



**Notice of public meeting of  
Decision Session - Cabinet Member for Education, Children and  
Young People's Services**

**To:** Councillor Looker (Cabinet Member)  
**Date:** Wednesday, 15 January 2014  
**Time:** 4.30 pm  
**Venue:** The Thornton Room - Ground Floor, West Offices (G039)

**A G E N D A**

**Notice to Members - Calling In:**

Members are reminded that, should they wish to call in any item\* on this agenda, notice must be given to Democracy Support Group by:

**4:00 pm on Friday 17 January 2014**, if an item is called in *after* a decision has been taken.

\*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent which are not subject to the call-in provisions. Any called in items will be considered by the Corporate and Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Monday 13 January 2014**.

## 1. **Declarations of Interest**

Members are asked to declare:

- Any personal interests not included on the Register of Interests
- Any prejudicial interests or
- Any disclosable pecuniary interests

which they may have in respect of business on this agenda.

## 2. **Minutes** (Pages 3 - 6)

To approve and sign the minutes of the Decision Session held on 10 July 2013.

## 3. **Public Participation**

At this point in the meeting members of the public who have registered to speak can do so. The deadline for registering is **5.00pm on Tuesday 14 January 2014**. Members of the public can speak on agenda items or matters within the remit of the Cabinet Member.

To register to speak please contact the Democracy Officer for the meeting, on the details at the foot of the agenda.

## 4. **Review of Home to School/College Transport Policy (16-25 year olds - Post Maintained)** (Pages 7 - 16)

The Cabinet Member is asked to consider consulting on changes to the Local Authority's (LA) home to school/college post maintained transport policy from September 2014 in response to the introduction of the single Education, Health and Care plan (for ages 0-25) alongside the new 0 – 25 Special Educational Needs (SEN) Code of Practice and Children and Families Bill.

## 5. **Review of Home to School Transport Policy (Denominational Schools)** (Pages 17 - 26)

This report proposes undertaking consultation on proposals to make further changes to the provision of discretionary denominational transport, currently provided by the local authority without charge, from September 2014.

## 6. **Urgent Business**

Any other business which the Cabinet Member considers urgent under the Local Government Act 1972.

Democracy Officer:

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Email – [jayne.carr@york.gov.uk](mailto:jayne.carr@york.gov.uk)

For more information about any of the following please contact the Democracy Officer responsible for servicing this meeting:

- Registering to speak
- Written Representations
- Business of the meeting
- Any special arrangements
- Copies of reports

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### **Scrutiny Committees**

The purpose of all scrutiny and ad-hoc scrutiny committees appointed by the Council is to:

- Monitor the performance and effectiveness of services;
- Review existing policies and assist in the development of new ones, as necessary; and
- Monitor best value continuous service improvement plans

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City of York Council

Committee Minutes

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MEETING	DECISION SESSION - CABINET MEMBER FOR EDUCATION, CHILDREN AND YOUNG PEOPLE'S SERVICES
DATE	10 JULY 2013
PRESENT	COUNCILLOR LOOKER (CABINET MEMBER)

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**1. DECLARATIONS OF INTEREST**

The Cabinet Member was asked to declare any personal interests not included on the Register of Interests, any prejudicial interests or any disclosable pecuniary interests she may have in the business on the agenda. None were declared.

**2. MINUTES**

RESOLVED: That the minutes of the Decision Session held on 27 February 2013 be confirmed and signed as a correct record.

**3. PUBLIC PARTICIPATION**

It was reported that there were no registrations to speak under the Council's Public Participation Scheme.

**4. ALTERNATIVE SERVICES TO THOSE CURRENTLY PROVIDED BY THE TOY BUS**

The Cabinet Member gave consideration to a report detailing alternative services to those currently provided by the Toy Bus.

It was noted that the Toy Bus Service had originally been offered as a saving for the 2014/15 round of budget savings. With the need to also find in-year savings consideration had been given to the possibility of ceasing provision of this service within this financial year.

The Cabinet Member noted the changes that had taken place since the Toy Bus had been established. There were now a greater number of children's centres, satellite provision was in

place and there were different ways of engaging with families eg family centres.

The Cabinet Member sought assurances that opportunities for play would not be lost and that a high quality service would continue to be provided. Officers explained the provision and activities that the mobile library would be able to offer. It was also hoped that, as the lending of books would also be available to families, there would be opportunities to look at ways of increasing literacy skills and family learning. The arrangements may also provide a pathway into volunteering and work.

The Library Service was committed to ensuring that a toy loan service and activities would be provided. This would be a universal service offering a high quality experience. Staff and volunteers would be trained to ensure that there would be good interaction with children and parents.

At the request of the Cabinet Member, officers detailed the geographical areas covered by the toy bus and those communities in which it was most utilised.

Referring to the written representation that had been received from the Liberal Democrat Group, and which had been published with the on-line agenda papers, the Cabinet Member gave consideration to information that was tabled detailing the overall toy bus usage figures for the last three years. This illustrated a decrease in the number of families using the service.

The Cabinet Member sought confirmation that the consultation process that had been carried out had been comprehensive. Officers stated that 356 questionnaires had been completed and they drew attention to an analysis of the responses that had been tabled. The consultation had included sending a copy of the questionnaire to the original 51 e-petitioners as well as all users of Children's Centres.

Consideration was given to the information provided on revenue and potential revenue savings. It was also noted that, as the vehicle was now seven years old, the retention of the toy bus would necessitate future budgeting for a replacement bus at a cost of approximately £70,000 to £80,000.



The Cabinet Member sought clarification as to whether there would be a break in the service offered pending the mobile library including the toys in their lending library. Officers stated that the Toy Bus was not in use in the summer holidays anyway and that robust planning would be in place to ensure that disruption in provision was minimised.

The Cabinet Member considered the following options:

- Option 1: Explore option that toys be added to the Mobile Library which visits all areas of the city and is open to all families. Other services provided by the mobile library would also be available of course.
- Option 2: Explore option that toys to be used to support parenting and play with the more vulnerable children in York by services who work in York, including Children's Centres.

The Cabinet Member stated that she was satisfied that the arrangements included in Option 1 would provide a robust plan to take the service forward. By delivering this provision through the Library Service there would be increased opportunities to enhance and develop the experience offered to children and families and ensure that the toy library service could flourish.

RESOLVED: That Option 1 be approved i.e. explore option that toys be added to the Mobile Library which visits all areas of the city and is open to all families.

- REASONS:
- (i) All families will be able to access the service through the mobile library which will also offer the services of an experienced colleague (eg in story-telling) as well as opening up opportunities for families to access other services from the mobile library.
  - (ii) Children's Centres will gift the remaining Toy Bus toys to the Library Service.
  - (iii) No further expenditure would be required on a new vehicle.

- (iv) Toy Bus staff could be redeployed to existing vacancies in the Children's Centres to improve capacity there and support the process of reaching vulnerable families.
- (v) This option is supported by the consultation process and allows the service to make the necessary budget savings in this financial year.

Councillor Looker, Cabinet Member

[The meeting started at 3.30 pm and finished at 2.00 pm].



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**Decision Session: Cabinet Member –  
Education, Children & Young People**

**15 January 2014**

Report of the Director of Children Services, Education and Skills

**Review of Home to School/College Transport Policy – (16-25 year olds - Post maintained)**

**Summary**

1. To consider consulting on changes to the Local Authority's (LA) home to school/college post maintained transport policy from September 2014 in response to the introduction of the single Education, Health and Care plan (for ages 0-25) alongside the new 0 – 25 Special Educational Needs (SEN) Code of Practice and Children and Families Bill.

**Background**

2. With the broadening of the post-16 learners with learning difficulties and/or disabilities (LLDD) educational offer locally and the statutory move away from statements to the introduction of the single Education, Health and Care plan (for ages 0-25) alongside the new 0 – 25 SEN Code of Practice and Children and Families Bill, it is an appropriate time to review transport policies for those young people continuing into post maintained education as the current home to school/college transport policy does not consider assistance for those students above the age of 19.
3. Central government introduced Education Funding Reforms in 2013-14 ahead of but to sit alongside the Children and Families Bill, the revised 0-25 SEN Code of Practise and to support the new Education Health & Care Plan (EHCP). The reform passports responsibility for commissioning and funding high needs learner education places to the LA using the High Needs Support Block to fund learning support for York LLDD learners whose individual learning support for their study programmes is expected to run above £6,000 in any given

academic year. The Higher Needs Support Block is passported to the LA as part of the Direct Support Grant. It is the responsibility of the York LA to agree and commission individual educational placements for City of York higher needs support learners in local mainstream, specialist and out of area educational settings (by exception) deemed appropriate to meet the learners educational needs.

4. Locally within York there has been a move to try and provide those post 19 high needs students with education options more locally. In the past with limited local provision for this category of student the LA has had to pay high education and care fees for students to attend expensive out of city placements; residential and non- residential. The partnership response from the York education and care community is significant improvements in the local offer for these students attending York College, Askham Bryan College and York Learning. This benefits the students in terms of providing them with a local offer resulting in them not having to leave the York area and their family and friends. For the Local Authority this enables significant reduction in expenditure in not having to fund expensive out of city placements (fees and transport costs). The local offer reduces these costs significantly.
5. Locally the LA's home to school/college transport policy has moved towards encouraging as many pupils/students as possible to become independent travellers by increasing use of public transport. The success of the York's own independent travel training programme (YILTS service) has seen a growing number of SEN students transferring from dedicated home to school transport onto public transport following training. It is the intention to widen access to YILTS and with the recent offer of additional resource from both Streamline Taxis and First York this is likely to increase participation.

### **Consultation**

6. It is proposed to consult with local Post Maintained education providers and CANDI (Children and Inclusion) a group of parents/ carers of children/young people who are disabled or who have additional needs aged 0-25

## Options

7. Nationally the new Code of Practice and Guidance issued to LA's from central government indicates that policies are consistent and that all students have access to transportation whilst they remain in education. Learners with SEN for whom it is appropriate to remain beyond the compulsory age in order to complete their education, should be able to access the same level of service and not be disadvantaged accordingly.
8. A revised 16-25 post maintained transport policy needs to assist those students where need is greatest whilst recognising the significant financial restraints the LA is currently working under. The proposed policy options attempt to find a solution which is both fair to students and their families whilst minimising the need to increase expenditure too significantly. The options for consideration are:

**Option 1.** The policy is split for those students aged 16-19 (where there is a requirement to be in some form of education or training) and for those students aged 19-25.

For those students aged 16-19 with an Education, Health and Care Plan and where transport is a requirement of that plan they will be provided with free transport (most appropriate form of transport to be used as recommended by the Local Authority).

For those 16-19 year old students without an Education, Health Care Plan free transport would be provided, if they live more than 3 miles from the nearest educational establishment providing the course and the parents are on low income (free school meal eligible).

For students aged 19-25 who are deemed to be have high needs SEN (as set out in paragraph 3) would be provided with free transport providing the parents/carers of those students are on low income (free school meal eligible) or where the student lives independently. Those students whose family are not on low income or do not live independently will have to contribute the first £500 towards the cost of the most appropriate transport.

Transport will be restricted to one return journey each day. For those students at a residential education placement where day

travel is not possible transport will be provided each Monday morning and Friday evening. In the first instance, where parents are able to provide this transport or share journeys can be arranged, recompense mileage will be offered.

The LA will also seek to partner sharing transportation arrangements/costs including with other LA's sending learners with similar timetables to the same institution.

**Option 2.** As option 1 except the £500 contribution charge commences at the age of post 16 rather than post 19 for all students except those whose parents/carers are on low income or where they live independently.

**Option 3.** As option 1 except free transport will be provided to all students aged post 16 with an Education, Health and Care Plan and where transport is a requirement of that plan.

## Analysis

9. Annex A sets out the proposed costs of the three options for the next three financial years. From September 2013 whilst awaiting preparation and consultation of a revised 16-25 post maintained transport policy, transport has been provided for a number of post 19 LLDD students attending local education provision at an estimated cost of £30k for the academic year.
10. The annual cost of a season ticket or a combined termly/monthly/weekly/daily public transport passes in York, especially with the extension of the yo-zone initiative to 18 years old means students annual transport costs on public transport have reduced for the significant majority of this age group. This not only encourages use of public transport but allows the LA to focus its reduced funding on supporting low income families.
11. For those students who cannot access public transport because of their needs or non availability the current average yearly cost of providing transport is approximately £2,200 per student. By introducing a £500 contribution towards costs for non low income families would still mean that the LA provides approximately 80% of the full cost.

12. The two neighbouring authorities to the City of York LA; East Riding and North Yorkshire have already introduced standard contribution charges for post 16 students. East Riding have included those students with SEN whilst currently North Yorkshire County Council will not be introducing charges for SEN students although they are consulting on increasing parental contributions for the 2014/15 academic year. Nationally many Local Authorities are consulting on introducing contribution charges for SEN post 16 students including Hampshire, West Sussex, Warwickshire, Cornwall and Nottinghamshire

### **Council Plan 2011-15 Priorities**

13. Get York Moving – To encourage more use of public transport

Protect Vulnerable People – Ensuring services delivered meet the needs of SEN pupils and their families

### **Implications**

14. **Financial** The financial implications for each option are set out in Annex A

- **Human Resources (HR)** There are no HR implications
- **Equalities** See Legal
- **Legal** Any proposed changes will need to meet the new statutory requirements of the Children's and Families Bill 2013 as well as the Equalities Act 2010.
- **Crime and Disorder** There are no crime and disorder implications
- **Information Technology (IT)** There are no IT implications
- **Property** There are no property implications

### **Recommendations**

15. The Cabinet Member is asked to consider approving the commencement of consultation on option 2 (as set out in

paragraph 8) to make changes from September 2014 to the home to school/college transport policy 16-25 post maintained. These changes would continue to provide free transport to those students in whose parents/carers are on low income. For students whose families are not on a low income a £500 per year contribution would be required to assist in meeting the cost of transport.

Reason: To achieve budget saving targets.

### Contact Details

**Author:** **Chief Officer Responsible for the report:**  
**Mark Ellis** **Sally Rees**  
Head of School Services Interim Director Children Services,  
Education and Skills  
*Tel No. 554246*

**Report**  **Date** 7 January  
**Approved**  2014

**Wards Affected:** *List wards or tick box to indicate all* **All**

**For further information please contact the author of the report**

### Annexes:

Annex A – Proposed costs of the 3 options  
Annex B – Glossary of Abbreviations used in the report



## ANNEX A

## POST MAINTAINED - Estimated costs

<b>Option 1</b>	13/14	14/15	15/16
16-19 non SEN	40,000	28,000	28,000
16-19 SEN	39,000	39,000	39,000
19-25	32,000	54,250	67,813
<b>Total</b>	<b>111,000</b>	<b>121,250</b>	<b>134,813</b>

<b>Option 2</b>	13/14	14/15	15/16
16-19 non SEN	40,000	28,000	28,000
16-19 SEN	39,000	34,000	34,000
19-25	32,000	53,125	66,406
<b>Total</b>	<b>111,000</b>	<b>115,125</b>	<b>128,406</b>

<b>Option 3</b>	13/14	14/15	15/16
16-19 non SEN	40,000	28,000	28,000
16-19 SEN	39,000	39,000	39,000
19-25	32,000	58,750	73,500
<b>Total</b>	<b>111,000</b>	<b>125,750</b>	<b>140,500</b>

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### **Abbreviations Used in the Report**

CANDI	Children and Inclusion
EHCP	Education Health and Care Plan
LA	Local Authority
LLDD	Learners with Learning Difficulties and/or Disabilities
SEN	Special Educational Needs
YILTS	York Independent Living and Travel Skills

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**Meeting of the Decision Session –  
Cabinet Member for Education,  
Children and Young People**

**15 January 2014**

Report of the Director of Children Services, Education and Skills

**Review of Home to School Transport Policy  
(Denominational Schools)**

**Summary**

1. This report proposes undertaking consultation on proposals to make further changes to the provision of discretionary denominational transport, currently provided by the local authority without charge, from September 2014.

**Background**

2. The council is facing significant budget pressures and must reduce expenditure further. In 2012 Cabinet agreed to a phased withdrawal of denominational home to school transport following a report from the Learning and Culture Overview Scrutiny Committee who had concluded that the then current policy was not fair and equitable and gave advantage to those pupils attending denominational schools. This phased withdrawal began in September 2013 and over a seven year period the annual expenditure is estimated to reduce from the current £152k to £53k.

This paper sets out an option to consult on accelerating the withdrawal of this assistance.

**Consultation**

3. If the proposal is to be taken forward further consultation will be required with the local Diocesan Boards as well as with those individual schools likely to be affected by any further changes to denominational schools transport policy.

## Options

4. In order to achieve savings within the 2014/15 financial year the option to be considered is to consult on withdrawing free discretionary denominational school transport provision from September 2014. This will impact on up to 123 secondary school students in years 8, 9 and 10 who attend All Saint's RC School and Manor CE Academy. There is a national scheme of assistance where pupils whose families are on low income qualify for free transport. These pupils are not included within the 123 and will continue to receive free transport.
5. It is recognised that withdrawing free transport for this group of pupils could lead to additional vehicles being on the roads at peak times of the day if parents/carers choose to take the pupils to school by car.
6. Public service transport will be available for the majority of these pupils which will allow them to get to and from school. All Saint's RC School is currently served well by public service transport routes. For Manor CE pupils the public transport routes will not be as direct as current dedicated home to school transport however the new A59 park and ride service will improve public transport links to the school. Ticketing and prices are flexible on public transport which would allow parents/carers or pupils to purchase daily, weekly, monthly or annual tickets.
7. Seven of the 123 pupils affected by these proposed changes live in areas that are not easily served by public transport. Currently the LA provides a taxi or minibus. The LA could continue to provide taxi transport but seek a contribution from parents/carers of £420 per annum, in line with other concessionary charges. This would mean however that the LA would continue to be subsidising the cost of those vehicles (approximately £14k per school year.) as the concessionary rate would not cover the full cost of the vehicle. These costs have been included when calculating the proposed savings.
8. Currently the Local Authority also commissions a vehicle to transport pupils to St Wilfrid's RC Primary School at an estimated annual cost of £35k. Public transport would serve the school but unlike secondary aged pupils they would need to be accompanied. The Local Authority could continue to provide the dedicated home

to school transport vehicle but that parents/carers of those pupils wishing to use the home to school transport would be charged an amount of £420 per school year to contribute towards the cost which is in line with the cost of current concessionary fares. A 50% discount is proposed that would be available for the 2<sup>nd</sup> and any subsequent children attending the school from the same family. This would mean that the Local Authority would continue to subsidise the cost of this transport at £430 per school year as the real cost of this transport is £850 per pupil per school year. It is estimated that the introduction of these charges would raise an additional income of £15,540 of income (37 pupils x £420) meaning the cost to the Local Authority of providing this service would be £19,460. Parents/Carers of children entitled to Free School Meals would continue to receive free transport, in line with the national scheme.

The Local Authority may prefer the option to withdraw the bus and only provide a vehicle to transport those pupils who are on a low income (estimated at 4 pupils each year). This would only cost £7k per school year saving the Local Authority a further £12k. This would mean that the 37 pupils whose parents do not qualify under the low income criteria would have to find alternative ways of getting to school and back each day.

## **Analysis**

9. Both neighbouring local authorities North Yorkshire and East Riding have already agreed to withdraw free transport to denominational schools. These proposals would place the City of York's policy in line with those authorities.
10. To accelerate the withdrawal of free transport to denominational schools would secure an estimated £108k savings by the 2015/16 financial year. The first £74k would be achieved during the 2014/15 financial year as the changes would commence part way through (September 2014). Public transport would ensure that the majority of pupils affected by the withdrawal would have alternative ways to get to school and back. There would be a cost to the LA for a small number of pupils as set out in paragraph 7
11. St Wilfrid's RC Primary does admit pupils from a wide area mainly to the north of the city (Clifton, Rawcliffe, Haxby and Wigginton). If the dedicated school transport is withdrawn to achieve additional

savings the onus to get the children to school would fall on the parents/carers and potentially could lead to additional vehicles on the road. Introducing an annual charge to use the school bus would generate income which would reduce the cost to the Local Authority. The price of the annual charge to parents would need to be reviewed each year in line with the cost of the vehicle.

## **Council Plan 2011-15 Priorities**

12. Get York Moving – to encourage more use of public transport.

### **Implications**

#### **Financial**

13. The immediate withdrawal of free transport on a denominational basis would realise a saving for the council from the financial year 2014-15 onwards see Annex A.

#### **Equalities**

14. The Scrutiny Committee agreed that the provision of free transport on a denominational basis was neither fair nor equitable to all pupils in the city, and therefore agreed its withdrawal was necessary. However, in order not to adversely affect financially those families on low income those families will continue to receive free transport.
15. The Equalities Act duty not to discriminate on grounds of religion or belief in the provision of services does not apply to the provision of school transport. However, the public sector equality duty does still need to be considered. As members are aware this duty requires the council to:
  - eliminate unlawful discrimination, harassment, victimisation and other conduct prohibited by the Act
  - advance equality of opportunity between people who share a protected characteristic and those who do not
  - foster good relations between people who share a protected characteristic and those who do not



## Legal

16. In certain circumstances the council has a duty to provide free school transport and this may include travel to a denominational school. The duty applies to “eligible children”. A child is eligible if he or she:
  - a. has special educational needs, disability or mobility problems which prevent him or her walking to school
  - b. cannot reasonably be expected to walk because of the nature of the route to school
  - c. lives outside walking distance and no suitable alternative arrangements have been made for him
  - d. is entitled to free school meals or his parents receive the maximum amount of tax credits
17. The recommendations do not affect these duties. The proposal is that the council adopts a policy of not funding transport where doing so is discretionary. It would be unlawful to adopt any policy which was incapable of allowing exceptions. The council’s procedures do allow for appeals to Members against the application of the policy and this therefore allows exceptions to be considered.
18. In making a decision the Cabinet Member must have regard to guidance issued by the Secretary of State. The key part of the relevant guidance says:

*“the Secretary of State hopes that local authorities will continue to think it right not to disturb well established arrangements, some of which have been associated with local agreements or understandings about the siting of such schools.*

*“The Secretary of State continues to attach importance to the opportunity that many parents have to choose a school or college in accordance with their religious or philosophical beliefs, and believes that wherever possible, local authorities should ensure that transport arrangements support the religious or philosophical preference parents express.”*
19. The Cabinet Member must consider that guidance but does not have to slavishly follow it. If there are other factors which, in the

Cabinet Member's view, outweigh the considerations referred to by the Secretary of State, then a decision can be made to reduce the discretionary support.

20. The Human Rights Act includes a right to education in accordance with parental religious convictions. There is judicial authority that does not include a right to transport to a particular school and, even if that authority is wrong, the right to education applies only so far as it is compatible with the provision of efficient instruction and training, and the avoidance of unreasonable public expenditure.

### **Other**

21. There are no other known implications associated with the recommendations arising from this report.

### **Risk Management**

22. There are no known risks associated with the recommendations arising from this report.

### **Recommendations**

23. The Cabinet Member is asked to consider:
  - (i) To begin consultation on withdrawing from September 2014 the offer of free home to school transport to denominational schools except for those pupils whose parents/carers are on a low income.
  - (ii) Whether to continue to run dedicated home to school transport vehicles for pupils to attend denominational schools where no public transport is available.
  - (iii) Whether to continue to run the dedicated home to school transport vehicle to St Wilfrid's RC School and introduce a charge for those families not on low income and who wish to continue to use the vehicle.

Reason: To achieve budget saving targets

## Contact Details

**Author:**

Mark Ellis  
Head of School Services

01904 554246

**Chief Officer Responsible for the report:**

Sally Rees  
Interim Director of Children's Services,  
Education and Skills

**Report Approved**



**Date**

7 January  
2014

**Specialist Implications Officer(s)** *List information for all*

*Implication ie Financial*

*Implication ie Legal*

*Name*

*Name*

*Title*

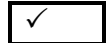
*Title*

*Tel No.*

*Tel No.*

**Wards Affected:**

All



For further information please contact the author of the report

**Background Papers: Scrutiny Report January 2012**

<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=669&MId=6296&Ver=4>

**Annexes**

Annex A – Financial Implications

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**Annex A Denominational transport****Costs 13/14**

	Summer 13	Autumn 13	Spring 14	
Low income	0	0	0	
Taxis	11,700	4,700	4,700	
St Wilfs bus	12,000	11,700	11,700	
Manor bus	27,000	26,600	26,600	
All Saints	7,500	4,000	4,000	
	58,200	47,000	47,000	<b>152,200</b>

**Costs 14/15**

	Summer 14	Autumn 14	Spring 15	
Low income	0	4,230	4,230	
Taxis	4,700	4,700	4,700	
St Wilfs bus	11,700	6,500	6,500	
Manor bus	26,600	0	0	
All Saints	4,000	0	0	
	47,000	15,430	15,430	<b>77,860</b>

**Costs 15/16**

	Summer 15	Autumn 15	Spring 16	
Low income	4,230	4,230	4,230	
Taxis	4,700	3,760	3,760	
St Wilfs bus	6,500	6,500	6,500	
Manor bus	0	0	0	
All Saints	0	0	0	
	15,430	14,490	14,490	<b>44,410</b>

Current annual cost 152,200

**Savings 2014/15** 74,340

**Saving 2015/16** 33,450

**Total savings** 107,790

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**Decision Session – Cabinet Member for Education, Children and Young People’s Services**

**Wednesday 15 January 2014 at 4.30pm**

**Annex of Additional Comments received from Members and the Public since the agenda was published.  
These comments relate to agenda item 5 (Review of Home to School Transport Policy (Denominational Schools))**

Received from	Comments
Jennie Clark	<p>I am writing to express my concerns with regard to agenda item 5 which is to be considered at the meeting on Wednesday 15 January and would also like to advise you that it is my intention to attend the meeting in person to present my views.</p> <p>When the Scrutiny Review made the original recommendations to remove the subsidised travel for children attending faith schools the recommendations were quite clear that any changes should not be retrospective. Parents and carers who had already chosen a faith school should not find that they suddenly had to pay and those whose children started after the changes should make the decision in full knowledge of the situation. My first submission is that you are therefore seeking to overturn a carefully thought out and implemented plan for a phased withdrawal of the service.</p> <p>My second submission is that this change is discriminatory on the grounds of religion. You are not withdrawing subsidised transport from non-Faith schools and this presents some interesting anomalies for instance a child living in Bishopthorpe would receive subsidised transport to travel out of the City of York to school at Tadcaster but not to travel to a school within the Council’s area which they wish to attend on grounds of faith. This is clearly discriminatory. It could be argued that it would be less discriminatory to say you will only provide bus services to schools within the council’s area of control.</p> <p>My third submission is that this proposal, if agreed, will result in many children having to use public</p>

transport services which require multiple legs of journeys to get them to the school, adding considerably to their school day and also introducing risk factors which the current school bus service prevents through its 'home to school' routes. I do not accept the statement in the proposal 'there are no known risks associated with the recommendations arising from this report' – by removing the school bus service you are immediately increasing risk to pupils.

In my own daughter's case we will face 2 alternatives to the current arrangement - there is no direct bus service we can utilise. One option will be for my daughter to take a bus in to the city centre and then another bus out to the school. The other is for me to take her to school by car. As the first option will add greatly to her school day, and reduce the time for homework I suspect we will chose the latter option, immediately increasing the volume of traffic and emission levels in the vicinity of the school at time of the day which is already busy. I am sure I am not alone in this – my daughter currently catches the bus with 10 other pupils and very few of these are siblings. For just those pupils it could well amount to another 7 or 8 cars adding to the traffic, twice a day every school day. I am not prepared to have her spend over two hours a day travelling on York's appalling public transport system carrying heavy school bags, musical instruments, sports gear etc. I cannot believe that you have the best interests of the pupils at heart. Surely education, and safe access to that education, are priorities for the Council? Finally I remind you of the guidance issued by the Secretary of State. It says 'the Secretary of State hopes that local authorities will continue to think it right not to disturb well established arrangements, some of which have been associated with local agreements or understandings about the siting of such schools', and 'The Secretary of State continues to attach importance to the opportunity that many parents have to choose a school or college in accordance with their religious or philosophical beliefs and believes that wherever possible local authorities should ensure that transport arrangements support the religious or philosophical preference parents express'. This decision fails to meet either of the criteria set by the Secretary of State and for this reason I urge you to set this proposal aside and to continue to provide a school bus service for the children who attend Manor Church of England Academy and the other York Faith schools, in line with the strategy established last year.



Philip Crick

Re Review of Home to School Transport Policy (Denominational Schools)

I understand that the above policy is being discussed at a council meeting on Wednesday 15 January 2014. After reviewing the notes to this meeting I wish to register my strong objection to the proposal as I have a son that attends Manor CE Academy (Year 8) and we live in Hessay, within a preferred admissions area for the Academy.

Manor CE Academy is 3.8 miles from our house, 3 miles of which is along the very busy A59. I believe this breaches a legal requirement to provide transport to school as our son could not be reasonably expected to walk to school on a very busy road and for that distance. Without a school bus no suitable alternative is available, which breaches another legal requirement. No suitable alternative is available Hessay has no train station and the first bus out of the village is 9.14am.

I would request that my objection and reasons for my objection are taken into account when decisions on the policy are being made by the City of York Council, both in council meetings and any consultatic periods.

Heather Morris

I am concerned about the suggestion that school transport to denominational schools may be removed. I would like to make the following points:

**Retrospective removal of service**

- My son is in Year 10, and we made the decision to send him to Manor school, it was on the basis that transport to school would be provided. This will no longer be the case from September if the proposal goes ahead.
- My daughter is in year 7, and has a subsidised place on the school bus. Although she has to pay for this, we made the decision to send her to Manor knowing that the bus would be running for at

least the next year or two, and we were happy to pay for her place on the bus.

**Safety considerations**

- There is currently an Arriva service 647 from Foxwood shops to Manor. This would involve my children walking from Woodthorpe to Foxwood and back, in the dark for a large part of the year. As my daughter will only be 12, I would be concerned about her safety.
- The school bus is equipped with seatbelts, but public buses are not. In the event of an accident, they would be safer on the school bus than a public bus.

**Financial considerations**

- I realise that this service is expensive to provide, and have a suggestion to help recoup some of the costs. The school bus is currently only available to students living more than 3 miles from school. The additional places on the bus could be opened up to students on the route living close to school, and places charged at a similar rate to the current public service bus. This would contribute towards the running of the bus.
- If it meant that the school bus could be retained, I would be prepared to pay for my son's place, which is currently free. I am more concerned about the safety of my children than the financial consequences, and I hope the council will view this matter in the same light.

Please let me know if there is anything else I need to do to ensure these points are considered.



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HOUSE OF COMMONS

LONDON SW1A 0AA

Mark Ellis  
Head of School Services  
City of York Council  
West Offices  
Station Rise  
York, YO1 6GA

13 January 2014

Dear Mr Ellis

I am writing on behalf of a number of constituents who have contacted me to express their concerns over the review of the Council's home to school transport policy for denominational schools, like Manor CE School in my constituency and the proposed removal of the subsidies for free travel that many of their children receive.

In the past week, I have been contacted by a number of parents whose children attend Manor CE School and are currently provided with free travel on the M1, C3 and M2 routes. I am aware that due to budget constraints, this free travel provision has already begun to be phased out, with current Year 7 students having to make their own arrangements to travel to school or, in some cases, buy tickets for existing routes.

However, having read the Director's report ahead of Wednesday's Decision Session, I am aware that the authority are attempting to accelerate the withdrawal of this assistance in order to achieve budget savings of just over £100,000. I understand the Council are intending to withdraw completely the free transport offered to denominational schools, as of September 2014, except for those families on a low income.

Many of the constituents who have contacted me believe that such a policy would be discriminatory against Christians, who have made a conscious decision to send their children to denomination schools. Some from Copmanthorpe have also highlighted the fact that many of the other children from the village receive free transport to Tadcaster Grammar School and Fulford School. They believe the complete withdrawal of free transport would create an undesirable inequality, which should be avoided.

Indeed, the relevant government guidance appears to support my constituents, in discouraging the disturbance of 'well established arrangements' and by stating that 'local authorities should ensure that transport arrangements support the religious or philosophical preference parents express'.

The Director's report acknowledges that for the pupils of Manor CE School, 'the public transport routes will not be as direct as current dedicated home to school transport'. The reality is that the travel routes that the Council expects the pupils to undertake on a daily basis are, for many, unrealistic and grossly unsympathetic. The Headteacher, Brian Crosby, has expressed concerns over his pupils' ability to concentrate after undertaking such long journeys and some parents have expressed grave concerns over the safety of their children, particularly those with younger children, in making two journeys to the City Centre every weekday in order to change buses. There would of course also be a significant cost impact on all the families who are forced to pursue alternative options to get their children to school.



HOUSE OF COMMONS

LONDON SW1A 0AA

The other alternative is for more parents to drive their children to school, which, for many, will cause considerable inconvenience and is likely to impact on their working lives, particularly those such as teachers who are unlikely to be able to achieve family friendly contracts with their employers. The Director's report also recognises that this alternative is likely to 'lead to additional vehicles being on the roads at peak times of the day'. I believe this is in direct contravention of the Council's policy to 'Get York Moving', as the northern outer ring road is already deeply congested and the probable addition of more cars will only make matters worse.

I would therefore be grateful if my views and those of my constituents could be taken into account by the Cabinet Member before any decision is made. I would also request that should the Cabinet Member agree to the officer's recommendations, the Council make every effort to include the views of parents, as well as the Diocesan Boards and the schools themselves, in any ensuing consultation.

I look forward to hearing back from you in due course.

Yours sincerely,  
Julia Sturdy

CC Jayne Carr, Democracy Officer, City of York Council. Via email [jayne.carr@york.gov.uk](mailto:jayne.carr@york.gov.uk).