

Questions	2013 Home to School Transport Policy	Policy Ref	Proposal	Relevant 2018 Policy Document	Comment or Extract from DRAFT 2018 Policy
1 Removal of discretionary travel assistance for children aged 8-11 travelling over 2 miles to the nearest suitable school?	Statutory duty is to the children living outside of the statutory walking distance of the nearest suitable school, which is, <ul style="list-style-type: none"> <li>Beyond 2 miles for children below the age of 8.</li> <li>Beyond 3 miles for children aged 8 – 16. Discretionary travel assistance is given to children aged 8 to 11 based on 2 miles and over to the nearest suitable school.</li> </ul>	Section B-1, page 7	To remove this discretionary element of the policy and not provide free travel to primary aged children (8-11) over 2 miles from the nearest suitable school but increase the distance in line with statutory duties to over 3 miles.	Education Travel Section 3	Criterion 1 - The child is living outside of the statutory walking distance of the nearest suitable school, which is, <ul style="list-style-type: none"> <li>Beyond 2 miles for children below the age of 8.</li> <li>Beyond 3 miles for children aged 8 – 16.</li> </ul> Children from low-income groups or families are defined in legislation as those entitled to free school meals, or whose families receive the maximum level of Working Tax Credit. A child aged 8 -11 in these circumstances has extended rights to free travel and will therefore continue to receive travel assistance over 2 miles as this is their statutory right.
2 Removal of discretionary travel assistance for children in temporary residential circumstances?	Current policy provides travel assistance to be provided on a discretionary basis, to provide support and stability to a child of statutory school age who is in general education and subject to a temporary change of address due to domestic violence, child protection or homelessness. When the child / family is permanently re-housed the child will be subject to the usual eligibility criteria, but safeguarding issues will always be considered when determining this and when deciding what type of assistance should be offered. At no time can the parent / carer delegate their responsibility for the safety of their child's journey to and from school.	Section 12, page 11	To remove discretionary temporary residential eligibility.	Not Included in Draft 2018 Policy	There is no reference in the draft policy to temporary residential circumstances. Any mid year change, whether it permanent or for a temporary period will warrant an application for travel assistance if the general criteria set out in the policy applies.
3 Revised criteria for determining eligibility of SEND pupils?	Criteria for SEND includes two specific travel-related mobility eligibilities: a) severely restricted independent mobility; and b) lack of awareness of common danger and age appropriate independence skills. Sub sections are included as bullet point listings to provide clarity about these criteria.	Section B-4, page 8	The new DRAFT policy makes it very clear that most children with SEND will not require travel assistance. Local authorities are required to make transport arrangements for all children who cannot reasonably be expected to walk to school because of their mobility problems or because of associated health and safety issues related to their special educational needs (SEN) or disability. Eligibility, for such children should be assessed on an individual basis to identify their particular transport requirements.	SEND Education Travel section 3.	Where a child with SEND does not qualify for travel assistance under general criteria, as summarised above and set out in section 3 of the Local Authority's Education Travel Policy, travel assistance will be provided subject to the criterion outlined below: <ul style="list-style-type: none"> <li>children who cannot reasonably be expected to walk to school because of their mobility problems or because of associated health and safety issues related to their special educational needs (SEN) or disability.</li> </ul> Travel assistance is only provided to the child's nearest suitable qualifying school. This is based on the nearest qualifying school to the child's home that can meet the child's SEND. If by parental choice a more distant school is attended, any travel arrangements shall remain the responsibility of the parent.
4 Removal of discretionary travel assistance for children with temporary medical needs?	The current policy states that temporary medical conditions may receive free travel due to accident, planned surgery or illness.	Section B-6, page 9	To remove discretionary temporary medical condition eligibility.	Not Included in Draft 2018 Policy	Children with temporary medical needs will no longer be eligible for travel assistance on the basis of their medical needs, but will retain eligibility, as appropriate, on distance, unavailable walking route, or extended rights or SEND criteria.
5 Rewording in the policy to make clear the need for general criteria to be met for permanently excluded children and the additional wording on temporary exclusions?	Permanently excluded children receive free travel to the nearest suitable school, which includes a pupil referral unit provided the normal eligibility criteria eg distance is met.	Section B-7, page 9	To retain this arrangement and to include temporary exclusions, in accordance with statutory requirements. Reworded to ensure clarity about the need to meet normal criteria of distance, unavailable routes, and extended rights for low income families.	Education Travel Section 12	Relevant section extended to include wording from DfE Guidance to ensure compliance with statutory duties : Where a child is registered at a school, but is attending a place other than that school as a result of temporary exclusion, eligibility for home to school travel will apply to the other place for the temporary period. Wording also revised to state: Children admitted to another establishment following a permanent exclusion will not receive travel assistance other than when qualifying under normal criteria. The Local Authority will, however, work with parents to identify suitable travel arrangements and where travel is arranged on behalf of the family, parents will be required to meet the full cost of transport.
6 Removal of discretionary travel for parents with a disability	Children with parents with a disability may be eligible to receive travel assistance.	Section B-10, page 10	To remove discretionary travel	Education Travel Section 3 (criterion 4)	Children with parents with a disability will no longer be eligible to receive travel assistance.
7 Removal of discretionary travel for cared for children to a school that is not the catchment or nearest school and for this to be replaced with travel assistance only for the catchment or nearest suitable school with vacancies.	Policy states at Section 11 that the school at which a cared for child is placed by the Council will be deemed the qualifying school for transport purposes. A child will be provided with travel assistance if the child attends a 'qualifying school'.	Section B-11, page 10	Cared for children will continue to be eligible to receive free travel under normal criteria of age-related distance, SEND, unavailable walking route, or extended rights (low income) criteria to the catchment or nearest suitable school.	N/A	Draft policy makes no specific reference to a school at which a cared for child is placed. The criteria that would apply, which is set out in section 3 of the draft policy, provides eligibility for all children of compulsory school age and rising fives on the basis of aged-related distance, SEND, unavailable walking route, extended rights (low income families).
8 Introduce of a policy on direct payments, which will provide clarity and consistency of entitlement and implementation process	Reimbursement of travel costs based on mileage. Process is vague - policy states at section 2, page 16 : Where public transport is not available or appropriate, the following forms of travel assistance may be arranged: <ul style="list-style-type: none"> <li>a travel pass for use on a private service contracted to the Council;</li> <li>an annual cycling allowance;</li> <li>an annual parental mileage allowance (reimbursement of reasonable travel expenses);</li> <li>travel by minibus or (in exceptional circumstances) a taxi. Section 8, page 22 .</li> </ul> Where entitlement to travel assistance exists and there are difficulties in arranging public or other suitable transport, or where it would be exceptionally expensive, the Council may agree to reimburse reasonable travel costs, e.g. a mileage payment to parents / carers who are willing to transport their child to school in their own vehicle. Parents are under no obligation to accept the offer of reimbursement of travel costs and should contact the Council or visit the website for further information.	Section 2, page 16 and Section E-8, page 22	Replaced with direct payments for compulsory school age. A separate policy on direct payments has been produced to ensure clarity of process and entitlement and consistency of application. Direct payments can be made for any child eligible to receive travel assistance under the Council's policy if this would be a lower cost option.	Direct Payments	Mileage related and only agreed when it has been assessed as the lowest cost option at LA's discretion.
9 Introduce a Behaviour code for children and young people travelling on transport arranged by the LA	The current policy states: 11. Behaviour on transport The Council may decide to impose a temporary ban or withdraw travel assistance, as it considers appropriate, in the case of any child whose behaviour during the journey to or from school is not of an acceptable standard. In addition, schools can impose a number of sanctions ranging from detention to exclusion in order to deal with persistent misbehaviour on school transport. The Council publishes a code of behaviour for children, which can be found on the website. This code will be sent to children at the time that travel arrangements are confirmed.	Section E-11, page 23	Behaviour code produced, which includes the process to be implemented for poor behaviour on transport and categories of behaviour to ensure clarity and consistency in application.	Behaviour Code	New policy document

10	Introduce a policy to clearly define the complaints and appeals process	Appendix 2 to the current policy is a flowchart to illustrate the appeals and review process.	Section G, pae 25	New policy document produced N.and includes information for interested parties about the justification for appeal, the procedure at appeal hearings, timescales involved to ensure clarity of process and consistency of application	11	Change the age range for eligible Post 16 students with SEND? This has been amended to state that to be eligible to apply for travel assistance, the student must be:  • aged 16-19 with an Education Health and Care Plan (EHCP); or • a continuing learner aged 19-25 with an EHCP.	Current Home to School Transport Policy states that support may be provided for post 16 continuing learners that qualified for travel assistance pre 16. The provision is at least up to the age of 21 and for maximum of three years for children with SEND who continue their education.	Section E-2, page 19 (also referred to in Section C-4, page 13)	Entitlement to travel assistance has been extended to ensure that continuing learners with SEND are supported with travel for the duration of their course/programme of study where it has been deemed necessary to provide this (subject to regular review). Once the particular course/programme of study has ended, so to will the entitlement to travel assistance. Travel assistance will not be available for all continuing learners with SEND, only those for whom it has been accepted (and verified with supporting evidence) that travel is necessary to facilitate learning on the basis of ensuring travel arrangements are adequate to enable these young people to participate. Any agreed travel assistance will be reviewed regularly to ensure any change in circumstances does not remove eligibility.	12	Proposal that students with SEND should be offered independent travel training (ITT) where the LA has deemed this to be appropriate, taking into account their particular special needs?	Current Post 16 Transport Policy Statement states that : wherever possible, independent travel training (ITT) should be promoted to encourage independence rather than dependency. Secondary aged pupils who have been assessed as requiring travel assistance because of their special needs will receive support for independence and mobility training as part of their school curriculum. This has the aim of reducing their reliance on individual transport, in preparation for adult life.Plans to encourage independent travel must be put in place by the school and parents/ carers, working in partnership to mutually agreed targets. Progress will be evidenced at each subsequent annual review. This step is regarded as a positive achievement towards the child's progress in becoming an independent traveller.	Section D(4) page 17	To offer Independent travel training (ITT) for SEND students applying for travel assistance, as deemed appropriate by the LA taking into account the specific needs of the student to ensure suitability.				Post 16 Transport Policy Statement Section 3.2  N.B. Post 16 policy is due for consultation in Q1 2018	The draft Post 16 Transport Policy Statement states: Where the Local Authority deems it to be appropriate, students who have not accessed public transport previously will be required to undertake Independent Travel Training (ITT). The Local Authority will take into account the learner's individual needs in making its assessment. If a student is identified as ready to undertake ITT, refusal to participate may affect any future applications for travel assistance. The draft policy also states: For Post 16 students that have not already completed Independent Travel Training (ITT), an assessment of the suitability to receive ITT will be undertaken at the time eligibility for travel assistance is agreed. Where ITT is considered appropriate, temporary travel assistance will be agreed in the first instance with a review date being set to reassess eligibility for travel assistance on completion of the training. <b>The draft SEND policy offers independent travel training to support children and young people to travel independently to school, support transition to adulthood and provide wider social benefits.</b>
									AWR Policy - Clarification to ensure full alignment with Road Safety GB	The changes are: Removal of Section 1 to 4 as these are in the main document and it would be repetitive. Removal of sections copied from the DfE home to school transport guidance. Removal of details of how wide a pavement should be – as it is not in RSGB guidance. Removal of details of 4 seconds sighting time – as it is not in RSGB. Removal of details of traffic flows on roads less than 6.5 metres – as not in RSGB guidance. Route Assessments will be checked and reviewed by a qualified Road Safety Officer and Senior Highways Officer. Any faults with the highway, such as overgrown vegetation or trip hazards, will be reported to the Cheshire East Highway Maintenance department. On its own the absence of street lighting does not make a route unsafe – in line with RSGB. A route that crosses or follows a public right of way will generally be considered as an available walking route, as long as there is a good walking surface. The assessment will record any known collision data (using stats 19 data) for each section. A new section on traffic counts and gap counts (see B4).									