



Notice of a Meeting

Education Scrutiny Committee Tuesday, 4 February 2014 at 9.30 am County Hall

Membership

Chairman Councillor Mark Gray

<i>Councillors:</i>	David Bartholomew	Richard Langridge	John Howson
	Yvonne Constance	Neil Owen	Lawrie Stratford*
	Simon Hoare	Gillian Sanders	Liz Brighthouse OBE**
	John Howson	Lawrie Stratford	David Wilmshurst***

* Substituting for Councillor Caroline Newton

** Substituting for Councillor Val Smith

*** Substituting for Councillor Michael Waine

Co-optees: Mr Chris Bevan Mrs Sue Matthew Mrs Liz Smith

By Invitation: Ian Jones Carole Thomson

Notes: *Date of next meeting: 6 February 2014*

What does this Committee review or scrutinise?

- a focus on the following key areas:
 - work in relation to the education strategy, and including review of an annual report on progress;
 - constructive challenge on performance issues highlighting issues where the Committee can support the improvement dialogue;
 - reviewing the Council's education functions including early years, Special Education Needs and school place planning;
 - reviewing the progress of, and any issues emanating from, the School Organisation Stakeholder Group with regard to admissions patterns and arrangements;
 - reviewing issues raised by the Schools Forum.
- assists the Council in its role of championing good educational outcomes for Oxfordshire's children and young people;
- provides a challenge to schools and academies and to hold them to account for their academic performance;
- promotes jointed up working across organisations in the education sector within Oxfordshire.

How can I have my say?

We welcome the views of the community on any issues in relation to the responsibilities of this Committee. Members of the public may ask to speak on any item on the agenda or may suggest matters which they would like the Committee to look at. **Requests to speak must be submitted to the Committee Officer below no later than 9 am on the working day before the date of the meeting.**

For more information about this Committee please contact:

Chairman	-	Councillor Mark Gray Email: mark.gray2@oxfordshire.gov.uk
Policy & Performance Officer	-	Andreea Anastasiu, Tel: (01865) 323535 Email: andreea.anastasiu@oxfordshire.gov.uk
Committee Officer	-	Andrea Newman Tel: (01865) 810283 Email: andrea.newman@oxfordshire.gov.uk

Peter G. Clark.

Peter G. Clark
County Solicitor

January 2014

About the County Council

The Oxfordshire County Council is made up of 63 councillors who are democratically elected every four years. The Council provides a range of services to Oxfordshire's 630,000 residents. These include:

schools	social & health care	libraries and museums
the fire service	roads	trading standards
land use	transport planning	waste management

Each year the Council manages £0.9 billion of public money in providing these services. Most decisions are taken by a Cabinet of 10 Councillors, which makes decisions about service priorities and spending. Some decisions will now be delegated to individual members of the Cabinet.

About Scrutiny

Scrutiny is about:

- Providing a challenge to the Cabinet
- Examining how well the Cabinet and the Authority are performing
- Influencing the Cabinet on decisions that affect local people
- Helping the Cabinet to develop Council policies
- Representing the community in Council decision making
- Promoting joined up working across the authority's work and with partners

Scrutiny is NOT about:

- Making day to day service decisions
- Investigating individual complaints.

What does this Committee do?

The Committee meets up to 6 times a year or more. It develops a work programme, which lists the issues it plans to investigate. These investigations can include whole committee investigations undertaken during the meeting, or reviews by a panel of members doing research and talking to lots of people outside of the meeting. Once an investigation is completed the Committee provides its advice to the Cabinet, the full Council or other scrutiny committees. Meetings are open to the public and all reports are available to the public unless exempt or confidential, when the items would be considered in closed session.

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, giving as much notice as possible before the meeting

A hearing loop is available at County Hall.

AGENDA

- 1. Apologies for Absence and Temporary Appointments**
- 2. Declarations of Interest - see guidance note of the back page**
- 3. Petitions and Public Address**
- 4. Home to School Transport Policy - Consultation Results (Pages 1 - 24)**

10.10am

The Council has undertaken a consultation with the public, headteachers and other interested parties upon a number of proposed changes to the Home to School Transport Policy.

The proposed changes have been made in the light of the current difficult financial situation in the UK, the continuing impact this will have on local government finances, and the need to ensure that the Home to School Transport Policy is equitable.

The report contains an analysis of the responses to the consultation.

CLOSE OF MEETING

12.00 noon

Declarations of Interest

The duty to declare.....

Under the Localism Act 2011 it is a criminal offence to

- (a) fail to register a disclosable pecuniary interest within 28 days of election or co-option (or re-election or re-appointment), or
- (b) provide false or misleading information on registration, or
- (c) participate in discussion or voting in a meeting on a matter in which the member or co-opted member has a disclosable pecuniary interest.

Whose interests must be included?

The Act provides that the interests which must be notified are those of a member or co-opted member of the authority, **or**

- those of a spouse or civil partner of the member or co-opted member;
- those of a person with whom the member or co-opted member is living as husband/wife
- those of a person with whom the member or co-opted member is living as if they were civil partners.

(in each case where the member or co-opted member is aware that the other person has the interest).

What if I remember that I have a Disclosable Pecuniary Interest during the Meeting?

The Code requires that, at a meeting, where a member or co-opted member has a disclosable interest (of which they are aware) in any matter being considered, they disclose that interest to the meeting. The Council will continue to include an appropriate item on agendas for all meetings, to facilitate this.

Although not explicitly required by the legislation or by the code, it is recommended that in the interests of transparency and for the benefit of all in attendance at the meeting (including members of the public) the nature as well as the existence of the interest is disclosed.

A member or co-opted member who has disclosed a pecuniary interest at a meeting must not participate (or participate further) in any discussion of the matter; and must not participate in any vote or further vote taken; and must withdraw from the room.

Members are asked to continue to pay regard to the following provisions in the code that *“You must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself”* or *“You must not place yourself in situations where your honesty and integrity may be questioned.....”*.

Please seek advice from the Monitoring Officer prior to the meeting should you have any doubt about your approach.

List of Disclosable Pecuniary Interests:

Employment (includes *“any employment, office, trade, profession or vocation carried on for profit or gain”*.), **Sponsorship, Contracts, Land, Licences, Corporate Tenancies, Securities.**

For a full list of Disclosable Pecuniary Interests and further Guidance on this matter please see the Guide to the New Code of Conduct and Register of Interests at Members’ conduct guidelines. <http://intranet.oxfordshire.gov.uk/wps/wcm/connect/occ/Insite/Elected+members/> or contact Rachel Dunn on (01865) 815279 or rachel.dunn@oxfordshire.gov.uk for a hard copy of the document.

Division(s): All

EDUCATION SCRUTINY COMMITTEE - 4 FEBRUARY 2014

COPY CABINET – 4 FEBRUARY 2014

THE PROPOSED HOME TO SCHOOL TRANSPORT POLICY

Report by Director for Children's Services

Introduction

1. The legal basis for providing home to school transport is set out in sections 508A, 508B, 508C, 508D and 509AD and Schedule 35B of the Education Act 1996 (as amended by Part 6 of the Education and Inspections Act 2006) and where appropriate the Equality Act and English and European case law.
2. In addition local authorities are under a statutory duty to have regard to the Home to School Transport Guidance issued by the Department for Education. The guidance issued in March 2013 was withdrawn in June 2013 and replaced by the earlier Home to School Travel and Transport Guidance originally issued in 2007. A copy of the guidance has been placed in the Members' Resource Centre.
3. In 2012-13 the Council spent over £15 million on home to school transport, part of which was met from grants resulting in a net cost of £14.7 million.
4. The decision to review the discretionary elements within the policy was made in the light of the current difficult financial situation in the UK, the continuing impact this will have on local government finances, and the need to ensure that the Home to School Transport Policy is equitable.
5. Between 5 June 2013 and 15 July 2013 the Council conducted a consultation on changes to the policy on home to school transport. However, following the withdrawal of the Department for Education's Guidance on Travel and Transport in June 2013, and the response to the consultation, at its meeting on 16 July 2013 the Cabinet decided that it was not appropriate to make a decision on policy changes at that time. The Cabinet further decided that a new consultation on possible changes to the policy on home to school transport would be required in the autumn. The scope of the new consultation was decided at a Cabinet meeting on 16 September 2013.
6. As of October 2013, 11,210 children travel on Council funded home to school transport. The ratio of secondary aged pupils to primary aged is approximately 4:1. Of these, 1,350 occupy a 'concessionary seat' so 9,860 children currently receive free transport. Approximately 3,000 children are transported to other than their nearest school. The overwhelming majority of children in receipt of

free transport live in rural areas as most children living within the more urban areas are within the 'statutory walking distance' of their nearest and/or catchment area school and there are safe walking routes; therefore there is very limited entitlement to free transport.

Exempt Information

7. There is no exempt information within this report.

Proposed changes to the Home to School Transport

Consultation

8. Consultations on changes to home to school transport policy have to last for at least 28 working days. The most recent consultation was opened on 4 November and was originally due to end on 20 December 2013 but was extended until 14 January 2014. Therefore the consultation lasted for 71 days of which 42 were school days.
9. The consultation documents were placed on the County Council's public website and were accessible through the Consultation Portal. Links to the documents were sent to all state funded schools in Oxfordshire as well as to neighbouring local authorities, the Oxford Diocese, the Archdiocese of Birmingham, district councils in Oxfordshire, and parish councils within Oxfordshire. The consultation was publicised online, via press releases, through adverts placed in local newspapers and posters sent to libraries and town and parish councils. In addition two letters were posted to 8,400 families that had one or more children either in receipt of free or concessionary transport to inform them of the consultation.
10. Background materials to support this consultation were also published on the Consultation Portal. This included a series of maps and a set of frequently asked questions, which were periodically updated throughout the consultation period. The Council provided channels through which people could ask questions or request hard copy documents. In addition, the Council hosted ten public meetings between 11 November and 11 December 2013. These meetings provided interested parties with an opportunity to hear a presentation from the Council and to ask questions of Council representatives.
11. There have been 2,543 responses to the consultation. A summary of the results of the consultation can be found in Annex 1. The SCIA (Social and Community Impact Assessment) of the proposed changes is shown at Annex 2 and the estimated savings are shown as Annex 3. Copies of the responses have been placed in the Members' Resource Centre.

Proposals

Proposal A1:

To provide free transport to the nearest available school only

12. Those aged 8 to 16 whose catchment/designated area school is their nearest school and who live over 3 miles from it, or 2 miles if they are of school age and under the age of 8 (these distances are known as the “statutory walking distance”) would continue to be eligible for free travel to their catchment/designated area school.
13. This is the statutory minimum that the Council can provide. It is commonly referred to as “statutory entitlement”.
14. If agreed this proposal would take effect for new entrants to schools from the start of term in September 2015.
15. The secondary schools potentially most affected by the phased ending of affected routes would be Matthew Arnold School, Burford School, Warriner School, Wheatley Park School, Icknield School and Marlborough School.
16. The communities most likely to be affected in the Oxford area are Risinghurst, Kennington and Garsington. The community most likely to be affected in the Banbury area is Adderbury. Other areas that might be significantly affected include Farmoor, Southmoor, Stadhampton, Bampton and Alvescot.
17. If adopted this policy could be expected to lead to some families choosing to send their children to the nearest school rather than to the catchment/designated area school. This in many, but not all, cases would result in the Council having to establish or expand home to school transport routes to some schools while gradually reducing services operated to catchment/designated area schools. However, some routes would be discontinued and there would be an opportunity to consolidate other routes. In addition, in the short term it is likely that there would be an increase in the income from concessionary fares. No reduction in routes is likely before 2017/18.
18. This new approach would meet statutory requirements and would be likely to lead to savings of between £1 million and £2 million.
19. The maximum savings would be achieved in 2017 or in 2020, depending upon whether the new approach is applied to those already in receipt of free transport on its introduction after 2 years or 5 years.
20. Some savings would be achieved because the Council will be able to end routes to schools when there is a nearer school within statutory walking distance.
21. The level of savings would be influenced by the extent to which parents decide to fully fund replacement routes or use public service bus routes. It is expected that many parents are likely to continue to send their children to the catchment school.

22. Year groups are not equal in number and in 2017 the secondary transfer cohort will significantly increase and these larger numbers will continue to present themselves for at least another 7 years. Under the existing policy this would create a pressure on vehicle capacity and lead to larger vehicles or more vehicles at additional cost. The proposed policy change would reduce this additional expenditure on home to school transport.
23. This proposal also reduces the financial risk to the Council posed by schools potentially changing or extending their catchment/designated areas, and/or new free schools and university technical colleges establishing new catchment areas. The current position is that the Council's financial commitments can be increased without its consent.
24. Comments received from the Defence Academy at Shrivenham and by Swindon Borough Council highlighted the possible capacity problems that may arise when the nearest school to a community is in an adjacent local authority. In addition comments from parents in Henton and Chinnor highlighted potential difficulties posed to families by being nearer to a secondary modern school in an adjacent local authority, than to the nearest comprehensive school (Lord Williams School, an Oxfordshire school).
25. The comments received suggested it would be more appropriate to use the nearest school in Oxfordshire. In the short to medium term, providing free travel to the nearest school in Oxfordshire would be likely to marginally reduce possible savings. The areas that would most benefit by a change to "nearest Oxfordshire school" rather than "nearest school" are served by Faringdon Community College, particularly the villages of Shrivenham, Watchfield and Ashbury and in the area of Lord Williams's School, Chinnor and Henton.
26. A clear majority of those who commented on this proposal were opposed to it.

Proposal A2:

To provide free transport to the nearest available school but introduce adjustments to the policy to avoid splitting villages

27. As with Proposal A1 those aged 8 to 16 whose catchment/designated area school is their nearest school and who live over 3 miles from it, or 2 miles if they are of school age and under the age of 8, would continue to be eligible for free travel to their catchment/designated area school. Therefore Proposal A2 would also meet statutory requirements.
28. Children living in a "split village" would have a defined school to which transport could be provided in addition to free transport to the nearest available school, if it is over the "statutory walking distance" (2 or 3 miles depending upon the age of the child).
29. As with Proposal A1 this proposal would also reduce the financial risk to the Council from schools changing or extending their catchment/designated areas, and from new free schools and university technical colleges setting catchment areas.

30. Any definition of a “split village” would have to be lawful and objectively defined. It would need to apply across the whole of Oxfordshire and the more generous the provision, the greater the reduction in the eventual savings.
31. A “split village” entitlement where at least 25% of addresses, but not all, are nearest to the catchment school and the rest are nearest to another school; in such cases free transport is to be provided to the catchment school for all addresses
32. Proposal A2 would provide slightly more than the “statutory minimum”.
33. A clear majority of those who commented on this proposal were opposed to it.

Proposal B1:

To introduce the new policy from September 2015 for all children starting primary school or transferring to secondary school and change the entitlement for all other children in September 2017, including those currently in receipt of free travel.

34. Parents expressing preferences for school places in September 2015 would be able to take account of whether free transport would be provided when making their choices.
35. Children in receipt of free transport to a particular school under the previous transport policy would continue to receive free travel for two years. This means that those in Years 10 and 11 in September 2015 would not be affected by either Proposal A1 or A2. Children at primary school would be unaffected by either Proposal A1 or A2, if they are in Years 2 to 6 in September 2015.
36. Proposal B1 would enable the maximum savings to be made from September 2017.
37. The County Solicitor has advised that adopting Proposal B1 would meet the requirement set out in the 2007 guidance for phasing the implementation of changes to home to school transport policies.
38. A clear majority of those who commented on this proposal were opposed to it.

Proposal B2:

To introduce the new policy from September 2015 for children starting primary school or transferring to secondary school and phase the policy change in year by year as children start schools. Children in receipt of free travel to the school they currently attend would not be affected by the policy change.

39. As with Proposal B1 parents expressing preferences for school places in September 2015 would be able to take account of whether free transport would be provided when making their choices.

40. Children in receipt of free transport to a particular secondary school, under the previous transport policy, in September 2014 would continue to receive free travel for five years or to the date at which they leave that school, whichever is the earliest. This means that those in Years 7 to 11 in September 2014 would not be affected by either Proposal A1 or A2.
41. Children in receipt of free transport to a particular primary school or primary section of an all age school, under the previous transport policy, in September 2014, would continue to receive free travel up to the date at which they leave that school or move to the secondary phase, whichever is earlier. This means that those in Reception to Year 6 in September 2014 would not be affected by either Proposal A1 or A2.
42. Proposal B2 would enable the maximum savings to be made from transport for secondary aged children in 2019 and from transport for primary aged children in 2021.
43. The County Solicitor has advised that adopting Proposal B2 would meet the requirement set out in the 2007 guidance for phasing the implementation of changes to home to school transport policies.
44. A clear majority of those who commented on this proposal were opposed to it.

Proposal C1:

From September 2014, to introduce a 10% increase in the price of concessionary fares and post16 fares to £290.40 for those who live under three miles from the school attended and to £541.20 for those who live over three miles from the school attended.

45. The Concessionary Fares Scheme sets out the prices and terms for seats on Home to School Transport routes operated by the Council that can be used by children and young adults not eligible for free travel.
46. The parents of children from low income families do not have to pay the concessionary fare. All other seats for children and young adults using the concessionary fares scheme are heavily subsidised by the Council. Low income families are defined as those in receipt of the maximum of Working Tax Credit or whose children eligible for free school meals.
47. In 2013/14 the typical cost to the Council of a seat on a mainstream Home to School Transport vehicle is £700 per year. The concessionary fares for those aged up to 16 are £264 per year for those who live up to three miles from the school, and £492 for those who live over three miles from the school.
48. The fare for post16 students is currently based on whether or not they attend their catchment/designated area sixth form. The fare is £264 per year for those who live within the catchment/designated area, and £492 for those who live outside the catchment/designated area of the school.

49. The overall cost of the contracts used to run the home to school transport services increases on average at a rate of 2% a year. However, between 2009 and 2012, the Council did not pass on these additional costs to families by increasing fares. The first increase in concessionary fares since 2009 took place in September 2013.
50. Increasing fares charged by 10% would reduce the overall subsidy provided by at least £18,000 in 2014/15.
51. This proposal would end the current practice of charging the lower concessionary fare to post16 travellers who live in a school's catchment/designated area. Post16 travellers would pay a distance related charge. In addition, families that have more than two children using the same home to school transport service would in future have to pay the concessionary fare for every further child they have who uses the same home to school transport service. Currently they would not have to pay the concessionary fare for the third or subsequent child.
52. A clear majority of those who commented on this proposal were opposed to it.

Proposal C2:

From September 2015 to increase concessionary and post-16 fares by 8% per year for the next three years

53. This proposed on-going increase would reduce the overall subsidy provided by the Council by £14,000 per year from September 2015.
54. If Proposal C1 is accepted, the lower distance related charge would be £290.40 in 2014 and if Proposal C2 is accepted, fares for those living less than 3 miles from the school/college attended would increase to £313.63 in 2015, £338.72 in 2016 and £365.82 in 2017.
55. If Proposal C1 is accepted, the higher distance related charge would be increased to £541.20 in 2014 and if Proposal C2 is accepted, fares for those living over 3 miles from the school/college attended would increase to £584.50 in 2015, £631.26 in 2016 and £681.76 in 2017.
56. A clear majority of those who commented on this proposal were opposed to it.

Proposal C3:

From September 2015, to increase concessionary and post-16 fares by 5% each year for the next five years

57. This on-going increase would reduce the overall subsidy provided by the Council by £9,000 per year from September 2015.
58. If Proposal C1 is accepted, the lower distance related charge (for those living less than 3 miles from the school/college attended) would be £290.40 in 2014 and would increase to £304.92 in 2015, £320.17 in 2016, £336.18 in 2017, £352.99 in 2018 and £370.64 in 2019.

59. If Proposal C1 is accepted, the higher distance related charge (for those living more than 3 miles from the school/college attended) would be £541.20 in 2014 and would increase to £568.26 in 2015, £596.67 in 2016, £626.51 in 2017, £657.83 in 2018 and £690.72 in 2019.
60. A clear majority of those who commented on this proposal were opposed to it.

Proposal D:

To remove references to collaborative learning transport from the Home to School Travel policy

61. This type of transport was provided because of an initiative of the previous government, which envisaged groups of secondary schools working together in order to provide pupils with access to a broader curriculum, particularly to a range of vocational courses that no one school could provide on its own. The current Government does not support this approach and collaborative learning partnerships have now been discontinued in Oxfordshire. Therefore, removing references to this initiative from the Home to School Transport Policy would reflect the ending of the initiative.
62. There are no savings involved in this proposal and there are no implications for schools, pupils or parents. However, the Council could not remove references to collaborative transport without consulting on the prospective change to the policy on home to school transport.
63. A majority of those who commented on this proposal agreed that references to collaborative learning transport should be removed from the policy on home to school transport.

Carbon Reduction

64. Any reduction in the number of buses operated by the Council will reduce the Council's carbon footprint. Additionally, any pupil who walks or cycles to school as a result of the measures proposed in this report will be involved in a healthier life style and contribute a real carbon reduction (as opposed to those cases where a parent transports a child to school by car). However, the withdrawal of free transport to some schools could lead to more parents choosing to convey their children to school by car, leading to a net increase in carbon emissions. Officers will work with willing groups of parents and schools to seek to implement more sustainable alternatives, for instance, helping procure collective transport and seeking to increase the availability of public bus services.

Financial and Staff Implications

65. The Council's current home to school transport policy exposes it to a significant financial risk, which arises from the potential of academies increasing catchment areas, therefore increasing the opportunities of entitlement to free transport.

66. If either Proposal A1 or A2 are agreed, after a phased introduction savings will reach between £1 million and £2 million per annum. In addition, adoption of these proposals would reduce the risk that future transport cost pressures will arise from decisions made by schools that are outside the Council's control.
67. The full savings would be made from September 2017 if Proposal B1 is adopted and from September 2020 if Proposal B2 is adopted.
68. Approximately 1.6% to 3.2% of the savings achieved by adopting Proposal A1 or A2 would be offset by the cost of additional staffing.
69. Proposal C1 would reduce the overall subsidy provided by at least £18,000 in 2014/15.
70. Adopting either Proposal C2 or C3 would reduce the overall subsidy provided by an estimated £14,000 per year for 3 years or £9,000 per year for 5 years from 2015.
71. The net annual saving anticipated (allowing for all transitional entitlements to run their course) is therefore estimated to be between £1 million and £2 million.
72. In order to administer the changes, particularly the determination of the "nearest available school" and dealing with the anticipated increase in the number of Home to School Transport appeals, the admissions team would need an additional £34,923 per annum (one full time post).
73. In the first instance this new post would be required for a temporary period of two years, at which point the need for the post would be reviewed. Every effort would be made to recruit to this post from the existing Council workforce, rather than by an outside appointment.

RECOMMENDATIONS

74. **The Cabinet is RECOMMENDED to adopt the following proposals:**
 - (a) **to provide free transport to the nearest available school (option A1) and consider, in response to consultation feedback, which, if either or both of the following options, to add to the 'nearest available school':**
 - (i) **Nearest available school in Oxfordshire;**
 - (ii) **A 'split village' entitlement where at least 25% of addresses, but not all, are nearest to the catchment school and the rest are nearest to another school; in such cases free transport to be provided to the catchment school for all addresses;**

- (b) to introduce the new policy from September 2015 for children starting primary school or transferring to secondary school, and to phase the policy change in year by year as children start schools or transfer between phases of education. Those in receipt of free travel under the current policy in September 2014 would continue to receive it on the same terms until they leave that phase of education or move to an alternative school; (proposal B2);
- (c) to increase the charges for concessionary travel and post 16 travel by 10% in September 2014. This would involve increasing concessionary fares in 2014/15 to £290.40 (£96.80 per two terms of the 6 term year) for those who live under 3 miles from the school attended, and £541.20 per annum (£180.40 per two terms of the 6 term year) for those who live over 3 miles from the school attended;
- (d) from September 2015, to increase concessionary and post-16 fares by either:
 - (i) by 8% per year for the following three years (proposal C2) or
 - (ii) by 5% per year for the following five years (proposal C3);
- (e) from 2014 to remove all references to collaborative learning transport from the Home to School Transport Policy (proposal D);
- (f) in order to administer the changes, particularly the determination of the “nearest available school” and the need to process an anticipated increase in the number of Home to School Transport appeals, the Admissions Team to be increased, for two years, by an additional 1 Full Time Equivalent (at a cost of £34,923 per annum).

JIM LEIVERS

Director for Children’s Services

Background papers: Nil
Contact Officer: Neil Darlington,
Admissions and Transport Services Manager
Tel: (01865) 815844

January 2014

Home to School Transport Policy

Report of Consultation

Approach

1. The consultation on the council's proposals to change its Home to School Transport Policy took place between 4 November 2013 and 14 January 2014. By law consultations on changes to have to last for at least 28 working days. Oxfordshire County Council's consultation lasted for 58 days of which 42 were school term days.
2. The consultation process was launched in the media, on the county council website, via digital channels and direct communications to stakeholders. The consultation consisted of documents were placed on the County Council's public website and were accessible through the online Consultation Portal. Links to the documents were sent to all state funded schools in Oxfordshire as well as to neighbouring local authorities, the Oxford Diocese, the Archdiocese of Birmingham, district councils in Oxfordshire, and parish councils within Oxfordshire.
3. The consultation was publicised online, via press releases, through adverts placed in local newspapers and posters sent to libraries and town and parish councils. In addition two letters were posted to 8,400 families that had one or more children either in receipt of free or concessionary transport to inform them of the consultation.
4. Background materials to support this consultation were published on the Consultation Portal. This included a series of maps and a set of frequently asked questions, which were periodically updated throughout the consultation period. The Council provided channels through which people could ask questions or request hard copy documents. In addition, the Council hosted ten public meetings between 11 November and 11 December 2013. These meetings provided interested parties with an opportunity to hear a presentation from the Council and to ask questions of Council representatives.
5. Overall there were 2,543 responses to the consultation. The breakdown of responses is as follows:
 - Postal responses: 402 (including letters and hard copy questionnaires)
 - Email responses (transport.consultation@oxfordshire.gov.uk): 225
 - Online consultation portal responses: 1,916
6. A copy of the full consultation document is attached at the end of this document. An analysis of the consultation responses has been under taken and this will be published on the county council website on the Home to School Transport consultation portal record (www.oxfordshire.gov.uk/consultation).

Headlines from the consultation responses

- A clear majority of those who commented on the proposals to 'change' the schools to which free transport is provided were opposed to the options presented and to the suggested dates put forward for implementation
- A clear majority of those who commented on the proposals to 'change' the Concessionary Fares Scheme with the Home to School Transport Policy were opposed to the options presented
- A majority of those who commented on the proposal to remove references to collaborative learning transport should be removed from the Home to School Transport Policy agreed with this change.

Emerging themes from the consultation

A summary of the most frequently mentioned themes (200+ mentions) from the consultation responses (online and hard copy questionnaires) is summarised in the bullet point list below. Officers have considered each theme and provided a response to the issues raised.

- Use just catchment not nearest for free transport
- Disadvantage rural families
- Ignoring links with current feeder primary schools
- Safety concerns
- Continue free/reduced transport for Post-16 when compulsory
- More traffic and congestion on roads/ environmental impact
- Ignoring Catchment areas
- Disadvantage low income families
- Undermining parental/ child choice
- Do not think savings are accurate
- Frozen or reduced fares for catchment students
- Will split families that currently have children at school
- Split villages/communities
- Define Transport Areas
- Disruptive/Detrimental to children's education

A full list of the themes identified by the consultation and the officer response will be published as part of the consultation analysis on the consultation portal.

Theme: Use just catchment not nearest

Officer response:

This would be unlawful as it would not be compliant with the statutory requirement that free transport be provided to the 'nearest available school' where either it is over the statutory walking distance or there is no safe walking route. The Council currently operates a 'nearest plus catchment' home to school transport policy as it is possible to be more generous, but not less, than the statutory minimum.

Theme: Disadvantage rural families

Officer response:

Home to school transport is a predominantly rural phenomenon with relatively few children from urban areas having any entitlement to this. It is therefore inevitable that any changes to the provision of home to school transport will impact predominantly upon rural areas. It needs to be borne in mind a 'nearest school' policy would only affect those rural families where this is not also the catchment school. The current situation is that of c.10,000 children receiving free transport, for c.70% of them this is to their nearest school.

Theme: Ignoring links with current feeder primary schools

Officer response:

The benefits of primary and secondary schools working together are acknowledged although there are already numerous examples where children attending a particular primary school transfer to a number of secondary schools. Feeder relationships are not immutable and these do change over time in response to circumstances, including changes in patterns of parental 'choice' and an assessment of the benefits to be derived from new partnership arrangements. We already have an example of an 'umbrella trust' of five primary schools which straddle two long standing existing school partnerships.

Theme: Safety of children

Officer response:

No children will be required to undertake an unsafe journey to school. If they attend their nearest (qualifying) school, and it is over the statutory walking distance, free home to school transport will be provided. If the nearest school is under the statutory walking distance, but there is no safe walking route, free home to school transport will be provided. All home to school transport has to comply with all relevant road vehicle safety requirements

If a child attends a school to which there is no entitlement to free transport it remains the parents' responsibility to ensure, insofar as they are able, that the journey to and from school is undertaken in a safe manner.

Theme: Continue free/reduced transport for Post-16 when compulsory

Officer response:

Attending schools after the age of 16 is not compulsory. What is compulsory is continuing to participate in education or employment linked with education or training. There is no national entitlement to free transport for post-16 students participating in education.

Theme: More cars and congestion on roads/ environmental impact

Officer response:

If, as predicted, many parents continue to 'choose' to send their children to schools to which there is no entitlement to free transport, it is possible that there will be an increase in car journeys; this was predicted when it was proposed that the Council cease to provide free transport from Bicester to Blessed George Napier Catholic School (granted on faith grounds). However, in response to the decision so to do, parents and the school worked with officers to procure alternative collective transport funded by the parents.

The Council is committed to working with parents and schools in order to identify and put in place alternative sustainable home to school transport arrangements, including assistance with procuring coaches and collaborating with public bus companies to improve services. The Council can't force parents to not use their cars for the 'school run' but if parents are interested in alternatives the Council will be an enthusiastic partner.

Theme: Ignoring Catchment areas

Officer response:

Catchment areas will not be affected by any of the proposed changes to the home to school transport policy, and will continue to perform their primary purpose of determining which children will be prioritised for admission to schools when they are oversubscribed. Some schools already attract significant numbers of children from out of their catchment area e.g. Burford (28%), Didcot Girls' (29%), Bartholomew (34%), Gillotts (29%) [first allocations for 2013], not all of whom attend feeder primary schools.

The majority of secondary schools' catchment areas are no longer determined by the Council as academies (including University Technical Colleges and Free Schools) set their own admissions arrangements. Under the current home to school transport policy an academy can confer an entitlement to free transport over as wide an area as it wishes to set as its catchment area; that for the Didcot UTC will cover the whole of southern Oxfordshire stretching from Thame to Faringdon and Oxford to Sonning Common.

Theme: Disadvantage to low income families

Officer response:

The lowest income families, those (currently) in receipt of Free School Meals, will continue to benefit from the 'extended rights to free transport' which provides free travel to any of the three nearest schools between two and six miles from home; the savings modelling published on the Council's website assumes that FSM pupils will continue to attend more distant catchment schools, so reducing the potential savings.

The families likely to be most affected by a 'nearest school' policy are those just above the eligibility threshold for FSM, for whom the cost of transport to enable their children to attend a more distant catchment school may be unaffordable. In the same way as the Council waives concessionary fares for low income families, it would be possible for groups of parents or schools which make alternative collective transport arrangements, to implement schemes which waive part of the cost for those who would otherwise be unable to afford to pay for transport.

For post-16 pupils there are the hardship funds operated by schools and colleges (for which they receive funding) and these can be used to subsidise transport where this is a barrier to accessing education.

Theme: Undermining parental choice

Officer response:

Despite much promotion of the 'choice agenda', the legal position is that parents cannot *choose* a school, only express *preferences*. Where a school has fewer applications than places available, all preferences can be met, in effect allowing parents to choose this school. However, where there are more applications than places available these are rationed through the application of the school's admission rules, including whether or not the child lives in the catchment area.

It is and will remain the case that whatever the Council's home to school transport policy, some parents will be constrained as to which schools they can express preferences for. This is particularly so for those whose incomes are marginally above the threshold for Free School Meals and who therefore do not benefit from the 'extended rights to free transport'. At present under 4% (c.3,000 out of over 80,000 attending Oxfordshire Schools) of children receive free transport to other than their nearest school, the majority of them qualifying under 'catchment school'. It is less well-off families in similar circumstances in the future, whose children start school in September 2015 and subsequently, who may find their preferences constrained.

Theme: Do not think savings are accurate

Officer response:

The precise savings will depend upon how parents react to any policy changes and the extent to which the provision of free transport will influence their 'choice' of school; hence the £1 - 2 million range.

Theme: Frozen reduced fares for catchment students

Officer response:

This would not deliver the anticipated savings and would increase administrative costs as it would create additional charging rates.

Theme: Will split families that currently have children at school

Officer response:

It is possible that a minority of the families that currently have children receiving free transport, might have children going to more than one school if they choose to send their younger child(ren) to their nearest school. Of the 10,000 or so mainstream children in receipt of free transport, about 3,000 don't attend their nearest school. Although affected families might prefer it if their children attended the same secondary school (by definition, if they are a mix of primary and secondary ages, they already attend different schools), if the schools in question are over the statutory walking distance, free transport will be provided to both.

Theme: Split villages

Officer response:

The issue of 'split villages' was raised repeatedly during the consultation and the main concerns were:

It could divide small communities which for many years have seen nearly all their children transfer to the same secondary school

It would disrupt the strong links that village primary schools have built up with their feeder secondary schools

It would cost more to transport children from one end of a village in one direction and the other end in the opposite direction

For most villages a significant number of dwellings have the existing catchment school as the nearest school. It would be possible, for these villages, to provide free transport to the catchment school for the rest of the village. To turn this into a policy it would be important that 'split village' is clearly defined, for instance by setting a minimum proportion of dwellings need to have the catchment school as their nearest one.

Theme: Define Transport Areas

Officer response:

It would be possible to define 'transport areas', but if these were coterminous with current catchment areas, current entitlements to free transport and the associated costs to the Council would, at least in the short term, be frozen i.e. they wouldn't deliver savings. Transport areas would have to be kept constantly under review and could be subject to annual changes as new schools come into existence as each would need a defined 'travel area'. It would, almost certainly, be unlawful (and therefore be vulnerable to expensive legal challenge) to treat new schools differently from those which currently exist.

Disruptive/Detrimental to children's education

Officer response:

It is proposed that the changes to the entitlements to free home to school transport be phased in so that no child currently in receipt of this will be affected. There is therefore no need for any child's education to be disrupted.

Consultation Document

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Home to School Transport Consultation Oxfordshire County Council

Introduction

Oxfordshire County Council's budget is being reduced as part of the government's plan to get the nation's finances in order. Between 2010/11 and 2017/18, our government grant will have been reduced by 40%. As a result we need to reduce spending on services, including Home to School Transport, which currently costs about £15 million per year.

Background

The current Oxfordshire Home to School Transport Policy is more generous than the national 'statutory minimum' (what we must provide by law) and therefore the council spends more than it is legally obliged to. In addition, current charges to families for 'concessionary fares' on Home to School Transport (i.e. where spare seats on school bus services are paid for by children who are not entitled to free transport) do not cover the full cost to the council i.e. they funded by public subsidy. This level of spend is not considered sustainable given the on-going pressure on public finances and the need for Oxfordshire County Council to identify large savings across all service areas.

Following extensive feedback during the summer, when the council deferred its decision on potential changes to the policy, revised proposals now being put forward. The proposed changes set out in this consultation document do not affect parents' or carers' rights to express preferences for any three schools, nor will they reduce the rights of low income families to receive free transport to any of the three nearest secondary schools within 2 to 6 miles or end the general entitlement to free travel to the nearest school with an available place if it is over the statutory walking distance (3 miles for those aged 8 to 16 and 2 miles for those of school age who are below the age of 8).

Supporting information

We have produced a [series of maps](#) and some [frequently asked questions](#) about our Home to School Transport Policy proposal to accompany this consultation.

Information about the council's [current provision for home to school travel](#) is available on the county council's website.



Public meetings

The council has held a series of public meetings to support this consultation.

Have your say

Read the consultation document and supporting information and complete the online form. The deadline for your response is Tuesday 14 January 2014.

If you require a hard copy of the consultation document or supporting information please contact the council by telephone or email.

What happens next?

All consultation responses received by the closing date will be collated and analysed. The results of the consultation will be reported to a special meeting of the Cabinet. Date to be confirmed.

Councillors will weigh the views expressed in the consultation against a wide number of other factors when making decisions including statutory requirements, government guidance, cost, risk, demography and other issues captured as part of the council's service and community impact assessment process. In light of all the evidence presented to them, Cabinet will decide whether or not to take the proposed changes forward.

Section A: To which school(s) should free travel be provided?

Oxfordshire County Council is proposing to change its Home to School Transport Policy.

At present the council provides free travel to *either* the nearest school *or* the catchment school when they are over the 'statutory walking distance' of two miles for children under 8 years and three miles for children aged 8 - 16.

The law only requires that free transport be provided to the nearest school that could accommodate the child (the 'nearest available school'). If the nearest school is full, the entitlement to free transport transfers to the next nearest school with a spare place, and so on.

There are two proposed options for change.

Option A1: Provide free transport to the nearest available school only

This is the nearest school to a child's home address at which a place could be allocated at the time that school places are allocated. It may not necessarily be one of the three preferred schools chosen by families on the application form, but it is the only school to which they would be entitled to free transport.

This option:

- Is the 'statutory minimum' that the council can provide
- Is estimated over time to save the council between £1 million and £2 million per year
- Reduces the financial risk to the council from additional transport costs caused by schools changing their admission arrangements.

Option A2: Provide free transport to the nearest available school but introduce adjustments to the policy to avoid splitting villages

This is the nearest school to a child's home address at which a place could be given when school places were allocated. However, children living in a particular 'travel area' would have a defined school to which free transport could be provided. For most children this would be the nearest school but for a minority, this could also be to the second nearest school – for instance, where opposite ends of a village are nearest to different schools. We would be particularly interested in local views – please use the comments box to refer to named villages.

The school may not necessarily be one of the three preferred schools chosen by families on the application form, but it is the only school where they would be entitled to free transport.

This option:

- Is slightly more generous than the 'statutory minimum' that the council can provide
- Is estimated over time to save the council between £1 million and £2 million per year
- Reduces the financial risk to the council having to meet additional transport costs caused by schools changing their admission arrangements.

Q1. Which of these options do you prefer?

(Please tick ✓ ONE box only)

Option A1

Option A2

None

Don't know

Comments:

Q2. If you have an alternative suggestion, please put it in the box below.

Comments:

Section B: When should the policy change be implemented?

There are two proposed options for when either of the policy changes described in section one of this consultation could be implemented.

Option B1:

Introduce the new policy from September 2015 for all children starting primary school or transferring to secondary school and change the entitlement for all other children in September 2017, including those currently in receipt of free travel.

- Parents expressing preferences for school places in September 2015 would be able to take account of whether free transport would be provided when making their choice.
- Parents of children currently in receipt of free travel would have time to prepare for having to pay for this if their children are not attending their nearest school.
- This option would enable the maximum saving to be made from September 2017.

Option B2:

Introduce the new policy from September 2015 for children starting primary school or transferring to secondary school and phase the policy change in year by year as children start schools. Children in receipt of free travel to the school they currently attend would not be affected by the policy change.

- Parents expressing preferences for school places in September 2015 would be able to take account of whether free transport would be provided when making their choice.
- Parents of children currently entitled to free transport would be unaffected.
- This option would enable the maximum saving to be made from September 2019 for secondary aged children and September 2021 for primary aged children.

Q3. Which of these options do you prefer?

(Please tick ✓ ONE box only)

- Option B1
- Option B2
- Neither
- Don't know

Comments:

Q4. If you have an alternative suggestion, please put it in the box below.

Comments:

Section C: Concessionary Fares Scheme
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Oxfordshire County Council is proposing to change the Concessionary Fares Scheme within its Home to School Transport Policy to reduce the subsidies and save money.

The Concessionary Fares Scheme sets out the prices and terms for seats on Home to School Transport routes operated by the council that can be used by children and young adults not eligible for free travel.

Low income families do not have to pay the concessionary fare. All other seats for children and young adults using the concessionary fares scheme are heavily subsidised by the council.

In 2013/14 the typical cost to the council of a seat on a mainstream Home to School Transport vehicle is £700 per year. The council charges families with children aged up to 16 travelling using the concessionary fares scheme

- £264 per year for each child who lives up to three miles from the school
- £492 for those who live over three miles from the school.

For post-16 students, the charge to families is based on whether or not they attend their catchment sixth form. The council charges families with young people £264 per year for those that who live within the catchment area and £492 for those who live outside the catchment area, irrespective of whether it is over or under three miles.

The overall cost of the contracts used to run the Home to School Transport service increases at a rate of 2% a year. Between 2009 and 2012, the council chose not to pass on these costs to families using the Concessionary Fares Scheme. Charges were however increased in September 2013.

There are three proposed options for changing the Concessionary Fares Scheme within the Home to School Transport Policy.

Option C1:

From September 2014, to introduce a 10% increase in the price of concessionary fares and post16 fares to £290.40 for those who live under three miles from the school attended and to £541.20 for those who live over three miles from the school attended.

- This increase in fares would reduce the overall amount Oxfordshire County Council subsidises the concessionary fares scheme by at least £18,000 in 2014/15 only. This option would not reduce year on year the amount of subsidy from the council.
- This would involve ending the current practice of charging the lower fare to post16 travellers who live in a school's catchment area. Post16 and those in younger year groups would all be charged according to the distance travelled.

Option C2:

From September 2015 to increase concessionary and post-16 fares by 8% per year for the next three years

- This on-going increase would reduce the amount Oxfordshire County Council has to subsidise the concessionary fares scheme year on year by £14,000 per year from September 2015.
- Assuming an increase to £290.40 in 2014, fares for those living less than 3 miles from the school/college attended would increase to £313.63 in 2015, £338.72 in 2016 and £365.82 in 2017.
- Assuming an increase to £541.20 in 2014, fares for those living over 3 miles from the school/college attended would increase to £584.50 in 2015, £631.26 in 2016 and £681.76 in 2017.

Option C3:

From September 2015, to increase concessionary and post-16 fares by 5% each year for the next five years

- This on-going increase would reduce the amount Oxfordshire County Council has to subsidise the concessionary fares scheme year on year by £9,000 per year from September 2015.
- Assuming an increase to £290.40 in 2014, fares for those living under 3 miles from the school/college attended would increase to £304.92 in 2015, £320.17 in 2016, £336.18 in 2017, £352.99 in 2018 and £370.64 in 2019.



- Assuming an increase to £541.20 in 2014, fares for those living over 3 miles from the school/college attended would increase to £568.26 in 2015, £596.67 in 2016, £626.51 in 2017, £657.83 in 2018 and £690.72 in 2019.

Q5. Which of these options do you prefer?

(Please tick ✓ ONE box only)

Option C1

Option C2

Option C3

None

Don't know

Comments:

Q6. If you have an alternative suggestion, please put it in the box below.

Comments:

Section D: Collaborative Learning Transport

Oxfordshire County Council is proposing to remove all reference to Collaborative Learning Transport from its Home to School Transport Policy.

Collaborative Learning Partnerships were part of an initiative by the previous government which envisaged groups of secondary schools working together to provide pupils with access to a broader curriculum, particularly including access to a range of specialist vocational courses that no one school could provide on its own.

The current government does not support this approach and Collaborative Learning Partnerships are not operating in Oxfordshire.

Removing reference to Collaborative Learning Transport from the Home to School Transport Policy will have no material implications for schools, pupils or parents; however the council is required to consult on any change to its Home to School Transport Policy.

Q7. What are your views on the proposal to remove references to Collaborative Learning Transport from Oxfordshire County Council's Home to School Transport Policy?

(Please tick ✓ ONE box only)

Agree

Disagree

Don't know

Comments:

Section E: General Comments on Home to School Transport Proposals

Q8. Do you have any other comments you would like to make about the proposed changes to the Home to School Transport policy?

In this section, you may wish to specifically comment on the impact of the proposed changes on different groups of people and in particular the nine 'protected characteristics' specifically referenced in the [Equality Act 2010](#):

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership
- Maternity and pregnancy
- Race
- Religion or belief
- Sex
- Sexual orientation

Comments:

Section F: About You

It would be helpful to know a bit about you so we can check whether views differ across the communities we serve.

Q9. Are you responding to this consultation as a member of the public or as a stakeholder? *(By stakeholder we mean a councillor, representative of a school, group, organisation etc.)*

(Please tick ✓ ONE box only)

Member of the public Go to Q10

Stakeholder Go to Q13

Q10. Where do you live? Please tell us your postcode.

Why do we want this information? Your postcode will allow us to map where the respondents come from and to check if all communities are represented.

Q11. Do you or does any child/ children in your household currently receive free or subsidised Home to School Transport from Oxfordshire County Council?

(Please tick ✓ ONE box only)

Yes

No

Don't know

Q12. If you are a stakeholder, are you responding as a...

- | | |
|---|------------|
| <input type="checkbox"/> Councillor | Go to Q13a |
| <hr/> | |
| <input type="checkbox"/> Representative of an early years setting or school | Go to Q14 |
| <input type="checkbox"/> Representative of a group or organisation | Go to Q14 |
| <input type="checkbox"/> Other | Go to Q14 |

Q13a. If you are councillor, are you responding as a...

- Parish/Town Councillor
- District Councillor
- County Councillor

Q13b. What is the name of the area, ward or division you represent?

Q14. Please provide further details.

Role:

Name of school, setting, group or organisation:

Thank you for responding to the Home to School Transport Consultation.

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Service and Community Impact Assessment (SCIA)

Front Sheet:

Directorate and Service Area:

Children, Education & Families

What is being assessed (eg name of policy, procedure, project, service or proposed service change):

Home to School Transport Policy

Responsible owner / senior officer:

Deputy Director –Education and Early Intervention

Date of assessment:

This was initiated as a working document on 28 May 2013 and was last updated on 27 January 2014. The SCIA will be updated as the policy is developed and implemented

Summary of judgement:

Current Home to School Transport Policy needs to be reviewed in the light of the Council's decision to focus on statutory responsibilities in the face of significant budget pressures. The Council is also keen to ensure that that the Home to School Transport Policy is equitable and sustainable.

A number of options were consulted on, to consider a range of alternative proposals, and the responses will inform which proposals are recommended to Cabinet in January 2014.

The reduction of free travel will primarily impact upon communities living in rural areas, although they will also continue to be the main beneficiaries of free home to school transport, there being relatively few children in urban areas who are entitled to this. It is also possible that changes in provision will mean some transport service providers may experience a loss of income which will be mitigated by working closely with providers to ensure continuity of provision and by seeking alternative providers where necessary.

Detail of Assessment:

Purpose of assessment:

The purpose of the assessment is to assess the impact of proposed changes to the Home to School Transport Policy for 2014 onwards.

Section 149 of the Equalities Act 2010 (“the 2010 Act”) imposes a duty on the Council to give due regard to three needs in exercising its functions:

- o Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act.
- o Advance equality of opportunity between people who share a protected characteristic and those who do not.
- o Foster good relations between people who share a protected characteristic, and those who do not.

Complying with section 149 may involve treating some people more favourably than others, but only to the extent that that does not amount to conduct which is otherwise unlawful under the new Act.

The need to advance equality of opportunity involves having due regard to the need to:

- remove or minimise disadvantages which are connected to a relevant protected characteristic and which are suffered by persons who share that characteristic,
- take steps to meet the needs of persons who share a relevant protected characteristic and which are different from the needs other people, and
- encourage those who share a relevant characteristic to take part in public life or in any other activity in which participation by such people is disproportionately low,
- take steps to meet the needs of disabled people which are different from the needs of people who are not disabled and include steps to take account of a person’s disabilities.

The need to foster good relations between different groups involves having due regard to the need to tackle prejudice and promote understanding.

These protected characteristics are:

- age
- disability
- gender reassignment
- pregnancy and maternity
- race – this includes ethnic or national origins, colour or nationality
- religion or belief – this includes lack of belief
- sex
- sexual orientation
- marriage and civil partnership

Context / Background:

The current policy provides for free travel to the designated (catchment) school if it is over statutory walking distance as well as to the nearest school. For most children the designated (catchment) school is the nearest school and therefore some children receive favourable treatment. This more favourable treatment is not related to low family income or section 149 of the Equalities Act 2010 (“the 2010 Act”).

Proposals:

The council is facing significant financial pressures. We have worked hard since 2010 to protect front line services and remain committed to making savings as fairly as possible while protecting services for those in greatest need. However, the amount of savings required in the next 5 years will require widespread and fundamental organisational change. In order to make the savings needed we will focus on our statutory responsibilities. The Council is also keen to ensure that that the Home to School Transport Policy is equitable.

1. The ending of free travel to the designated (catchment) school if the distance from home to school is over 3 miles if aged 8 or over, or 2 miles if less than aged 8 and of school age if it is not the nearest school. [Option A1]
2. An alternative to introducing a 'nearest available school only' option would be to define transport areas based upon the nearest school but adjusted to avoid splitting certain villages. [Option A2]

The impacts of Options A1 & A2 are assessed together as, with the exception of a limited number of villages, they are identical in their impact.

3. The ending of free transport to catchment schools could either apply to all children starting primary or secondary schools for the first time in September 2015 and then be extended to all other children (i.e. some of those currently in receipt of free transport) in September 2017 [Option B1] or phased in over 5 years (secondary) or 7 years (primary) [Option B2].

Option B1 would not affect any current entitlements to free transport whereas Option B2 would affect some current entitlements.

4. To increase the charges for concessionary travel and post 16 travel in 2014/15 to £290.40 (£96.80 per two terms of the 6 term year) for those who live under 3 miles from the school attended and £541.20 per annum (£180.40 per two terms of the 6 term year) for those who live over 3 miles from the school attended. [Option C1]

5. From 2015 onwards, to increase the concessionary fare by either 8% [Option C2] per annum or 5% [Option C3] per annum to eliminate public subsidy in 3 or 5 years respectively.

Options C1,2 & 3 are assessed together as their impacts only differ quantitatively rather than qualitatively.

6. To remove references to collaborative learning transport from the Home to School Travel policy. This type of transport was provided because of an initiative of the previous Government and collaborative learning partnerships have now been discontinued. [Option D]

Evidence / Intelligence:

An extensive consultation exercise has been undertaken to ascertain the views of 'stakeholders' including the identification of potential impacts. The consultation closed on the 14 January 2014.

To ensure that the consultation had a high profile a range of media have been used to publicise it: Newspaper advertisements; posters for display in public buildings; direct e-mailings to parish & district councils; direct e-mailings to all publicly funded schools along with sample letters for circulation to parents; letters to all current users of Home to School Transport; press releases to all local media; and the Council's website. In addition nine public meetings are being held in the schools where Options A1 & A2 are assessed to have the greatest potential impact.

The proposal to increase the concessionary fares by 10% for 2014 and to raise them by 5% or 8% per annum in 2015 and in succeeding years is intended to reduce and then eliminate the subsidy offered to parents whose children use the Concessionary Travel Scheme.

Providing free travel to the nearest school to a child's home address that is over the statutory walking distance is a legal requirement. However, providing free travel to the designated (catchment) school when it is not the nearest school is discretionary. Current policy is also inequitable since as a result some children are entitled to free travel to a school that is not the nearest school as well as free travel to the nearest school, while other families are denied free travel to any other school than the nearest school. About 3,000 children benefit from this discretionary arrangement and incur additional costs for the Council.

Ceasing to provide more generous entitlements than the statutory minimum could lead to savings of between £1 and £2 million for the Council.

Alternatives considered / rejected:

The decision to review the discretionary elements within the policy was made in the light of the Council’s decision to focus on statutory responsibilities in the face of significant budget pressures. The Council is also keen to ensure that that the Home to School Transport Policy is equitable.

The options consulted on, considered a number of alternatives, and the responses will inform which, if any, are recommended to Cabinet in January 2014:

Options C1, C2 & C3 are concerned with the way in which the Council will determine increases to concessionary fares. The current arrangements do not give security as to what future increases will be and they are not considered to be fit for purpose.

Regarding Options A1 & A2, the catchment areas of academies and other own admission authority schools cannot be constrained by the Council and simply continuing with the current arrangements would involve a significant financial risk. This is because these admission authorities could in the future extend their catchment areas and the wording of the current policy would not allow the Council to do anything other than provide free travel to more young people whose parents then sought places for them in the schools concerned.

Removing references to Collaborative Learning Transport without consultation would have been inappropriate. Continuing to refer to a type of provision that is no longer required would have been confusing to families. Therefore Option D is to remove references to Collaborative Learning Transport from the Home to School Transport Policy.

Impact Assessment:

Impact on Individuals and Communities:

As of October 2013, 11,210 children travel on Council funded home to school transport. The ratio of secondary aged pupils to primary aged is approximately 4:1. Of these, 1,350 occupy a 'concessionary seat' so 9,860 children currently receive free transport. Approximately 3,000 children are transported to other than their nearest school. The overwhelming majority of children in receipt of free transport live in rural areas as most children living within the more urban areas are within the 'statutory walking distance' of their nearest and/or catchment area school and there are safe walking routes; therefore there is very limited entitlement to free transport.

Risks	Mitigations
The reduction of free travel will primarily impact upon communities living in rural areas, although they will also continue to be the main beneficiaries of free	During the transitional period of 5 years there will be opportunities for paying for concessionary travel on routes transporting children who are entitled to

<p>home to school transport, there being relatively few children in urban areas who are entitled to this.</p> <p>Children currently attending rural schools may attend more urban schools instead if transport is only provided to their nearest school, as in some cases the nearest school may not be the same one as the catchment area.</p>	<p>free travel under the current policy.</p> <p>Children from low income families will continue to benefit from the “extended rights to free transport” which provides free transport to any of the <i>three</i> nearest available schools between 2 and 6 miles from home.</p> <p>Although there may be an adverse impact on the schools, for those rural children who attend an urban school instead, there may be an educational benefit. National data show that pupils who live in rural areas but attend urban schools have higher attainment than rural-rural, urban-rural or urban-urban combinations.</p>
<p>Race</p> <p>Ethnic minority groups make up a lower percentage of the pupil population in rural areas. Therefore a lower proportion of these groups are currently entitled to free home to school transport and a lower proportion will be affected by a 'nearest school only' policy.</p>	<p>No specific mitigation required as there is no discrimination in the application of the policy.</p>

Impact on Staff:

Risks	Mitigations
<p>There will be a need for greater manual input prior to making decisions on free travel.</p>	<p>Staffing will need to be increased to ensure the work can be carried out quickly.</p>
<p>Age Disability Gender reassignment Pregnancy Religion Sex Sexual orientation Marital status</p> <p>None of the Home to School Transport policy changes have a differential impact upon any groups with any of these</p>	<p>2052 primary age, 8204 secondary age and 954 post-16 students use home to school transport. The proportions of primary & secondary age pupils, affected by any of the options, are likely to be the same. Post-16 pupils will, unless from low income families, will all be affected by changes to concessionary fares as they are not entitled to free home to school transport. None of these protected characteristics are relevant when assessing eligibility to free Home to</p>

protected characteristics.	<p>School Transport.</p> <p>The proposed changes do not affect the 'extended rights to free transport' conferred upon children from low income families.</p>
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Impact on other Council services:

Risks	Mitigations
There will be a need for greater manual input prior to making decisions on free travel. This is due to the current admissions software not automatically determining, at the point of processing applications, which is the nearest 'available' school; the software only determines the geographically nearest school.	Staffing will need to be increased to ensure the work can be carried out quickly and fairly. Approval for an additional 1.0 FTE for two years will be sought; this will ensure no detrimental impact upon other admissions work or other service areas. The proposed savings outweigh the additional cost of 1.0FTE

Impact on providers:

Risks	Mitigations
Some transport service providers may experience a loss of business.	The Council will work with schools & parents to procure transport to replace that previously funded by the Council where there is an appetite for this.
Some rural schools may see a reduction in the numbers of parents choosing to send their children there.	<p>Schools are at liberty to use their delegated budgets provide free or subsidised transport for their pupils. A number of schools already arrange transport to allow out of catchment communities to access them.</p> <p>Cohorts of pupils transferring to secondary schools will start to increase in 3 - 4 years' time. There is not sufficient surplus capacity in 'nearest schools' to accommodate so many additional children as to lead to the closure of any 'catchment' schools.</p>
Some secondary schools serving rural areas will be adversely affected by children attending more urban schools instead.	Schools may choose to use their own budgets to fund transport which, if it encouraged parents not to switch to nearer urban schools would reduce their loss of funding

Action plan:

Action	By When	Person responsible
Review	5 June 2013	Frances Craven
Review	6 July 2013	Frances Craven
Review	September 2014	Frances Craven
Review	October 2013	Roy Leach
Review	December 2013	Roy Leach
Review	January 2014	Roy Leach

Monitoring and review:

Person responsible for assessment: Frances Craven

Version	Date	Notes
v.1	28 May 2013	Initial document to support consultation
v.2	July 2013	Interim review
.3	15 July 2013	Review after the extension of the consultation
v.4	October 2013	Revised consultation for November - December 2013
v.5	September 2014	Review if the policy is agreed by Cabinet
v.6	12 November 2013	Updated to reflect consultation process which is underway
v.7	January 2014	Updated to reflect the consultation responses

Designated School / Route Code / Capacity	FSM %	Route / Village travelled from by pupil number	Est. number of FSM	Nearest school	Cost of transport – daily	Cost of transport - annually	Notes	Saving	additional cost	Net saving
Banbury Ac 1201 / 17	12	Cropredy SE Sch	2	N O Ac (4.6m)	£135.40	£25,726.00	No saving	0.00	0.00	0.00
Banbury Ac 1201 / 17		Great Bourton		N O Ac (3.7m)						
Banbury Ac 1201 / 17		Hanwell		N O Ac (1.8-2.5m)						
Banbury Ac 1201 / 17		Hanwell Fields		N O Ac (1.5m)						
Banbury Ac 1201 / 17		Horley		N O Ac (2.5m)						
Banbury Ac 1201 / 17		Mollington		N O Ac (5.2m)						
Banbury Ac 1202 / 26	12	Barford St Michael	0		£235.00	£44,821.00	Anomaly. Only 2 students carried. £44,821.00 per year. One junior, one secondary. Saving minus taxi.	44,821.00	12,000.00	32,821.00
Banbury Ac 1202 / 26		Bloxham		The Warriner (0-0.7m)						
Banbury Ac 1202 / 26		Burdrop		The Warriner (5.5m)						
Banbury Ac 1202 / 26		Clifton								
Banbury Ac 1202 / 26		Hempton		The Warriner (3.9m)						
Banbury Ac 1202 / 26		Milcombe		The Warriner (2.4m)						
Banbury Ac 1202 / 26		North Newington		N O Ac (3.4m)						
Banbury Ac 1202 / 26		Shennington		N O Ac (4.8m)						
Banbury Ac 1202 / 26		Shutford		N O Ac (4.3m)						
Banbury Ac 1202 / 26		Sibford Ferris		The Warriner (5.6m)						
Banbury Ac 1202 / 26		Sibford Gower		The Warriner (5.6m)						
Banbury Ac 1202 / 26		South Newington		The Warriner (2.8-3.1m)						
Banbury Ac 1202 / 26		Tadmarton		The Warriner (2.7-3.1m)						
Banbury Ac 1202 / 26		Warriner School		The Warriner (0.0m)						
Banbury Ac 1203 / 49	12	Adderbury	1	The Warriner (3.3-3.8) / Blessed George (2.8-3.5)	£265.16	£50,380.40	Anomaly. 13 pupils carried in 49 capacity bus. Saving minus '13 seater'.	50,380.40	19,000.00	31,380.40
Banbury Ac 1203 / 49		Dane Hill		Heyford Park (5.3m)						
Banbury Ac 1203 / 49		Deddington		The Warriner (4.9m)						
Banbury Ac 1203 / 49		Duns Tew		Heyford Park (6.3m)						
Banbury Ac 1203 / 49		Middle Aston		Heyford Park (4.3m)						
Banbury Ac 1203 / 49		North Aston								
Banbury Ac 1203 / 49		Over Worton turn		The Warriner (6.8m)						
Banbury Ac 1203 / 49		St John's RC School, Twyford		Blessed George (2.3m)						
Banbury Ac 1203 / 49		Steeple Aston		Heyford Park (3.8m)						
Bartholomew 2007 / 53	4.9	Brighthampton	2	Henry Box (4.7m)	£169.40	£32,186.00	Saving minus '53 seater' assuming 50:50 split HBS & Barth.	32,186.00	32,000.00	186.00
Bartholomew 2007 / 53		Standlake		Henry Box (5.5m)						
Bartholomew 2012 / 53	4.9	Brighthampton	1	Henry Box (4.7)	£195.00	£37,050.00	Saving minus '53 seater' assuming 50:50 split HBS & Bartholomew.	37,050.00		37,050.00
Bartholomew 2012 / 53		Standlake		Henry Box (5.5m)						
Bartholomew 2020 / 4	4.9	Stonesfield	0	Marlborough (5.2m)			No saving	0.00		0.00
Bartholomew 2020 / 4		Yarnton		Gosford Hill (2.1m)	£100.00	£19,000.00				
Bartholomew 2022 / 8	4.9	Bladon	0	Marlborough (2.0m)			Saving (time limited provision)	14,440.00		14,440.00
Bartholomew 2022 / 8		Kidlington		Gosford Hill (0.6m)						
Bartholomew 2022 / 8		Wytham		Matthew Arnold (2.8m)	£76.00	£14,440.00				
Bicester 1401 / 57	8.8	Finmere	5	The Cooper (7.3m)			No saving - won't get into The Cooper School	0.00		0.00
Bicester 1401 / 57		Fringford		The Cooper (4.0m)						
Bicester 1401 / 57		Hardwick		Henry Box (3.5m)						
Bicester 1401 / 57		Hethe		The Cooper (5.1m)						
Bicester 1401 / 57		Mixbury		The Cooper (8.0m)						
Bicester 1401 / 57		Newton Morrell		The Cooper (4.3m)						
Bicester 1401 / 57		Newton Purcell		The Cooper (5.6m)	£226.20	£42,978.00				
Bicester 1401 / 57		Stoke Lyne		The Cooper (4.4m)						
Bicester 1401 / 57		Stratton Audley		The Cooper (2.6m)						
Bicester CC / Cooper 1406 / 53	8.8	Charlton-on-Otmoor	0	Gosford (5.5m)			Saving minus taxi	32,163.20	12,000.00	20,163.20
Bicester CC / Cooper 1406 / 53		Fencott		Gosford Hill (6.3m)	£169.28	£32,163.20				
Bicester CC 1403 / 49	8.8	Ardley	3	Heyford Park (2.1m)			No saving but possible from smaller vehicle	0.00	0.00	0.00
Bicester CC 1403 / 49		Baynards Green		Heyford Park (4.2m)						
Bicester CC 1403 / 49		Fewcott		Heyford Park (3.3m)						
Bicester CC 1403 / 49		Fritwell		Heyford Park 4.7m						
Bicester CC 1403 / 49		Souldern		Heyford Park (6.0m)						
Bicester CC 1403 / 49		Tusmore Park Farm		Heyford Park (6.5m)	£154.67	£29,387.30				
Bicester CC 1404 / 49	8.8	Caulcott	2	Heyford Park (2.4m)			Saving minus 1x taxi for FSM	29,387.30	12,000.00	17,387.30
Bicester CC 1404 / 49		Heyford Park		Heyford Park (0m)						

Designated School / Route Code / Capacity	FSM %	Route / Village travelled from by pupil number	Est. number of FSM	Nearest school	Cost of transport – daily	Cost of transport - annually	Notes	Saving	additional cost	Net saving
Bicester CC 1404 / 49		Lower Heyford		Heyford Park 2.1m)						
Bicester CC 1404 / 49		Middleton Stoney		Heyford Park 2.3m)						
Bicester CC 1404 / 49		Somerton		Heyford Park (2.6-3.1m)	£154.67	£29,387.30				
Bicester CC 1404 / 49		Upper Heyford		Heyford Park (1.2m)						
Bicester CC 1404 / 49		Weston-on-the-Green		Gosford Hill (5.8m)						
Blessed George 1210 / 53	7.5	Bicester	3	Bicester CC / The Cooper (0.0m)			Included in MTFP savings.	34,458.40		34,458.40
Blessed George 1210 / 53		Launton		The Cooper (2.0m)	£181.36	£34,458.40				
Blessed George 1210 / 53		Stoke Lyne		The Cooper (4.4m)						
Blessed George 1211 / 53	7.5	Bicester	3	Bicester CC / The Cooper (0.0m)			Included in MTFP savings.	50,380.40		50,380.40
Blessed George 1211 / 53		Chesterton		Bicester CC (2.4m)						
Blessed George 1211 / 53		Fritwell		Heyford Park (4.7m)						
Blessed George 1211 / 53		Heyford Park		Heyford Park (0.6m)						
Blessed George 1211 / 53		Middleton Stoney		Heyford (2.3m)						
Blessed George 1211 / 53		Somerton		Heyford Park (2.6-3.1m)						
Blessed George 1211 / 53		Souldern		Heyford Park (6.0m)						
Blessed George 1211 / 53		Wendlebury		Bicester CC (2.6m)						
Blessed George 1211 / 53		Weston-on-the-Green		Gosford Hill (5.8m)	£265.16	£50,380.40				
Blessed George 1213 / 53	7.5	Ambroden	4	Bicester CC (2.6-3.1m)	£222.38	£42,252.20	Included in MTFP savings.	42,252.20		42,252.20
Blessed George 1213 / 53		Caversfield		The Cooper (1.8m)						
Blessed George 1213 / 53		Fringford		The Cooper (4.0m)						
Blessed George 1213 / 53		Hethe		The Cooper (5.1m)						
Blessed George 1213 / 53		Langford Village		Bicester CC (1.6m)						
Blessed George 1213 / 53		Stratton Audley		The Cooper (2.6m)						
Blessed George 1214 / 53	7.5	Ardley	3	Heyford Park (2.2m)			Included in MTFP savings.	32,300.00		32,300.00
Blessed George 1214 / 53		Bicester		Bicester CC / The Cooper (0.0m)	£170.00	£32,300.00				
Blessed George 1214 / 53		Bucknall		Bicester CC (2.6m)						
Blessed George 1214 / 53		Fritwell		Heyford Park (4.7m)						
Blessed George 1215 / 53	7.5	Claydon	2	N O Academy (7.1m)						
Blessed George 1215 / 53		Cropredy		N O Academy (4.9m)						
Blessed George 1215 / 53		Cropredy CE School		N O Academy (5.2m)						
Blessed George 1215 / 53		Great Bourton		N O Ac (3.7m)						
Blessed George 1215 / 53		Hanwell Fields		N O Academy (1.8m)						
Blessed George 1215 / 53		Mollington		N O Academy (5.2m)						
Blessed George 1216 / 8	7.5	Bloxham	0	The Warriner (0.7m)			Included in MTFP savings	19,817.00		19,817.00
Blessed George 1216 / 8		No address listed								
Blessed George 1216 / 8		Tadmarton		The Warriner (2.7-3.1m)	£104.30	£19,817.00				
Blessed George 1216 / 8		Warriner School		The Warriner (0.0m)						
Blessed George 1217 / 26	7.5	Dane Hill	1	Heyford Park (5.3m)			Included in MTFP savings	42,449.80		42,449.80
Blessed George 1217 / 26		Deddington		The Warriner (4.9m)						
Blessed George 1217 / 26		Duns Tew		Heyford Park (6.3m)						
Blessed George 1217 / 26		Middle Aston		Heyford Park (4.3m)						
Blessed George 1217 / 26		Middle Barton		Heyford Park (5.8m)	£223.42	£42,449.80				
Blessed George 1217 / 26		Steeple Aston		Heyford Park (3.8m)						
Blessed George BA204 / 4	7.5		0	N O Ac (1.4m)	£10.00	£1,900.00	Included in MTFP savings	1,900.00		1,900.00
							Already included in MTFP			223,557.80
Burford 1503 / 53	5.8	Foscot	1	Chipping Norton (5.9m)	£176.00	£33,440.00	Saving £33,440.00 minus taxi for FSM	33,440.00	12,000.00	21,440.00
Burford 1503 / 53		Ascot-under-Wychwood		Chipping Norton (5.5)						
Burford 1503 / 53		Farfield		Cannot locate Farfield						
Burford 1503 / 53		Field Assarts		Wood Green (4.2m)						
Burford 1503 / 53		Leafield		Wood Green (5.3m)						
Burford 1505 / 53	5.8	Leafield	3	Wood Green (5.3m)	£176.00	£33,440.00	Saving minus '15 seater'	33,440.00	19,000.00	14,440.00
Burford 1506 / 65	5.8	Minster Lovell	3	Carterton (3.3m) /	£176.00	£33,440.00	Saving £33,440.00 minus '15 seater'	33,440.00	19,000.00	14,440.00
Burford 1506 / 65		Worsham turn		Carterton (3.3m)						
Burford 1508 / 53	5.8	Brize Norton	2	Carterton (1.5m)	£197.00	£37,430.00	Saving £37,430 minus '15 seater'	37,430.00	19,000.00	18,430.00
Burford 1508 / 53		Broadwell		Carterton (3.2m)						
Burford 1508 / 53		Carterton		Carterton (0m)						
Burford 1508 / 53		Kencott		Carterton (2.5m)						
Burford 1508 / 53		Langford		Carterton (4.1m)						
Burford 1509 / 53	5.8	Alvescot	3	Carterton (1.9m)			Saving £37,430 minus '15 seater'	37,430.00	19,000.00	18,430.00
Burford 1509 / 53		Black Bourton		Carterton (3.5m)	£197.00	£37,430.00				

Designated School / Route Code / Capacity	FSM %	Route / Village travelled from by pupil number	Est. number of FSM	Nearest school	Cost of transport – daily	Cost of transport - annually	Notes	Saving	additional cost	Net saving
Burford 1509 / 53		Filkins		Carterton (3.6m)						
Burford 1509 / 53		Shilton		Carterton (1.5m)						
Burford 1510 / 53	5.8	Clanfield	3	Faringdon (4.8m)			Saving £33,440 minus '15 seater'	33,440.00	19,000.00	14,440.00
Burford 1510 / 53		Grafton turn		Carterton (4.5m) *						
Burford 1510 / 53		Kelmscott		Carterton (6.6m)	£176.00	£33,440.00				
Burford 1512 / 57	5.8	Bampton	4	Carterton (4.9m)			Saving £40,850 minus taxi for FSM and taxi Lew to HBS	40,850.00	24,000.00	16,850.00
Burford 1512 / 57		Lew		Henry Box (3.6m)						
Burford 1512 / 57		Weald turn		Carterton (5.1m)	£215.00	£40,850.00				
Burford 1514 / 16	5.8	Little Faringdon	0	Carterton (5.8m)	£124.65	£23,683.50	No saving	0.00		0.00
Burford 1515 / 17	5.8	Asthall Leigh	1	Henry Box (4.2m)	£100.00	£19,000.00	No saving	0.00		0.00
Burford 1515 / 17		Bampton		Carterton (4.9m)						
Burford 1515 / 17		Buckland		Faringdon (4.9m)						
Burford 1515 / 17		Lew		Henry Box (3.6m)						
Burford 1518 / 53	5.8	Bampton	3	Carterton (4.9m)	£197.00	£37,430.00	saving £37,430 minus '15 seater'.	37,430.00	19,000.00	18,430.00
Burford 1518 / 53		Brize Norton		Carterton (1.5m)						
Burford 1519 / 53	5.8	Bampton	3	Carterton (4.9m)	£215.00	£40,850.00	saving minus taxi for FSM	40,850.00	12,000.00	28,850.00
Burford 1519 / 53		Brize Norton		Carterton (1.5m)						
Burford 1520 / 4	5.8	Asthall Leigh	0	Henry Box (4.2m)	£30.00	£5,700.00	no saving	0.00		0.00
Burford WS220 / 4	5.8	Viner Close Witney	0	Wood Green (0.3m)	£30.00	£5,700.00	saving	5,700.00		5,700.00
Carterton 1601 / 8	6.5	The Lees, Faringdon	0	Faringdon (0.9m)	£59.75	£11,352.50	saving time limited service	11,352.50		11,352.50
Cherwell MT2-71 / 4	9.2	Jerome Way, Shipton on Cherwell		Marlborough (2.2m)	£50.00	£9,500.00	Public bus transfer pilot saving £7655	0.00		0
Cherwell MT2-71 / 4		Kidlington Road, Islip		Gosford Hill (2.2m)						
Chiltem Edge 2610 / 11	11	Henley	1	Gillotts (1.0m)	£113.00	£21,470.00	Saving	£21,470.00		£21,470.00
Chiltem Edge MT5-4 / 4	11	South Stoke	0	Langtree (3.3m)						
Chiltem Edge MT5-4 / 4		Whitchurch Hill		Langtree (2.4m)						
Chiltem Edge MT5-4 / 4		Woodcote		Langtree (0.2m)	£83.00	£15,770.00	No saving	0.00		0
Chiltem Edge SC139 / 4	11	Whitchurch	0	Langtree (3.4m)	£40.97	£7,784.30	No saving	0.00		0
Chipping Norton 1706 / 70	6.5	Middle Barton	3	Heyford Park (5.8m)	£209.00	£39,710.00	saving minus taxi for FSM	39,710.00	12,000.00	27,710.00
Chipping Norton 1707 / 26	6.5	Great Tew	1	Chipping Norton			Smaller vehicle?	0.00	0.00	0.00
Chipping Norton 1707 / 26		Ledwell		The Warriner (8.3m)						
Chipping Norton 1707 / 26		Little Tew		Chipping Norton						
Chipping Norton 1707 / 26		Sandford St Martin		Heyford Park (6.7m)	£152.21	£28,919.90				
Chipping Norton 1714 / 53	6.5	Kiddington	2	Marlborough (5.6m)	£191.15	£36,318.50	saving minus taxi for FSM	36,318.50	12,000.00	24318.5
Chipping Norton 1714 / 53		Middle Barton		Heyford Park (5.8m)						
Chipping Norton 1714 / 53		Steeple Barton		Heyford Park (5.2m)						
Chipping Norton 1714 / 53		Whistlow		Heyford Park (4.7m)						
Chipping Norton 1719 / 15	6.5	Ditchley Park	0	Marlborough (6.2m)	£72.00	£13,680.00	no saving	0.00		0
Chipping Norton 1719 / 15		No pick-up address								
Chipping Norton 1719 / 15		Stonesfield		Marlborough (5.2m)						
Didcot Girls 1901 / 70	8.3	Drayton		Larkmead (2.5-3.2m)						
Faringdon 2101 / 70	6.2	Southmoor	4	Larkmead (6.1m)	£209.00	£40,128.00	Saving minus '15 seater'.	40,128.00	19,000.00	21,128.00
Faringdon 2102 / 106	6.2	Kingston Bagpuize	2	Larkmead (5.6m)						
Faringdon 2102 / 106		Longworth		Larkmead (7.5m)						
Faringdon 2102 / 106		Southmoor		Larkmead (6.1m)						
Faringdon 2116 / 53	6.2	Kingston Bagpuize	3	Larkmead (5.6m)						
Faringdon 2116 / 53		Longworth		Larkmead (7.5m)	£157.89	£32,000	Cost Data Missing. Annual cost estimated at circa £32,000.00 minus taxi for FSM	32,000.00	12,000.00	20,000.00
Faringdon 2116 / 53		Southmoor		Larkmead (6.1m)						
Faringdon 2117 / 53	6.2	Kingston Lisle	0	King Alfred (4.9m)			No saving	0.00		0
Faringdon 2121 / 8	6.2	Thrupp Cottages	0	Cannot locate						
Fitzharrys / John Mason / Larkmead 1103 / 53	8.5	Berinsfield	4	Wallingford (5.3m)			No saving	0.00		0
Fitzharrys / John Mason / Larkmead 1103 / 53		Burcot		Wallingford (5.0m)						
Fitzharrys / John Mason / Larkmead 1103 / 53		Dorchester-on-Thames		Wallingford (3.8m)						
Fitzharrys / John Mason / Larkmead 1114 / 53	8.5	Kennington	0	Oxford Academy	£155.00	£29,450.00	saving	29,450.00		29,450.00
Fitzharrys / John Mason / Larkmead 1115 / 53	8.5	Henwood		Matthew Arnold (2.4m)	£150.00	£28,500.00	no saving	0.00		0
Fitzharrys / Larkmead 1109 / 53	8.3	Milton	3	John Mason (4.2m) / Didcot G (3.6m) / St Birinus (4.3m)			no saving possible additional cost of '15 seater'	0.00	19,000.00	-19,000.00

Designated School / Route Code / Capacity	FSM %	Route / Village travelled from by pupil number	Est. number of FSM	Nearest school	Cost of transport – daily	Cost of transport - annually	Notes	Saving	additional cost	Net saving
Fitzharrys / Larkmead 1109 / 53		Milton Heights		Didcot Girls (3.3m) / St Birinus (4.0m)						
Fitzharrys / Larkmead 1109 / 53		Steventon		John Mason (4.6m) / Didcot Girls (4.3m)						
Fitzharrys / Larkmead 1109 / 53		Sutton Courtnay		John Mason (2.8-3.6m)	£155.00	£29,450.00				
Fitzharrys/John Mason / Larkmead 1101 / 70	8.5	Berinsfield	5	Wallingford (5.3m)	£195.00	£37,050.00	No saving	0.00		0.00
Fitzharrys/John Mason / Larkmead 1101 / 70		Culham		John Mason (2.1m)			No saving although Europa Free School = nearest when admitting Year 7+	0.00		0
Gillotts 2201 / 33	4.4	Cookley Green	1	Icknield (3.5m)						
Gillotts 2201 / 33		Nettlebed		Chiltern Edge (5.3m)						
Gillotts 2201 / 33		Northend		Icknield (3.2m)	£165.00	£31,350.00	Saving minus taxi for FSM	31,350.00	12,000.00	19,350.00
Gillotts 2201 / 33		Park Corner		Icknield (4.4m)						
Gillotts 2201 / 33		Pishill		Icknield (4.8m)						
Gillotts 2202 / 31	4.4	Christmas Common	1	Icknield (2.5m)						
Gillotts 2202 / 31		Lewknor		Icknield (2.8m)	£165.00	£31,350.00	Saving minus taxi for FSM	31,350.00	12,000.00	19,350.00
Gillotts 2202 / 31		Lower Greenfield Farm		LG Farm unfound						
Gillotts 2202 / 31		Russells Water		Icknield (3.6m)						
Gillotts 2202 / 31		Stoner		Icknield (5.6m) / Gillotts (5.6m)						
Gillotts 2202 / 31		Watlington		Icknield (circa 0-0.5m)						
Gillotts 2202 / 31		Watlington Park		Icknield (3.0m)						
Gillotts 2204 / 57	4.4	Dunsden Green	0	Chiltern Edge (3.4m)						
Gillotts 2204 / 57		Sonning Eye		Chiltern Edge (4.8m)	£152.50	£28,975.50	Saving	28,975.50		28,975.50
Gillotts 2209 / 8	4.4	Peppard Common	0	Chiltern Edge (2.2m)	£65.00	£12,350.00	saving	12,350.00		12,350.00
Gillotts 2209 / 8		Rotherfield Peppard		Chiltern Edge (1.8m)						
Gillotts MT5-10 / 4	4.4	Sonning Eye	0	Chiltern Edge (4.8m)	£30.00	£5,700.00	Saving	5,700.00		5,700.00
Osford Hill 2301 / 53	8.9	Murcott	1	Bicester CC (7.5m)	£154.67	£29,387.30	Saving minus taxi for FSM	29,387.30	12,000.00	29,387.30
Osford Hill 2302 / 16	8.9	Bunkers Hill	1	Marlborough (1.9m)			No saving	0.00		0.00
Osford Hill 2302 / 16		Shipton-on-Cherwell		Marlborough (2.2m)						
Osford Hill 2302 / 16		Tackley		Marlborough (4.0m)	£111.62	£21,207.80				
Osford Hill 2310 / 15	8.9	pupil address missing	0				Saving	£17,822.00		£17,822.00
Osford Hill 2310 / 15		Woodstock		Marlborough (0-1.0m)	£93.80	£17,822.00				
Icknield 3001 / 57	5.2	Chinnor	3	Lord Williams (6.3m)						
Icknield 3001 / 57		Henton		Lord Williams (6.3m)	£150.00	£28,500.00	No saving			0.00
Icknield 3002 / 53	5.2	Benson	4	Wallingford (2.7-3.6m)	£199.00	£37,810.00	No saving	0.00		0.00
Icknield 3002 / 53		Cottismore Lane (nr Benson)		Wallingford (4.3m)						0.00
Icknield 3002 / 53		RAF Benson		Wallingford (4.1m)						
Icknield 3003 / 72	5.2	Chislehampton	5	Oxford Academy (4.9m)	£204.00	£38,760.00	Saving minus taxi for FSM	38,760.00	12,000.00	26,760.00
Icknield 3003 / 72		Stadhampton		Oxford Academy (5.6m)						
Icknield 3008 / 16	5.2	RAF Benson	0	Wallingford (4.1m)						
Icknield 3008 / 16		Sydenham		Lord Williams (4.1m)						
Icknield 3008 / 16		Thame (Thame Pk Rd)		Lord Williams (2.0m)	£110.00	£20,900	No saving	0.00		0.00
Icknield 3010 / 8	5.2	Newington	0	Wallingford (5.2m)						
Icknield 3010 / 8		RAF Benson		Wallingford (4.1m)						
Icknield 3010 / 8		Warborough		Wallingford (2.8m)	£90.00	£15,200.00	Saving	0.00		0.00
Icknield 3011 / 8	5.2	Tetsworth	0	Lord Williams (3.7m)						
Icknield 3011 / 8		Towersey		Lord Williams (2.8m)	£90.00	£17,100.00	No saving	0.00		0.00
Icknield TP352 / 4	5.2	Berinsfield	0	Wallingford (5.4m)	£48.00	£9,120.00	No saving	0.00		0.00
John Mason / Larkmead 1110 / 53	9.3	Drayton	3	Larkmead (2.5-3.2m)						
John Mason / Larkmead 1110 / 53		Milton		G: Didcot Girls (3.6m) B: St Birinus (4.2m) / John Mason (4.2m)	£150.00	£28,500.00	Saving minus taxi for FSM.	28,500.00	12,000.00	16,500.00
John Mason / Larkmead 1110 / 53		Milton Heights		G: Didcot Girls (3.3m) B: St Birinus (4.0m)						
John Mason / Larkmead 1110 / 53		Steventon		Mason (4.0m)						
John Mason 1102 / 53	8.9	Berinsfield	4	Wallingford (5.4m)	£159.90	£30,381.00	No saving	0.00		0.00
John Mason 1108 / 70	8.9	Drayton	5	Larkmead (2.5-3.2m)		Estimated cost £35,000	No saving			
John Mason 1108 / 70		Milton		Girls (2.8-3.2m)						
John Mason AS218 / 4	8.9	Bradstocks Way, Sutton Courtenay 1	0	St Birinus (3.4m)	£50.00	£9,500.00	Saving	9,500.00		9,500.00
King Alfred's 1467 / 4	6.4	Upper Heyford	0	Heyford Park (1.2m)	£57.38	£10,902.20	Saving	10,902.20		10,902.20
King Alfred's 2901 / 49	6.4	Fawler	0	Faringdon CC (5.5m)						

Designated School / Route Code / Capacity	FSM %	Route / Village travelled from by pupil number	Est. number of FSM	Nearest school	Cost of transport – daily	Cost of transport - annually	Notes	Saving	additional cost	Net saving
King Alfred's 2901 / 49		Woolstone		Faringdon CC (5.1m)	£174.82	£33,215.80	No saving	0.00		0.00
King Alfred's 2902 / 49	6.4	Baulking	2	Faringdon CC (4.8m)						
King Alfred's 2902 / 49		Uffington		Faringdon CC (4.1m)	£170.97	£32,484.30	No saving	0.00		0.00
King Alfred's 2903 / 81	6.4	Rowstock	3	G: Didcot Girls (2.9m) / B: St Birinus (3.7m)	£270.00	£51,300.00	Saving	51,300.00		51,300.00
King Alfred's 2904 / 53	6.4	Gainford	0	Faringdon CC (5.7m)	£174.32	£33,120.80	No saving	0.00		0
King Alfred's 2904 / 53		Hatford		Faringdon CC (4.2m)						
King Alfred's 2904 / 53		Stanford-in-the-Vale		Faringdon CC (4.6m)						
King Alfred's 2911 / 4	6.4	Sheepdrove Farm		Hungerford BERKSHIRE? (11.9m)	£150.00	£28,800.00	No saving	0.00		0
Langtree 3301 / 53	6.2	Little Stoke	1	Wallingford (3.9m)						
Langtree 3301 / 53		North Stoke		Wallingford (3.1m)	£199.00	£37,810.00	No saving	0.00		0
Langtree 3303 / 53	6.2	Nettlebed	1	Chiltern Edge (5.3m)	£175.00	£33,250.00	Saving minus taxi for FSM	33,250.00	12,000.00	21,250.00
Langtree 3305 / 22	6.2	Crowmarsh Gifford	0	Wallingford (1.3m)	£140.00	£26,600.00	Saving	26,600.00		26,600.00
Langtree SC156 / 4	6.2	Cholsey, Wallingford	0	Wallingford (2.5-3.3m)	£40.00	£7,600.00	Saving	7,600.00		7,600.00
Lord William 2706 / 47	3.3	Lambert Arms Pub	0	Icknield (3.4m)	£150.00	£28,500.00	Saving	28,500.00		28,500.00
Lord William 2706 / 47		Postcombe		Icknield (4.5m)						
Lord William 2707 / 53	3.3	Aston Rowant	1	Icknield (4.1m)						
Lord William 2707 / 53		Kingston Blount		Icknield (4.7m)						
Lord William 2707 / 53		Lewknor		Icknield (2.8m)						
Lord William 2707 / 53		South Weston		Icknield (3.7m)	£150.00	£28,500.00	Saving minus taxi for FSM	28,500.00	12,000.00	16,500.00
Lord William O21282 / 4	3.3	Beckley	0	Wheatley Park (4.0m)	£57.50	£10,925.00	No saving	0.00		0.00
Lord William OS1399 / 4	3.3	Wallingford	0	Wallingford (3.8m)	£59.41	£11,287.90	Saving	11,287.90		11,287.90
Lord William OS538 / 4	3.3	Blounts Court, Henley	0	Chiltern Edge (2.0m)						
Lord William OS538 / 4		Wallingford Road, Wallingford		Wallingford (1.8m)	£129.20	£24,548.00	Saving	24,548.00		24,548.00
Marlborough 3401 / 53	7.1	Yarnton	4	Gosford Hill (2.1m)	£136.26	£25,889.40	No saving	0.00		0.00
Marlborough 3402 / 49	7.1	Begbroke	2	Gosford Hill (2.6/7m)*	£136.96	£26,022.40	No saving	0.00		0.00
Marlborough 3407 / 57	7.1	Middle Barton	2	Heyford Park (5.8m)						
Marlborough 3407 / 57		Sandford St Martin		Heyford Park (6.7m)*	£176.36	£33,508.40	Saving minus taxi for FSM	33,508.40	12,000.00	21,508.40
Marlborough 3407 / 57		Westcott Barton		Heyford Park (6.2m)						
Marlborough 3407 / 57		Wootton		Fitzharrys (3.1m)						
Marlborough 3408 / 53	7.1	Bletchington	3	Gosford Hill (3.5m)						
Marlborough 3408 / 53		Frog's Nest Farm		Gosford Hill (3.1m)						
Marlborough 3408 / 53		Heathfield turn		Gosford Hill (4.3)	£155.15	£29,478.50	No saving	0.00		0
Marlborough 3409 / 53	7.1	Bletchington	0	Gosford Hill (3.5m)			Combine Bletchington routes.			
Marlborough 3410 / 53	7.1	Heyford Park	4	Heyford Park (0m)	£166.31	£31,598.90	Saving minus taxi for FSM	31,598.90	12,000.00	19,598.90
Marlborough 3410 / 53		Lower Heyford		Heyford Park (2.1m)						
Marlborough 3410 / 53		Rousham		Heyford Park (3.2m)						
Marlborough 3410 / 53		Upper Heyford		Heyford Park (1.2m)						
Marlborough 3415 / 53	7.1	Yarnton	4	Gosford Hill (2.1m)	£144.45	£27,445.50	Saving minus taxi for FSM	27,445.50	12,000.00	15,445.50
Marlborough 3417 / 15	7.1	Heyford Park	1	Heyford Park (0+m)	£72.00	£13,680.00	Saving minus taxi for FSM	13,680.00	12,000.00	1,680.00
Marlborough 3417 / 15		Lower Heyford		Heyford Park (2.1m)						
Marlborough 3417 / 15		Steeple Aston		Heyford Park (3.8m)						
Marlborough 3418 / 8	7.1	Bletchington	0	Gosford Hill (3.5m)	£92.00	£17,480.00	No saving	0.00		0
Matthew Arnold 1801 / 70	7.4	Kennington (nine stops (identical to 1803 & 1810))	5	Oxford Academy (2.2-2.7m (depending on start point and routes))	£220.00	£41,800.00	Saving minus '15 seater' for all Kennington FSM to Abingdon	41,800.00	19,000.00	22,800.00
Matthew Arnold 1803 / 70	7.4	Kennington (nine stops (identical to 1801 & 1810))	5	Oxford Academy (2.2-2.7m (depending on start point and routes))	£220.00	£41,800.00	Saving	41,800.00		41,800.00
Matthew Arnold 1804 / 35	7.4	Hinksey Hill	0	St Gregory (2.1-2.7m)						
Matthew Arnold 1804 / 35		South Hinksey		St Gregory (2.8m)	£118.00	£22,420.00	Saving	22,420.00		22,420.00
Matthew Arnold 1805 / 70	7.4	Tubney	0	Larkmead (3.6m)	£185.00	£35,150.00	Saving	35,150.00		35,150.00
Matthew Arnold 1806 / 53	7.4	Fyfield	3	Larkmead (4.7m)	£155.00	£29,450.00	Saving minus taxi for FSM	29,450.00	12,000.00	17,450.00
Matthew Arnold 1806 / 53		Kingston Bagpuize		Larkmead (5.6m)						
Matthew Arnold 1806 / 53		Longworth		Larkmead (7.5m)						
Matthew Arnold 1806 / 53		Netherton		Larkmead (5.6m)						
Matthew Arnold 1806 / 53		Southmoor		Larkmead (6.1m)						
Matthew Arnold 1808 / 14	7.4	(Botley CP School)	0							
Matthew Arnold 1808 / 14		Wolvercote		Cherwell (1.4-2.6m)	£117.00	£22,230.00	Saving (time limited provision)	22,230.00		22,230.00
Matthew Arnold 1810 / 70	7.4	Kennington (nine stops (identical to 1803 & 1801))	5	Oxford Academy	£220.00	£41,800.00	Saving	41,800.00		41,800.00
Matthew Arnold OS1557 / 4	7.4	Drayton	0	Larkmead (2.5-3.2m)	£40.00	£7,600.00	saving	7,600.00		7,600.00

Designated School / Route Code / Capacity	FSM %	Route / Village travelled from by pupil number	Est. number of FSM	Nearest school	Cost of transport – daily	Cost of transport - annually	Notes	Saving	additional cost	Net saving
North Ox Ac 1235 / 40	19.5	No address listed	2							
North Ox Ac 1235 / 40		Wardington		Blessed George (6.2m)	£195.00	£37,050.00	Saving minus '8 seater'	37,050.00	19,000.00	18,050.00
North Ox Ac 1237 / 4		Upper Tadmarton		The Warriner (3.2m)	£30.00	£5,700.00	No saving	0.00		0
Oxford Spires TP 317 / 4	24.9	Thames View Rd, Rose Hill	0	Oxford Academy (1.0m)	£12.00	£2,280.00	No saving	0.00		0.00
St Birinus 1151 / 53	6.2	Berinsfield	0	Wallingford (5.3m)			No saving unless use smaller vehicle	0.00		0
St Birinus 1151 / 53		Dorchester		Wallingford (3.8m)						
St Birinus 1151 / 53		Drayton St Leonard		Wallingford (6.8m)	£139.00	£26,410.00				
The Cooper 1417 / 6	4.9	Merton	0	Bicester CC (5.3m)						
The Cooper 1417 / 6		Upper Arncoft		Bicester CC (4.7m)	£70.00	£13,300.00	No saving	0.00		0
The Warriner 1220 / 53	6.6	Middle Aston	3	Heyford Park (4.3m)						
The Warriner 1220 / 53		Rousham		Heyford Park (3.2m)	£132.58	£25,190.20	Saving minus taxi for FSM	25,190.20	12,000.00	13,190.20
The Warriner 1220 / 53		Steeple Aston		Heyford Park (3.8m)						
The Warriner 1221 / 53	6.6	Duns Tew	2	Heyford Park (6.3m)						
The Warriner 1221 / 53		North Aston		Heyford Park (4.5m)	£190.70	£36,233.00	Saving minus taxi for FSM	36,233.00	12,000.00	24,233.00
The Warriner 1222 / 53	6.6	Balscote	2	North Ox Ac (3.6m)						
The Warriner 1222 / 53		Hanwell		North Ox Ac (1.8-2.5m)	£178.59	£33,932.10	Saving minus taxi for FSM	33,932.10	12,000.00	21,932.10
The Warriner 1222 / 53		Horley		North Ox Ac (2.5m)						
The Warriner 1222 / 53		Wroxton		North Ox Ac (1.7m)						
The Warriner 1223 / 53	6.6	Alkerton	3	North Ox Ac (4.4m)						
The Warriner 1223 / 53		Epwell		North Ox Ac (6.9m)						
The Warriner 1223 / 53		Hornton		North Ox Ac (4.8m)	£178.59	£33,932.10	Saving minus taxi for FSM	33,932.10	12,000.00	21,932.10
The Warriner 1223 / 53		Shennington		North Ox Ac (4.8m)						
The Warriner 1224 / 53	6.6	Clayford Hill Farm	2	Cannot locate	£143.87	£27,335.00	Saving minus '17 seater' .	27,335.00	19,000.00	8,335.00
The Warriner 1224 / 53		North Newington		North Ox Ac (3.4m)						
The Warriner 1224 / 53		Shutford		North Ox Ac (4.3m)						
The Warriner 1226 / 57	6.6	Twyford	3	Blessed George (2.3m)	£188.43	£35,801.70	Saving minus taxi for FSM	£35,801.70	12,000.00	£23,801.70
The Warriner 1227 / 55	6.6	Adderbury(E.End Lane)	2	Blessed George (3.0m)	£146.69	£27,871.10	Saving minus taxi for FSM	27,871.10	12,000.00	27,871.10
The Warriner 1227 / 55		Twyford		Blessed George (2.3m)						
The Warriner 1236 / 4	6.6	Ribston Close, Banbury		North Ox Ac (0.9m)	£18.00	£3,420.00	Saving time limited service	3,420.00		3,420.00
The Warriner BA205 / 4	6.6	Bicester		Bicester CC (0.8m)	£80.00	£15,200.00	Saving time limited service	15,200.00		15,200.00
The Warriner BA34 / 8	6.6	Banbury (5 addresses in Banbury – all within 3m of any Banbury school)	0	North Ox Ac (1.2m)	£153.82	£29,225.80	Saving	29,225.80		29,225.80
The Warriner BA78 / 4	6.6	Summertown	0	The Cherwell (0.7m)	£92.19	£17,516.10	Saving - time limited service	17,516.10		17,516.10
Wallingford 2804 / 70	6.6	Ewelme	1	Icknield (3.6m)	£269.00	£51,110.00	Saving minus taxi for FSM	51,110.00	12,000.00	39,110.00
Wallingford 2810 / 53	6.6	Long Wittenham	2	B: St Birinus (4.1m) G: Didcot	£141.00	£26,790.00	Saving minus taxi for FSM	26,790.00	12,000.00	14,790.00
Wallingford 2815 / 4	6.6	The Lane, Gangsdown Hill	0	Langtree (4.9m)	£60.00	£11,400.00	No saving	0.00		0.00
Wallingford 2816 / 4	6.6	South Stoke	0	Langtree (3.3m)	£90.00	£17,100.00	No saving	0.00		0.00
Wheatley Park 3101 / 53	10.7	Marsh Baldon	2	Oxford Academy (4.3m)						
Wheatley Park 3101 / 53		Nuneham Courtnay		Oxford Academy (3.9m)	£166.32	£31,600.80	Saving minus taxi for FSM	31,600.80	12,000.00	19,600.80
Wheatley Park 3101 / 53		Toot Baldon		Oxford Academy (3.3m)						
Wheatley Park 3104 / 53	10.7	Cold Harbour	1	Langtree School (2.0m)						
Wheatley Park 3104 / 53		Milton Common		Lord William (3.5m)						
Wheatley Park 3104 / 53		Orpwoods Farm		Lord Williams (4.0m)						
Wheatley Park 3104 / 53		Stadhampton		Oxford Academy (5.5m)	£123.04	£23,377.60	Saving minus taxi for FSM	23,377.60	12,000.00	11,377.60
Wheatley Park 3106 / 70	10.7	Risinghurst	7	Cheney (1.8m)	£141.00	£26,790.00	Saving minus taxi for FSM	26,790.00	12,000.00	14,790.00
Wheatley Park 3108 / 53	10.7	Risinghurst	4	Cheney (1.8m)	£141.00	£26,790.00	Saving minus taxi for FSM	26,790.00	12,000.00	14,790.00
Wheatley Park 3108 / 53		Sandhills		Cheney (2.3m)						
		Horspath		Oxford Academy (2.5m) / Wheatley Park (2.5m)						
					£16,631.42	£3,189,459.90				1,901,253.70
									Less MTFP	223,557.80
									TOTAL	1,677,695.90