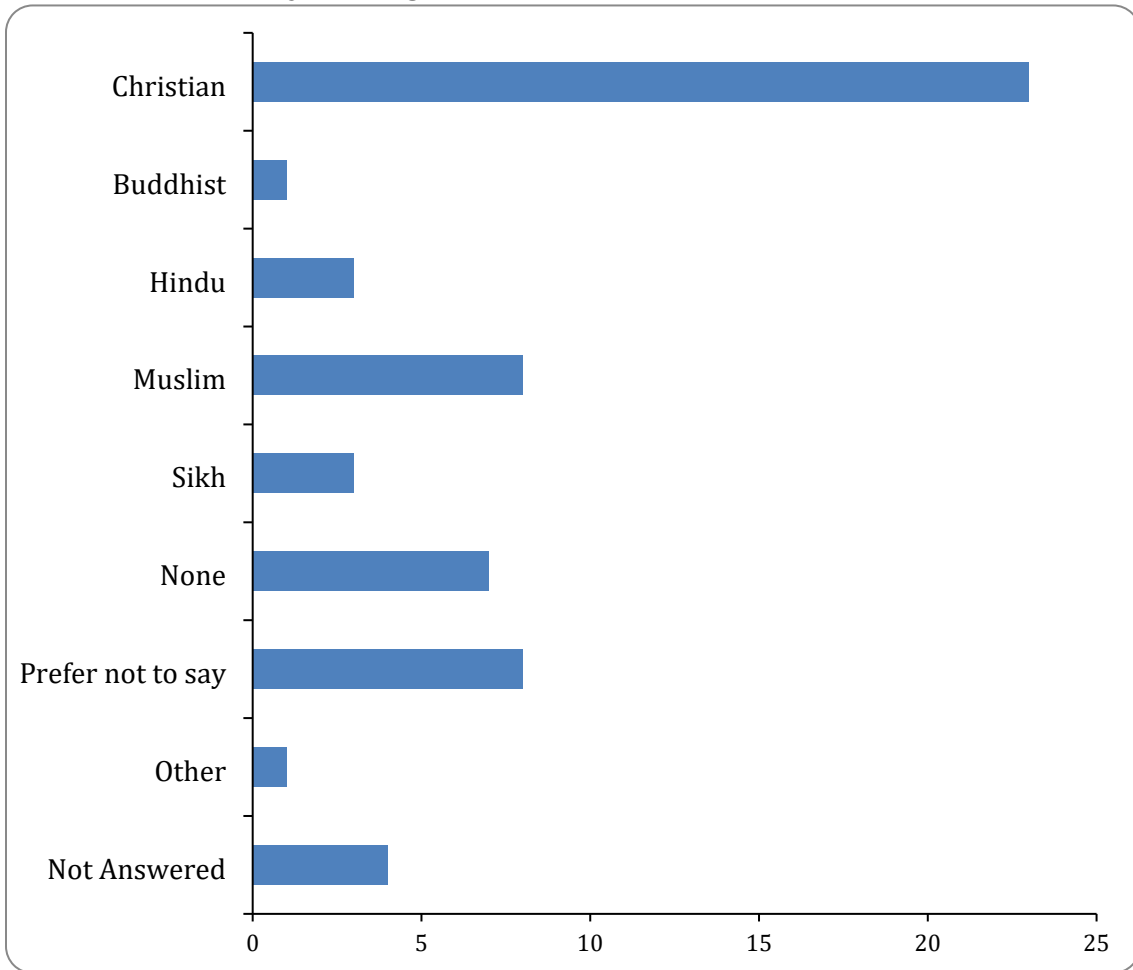
Option	Total	Percent
Strongly Agree	7	%
Agree	16	%
Neither Agree or Disagree	5	%
Disagree	4	%
Strongly Disagree	16	%
Don't Know/No Opinion	5	%
Not Answered	6	%

Demographic/Background Section

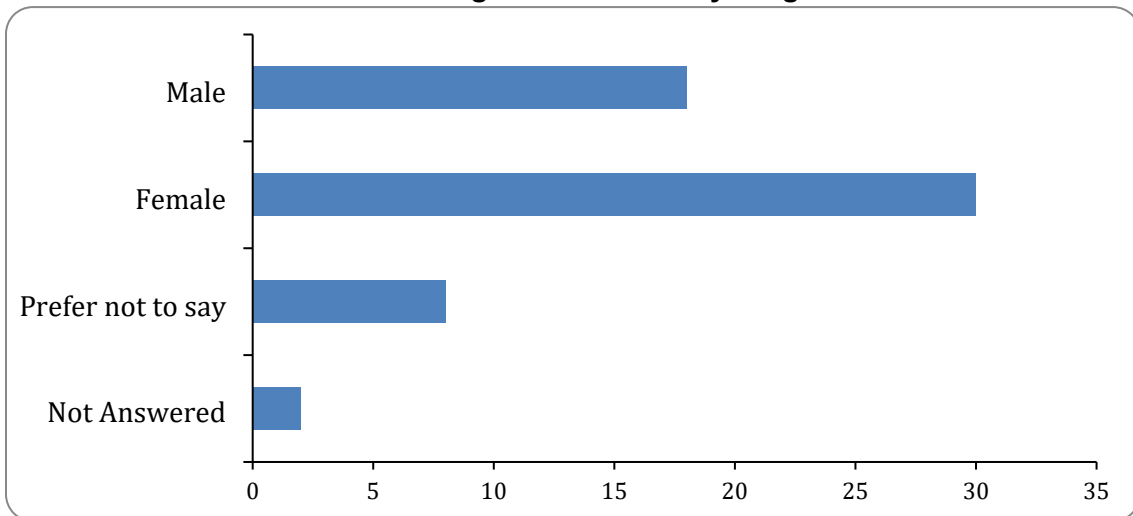
Question 1: What is your Ethnic Group?

Option	Total	Percent
A. White	23	39.66%
British	16	27.59%
Irish	1	1.72%
Any other White background, please state:	2	3.45%
B. Mixed	0	0.00%
White and Black Caribbean	1	1.72%
White and Black African	0	0.00%
White and Asian	0	0.00%
Any other Mixed background, please state:	1	1.72%
C. Asian or Asian British	5	8.62%
Indian	3	5.17%
Pakistani	6	10.34%
Bangladeshi	0	0.00%
Sikh	1	1.72%
Kashmiri	0	0.00%
Any other Asian background, please state:	0	0.00%
D. Black or Black British	1	1.72%
Caribbean	0	0.00%
African	0	0.00%
Any other Black background, please state:	1	1.72%
E. Chinese or other ethnic group	0	0.00%
Chinese	0	0.00%
F. I do not wish to provide this information	8	13.79%
Other	1	1.72%
Not Answered	3	5.17%

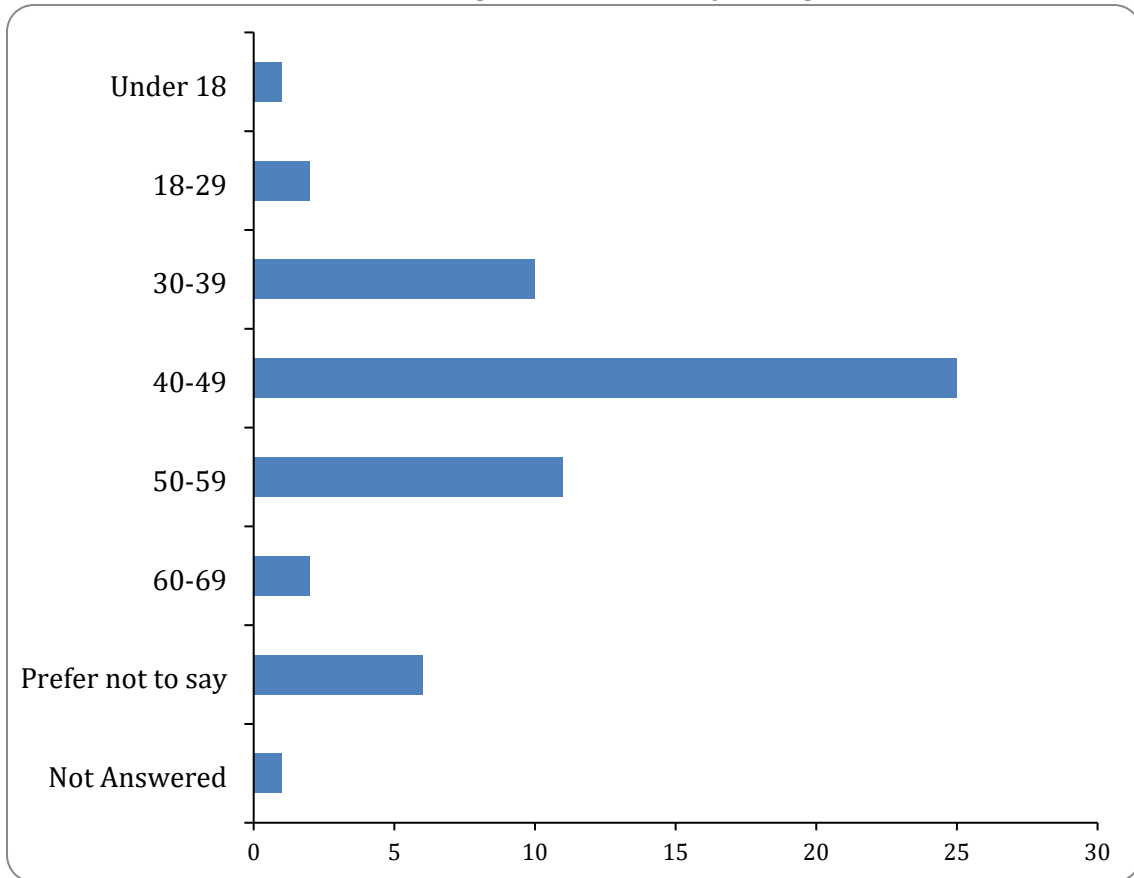
Question 2: What is your religion/faith/belief?



Question 3: Which of the following best describes your gender?



Question 4: Which of the following best describes your age?



Question 5: Do you have a disability?

What do we mean by a disability?

The Equality Act 2010 defines disability as a physical or mental impairment with substantial and long-term, adverse effects on ability to perform day to day activities.

Option	Total	Percent
00 None	36	62.07%
01 You have a specific learning difficulty (for example dyslexia)	1	1.72%
02 You are blind or partially sighted	1	1.72%
03 You are deaf or hard of hearing	1	1.72%
04 You use a wheelchair or have mobility difficulties	2	3.45%

05 You have Autistic Spectrum Disorder or Asperger Syndrome	1	1.72%
06 You have mental health difficulties	4	6.90%
07 You have a disability that cannot be seen eg. Diabetes, epilepsy or a heart condition	5	8.62%
08 You have two or more of the above	1	1.72%
09 You have a disability, special need or medication that is not listed above	1	1.72%
10 I do not wish to provide this information	11	18.97%
Not Answered	0	0.00%

Question 6: What is your sexual orientation?

