




Questionnaire Summary Results

This page shows the summary of the responses that have been received.

Proposal 1

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.

The average cost of a seat on one of the home to school transport routes, excluding taxis, is £784.70. Therefore the proposed new fare represents an average subsidy per seat on these routes of £243.50 for those travelling 3 miles or over and £494.30 for those travelling under 3 miles.




Option	Results
Agree	 5% (54)
Disagree	 82% (854)
Neither agree nor disagree	 13% (133)

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Proposal 2

From 2015 onwards, to increase the concessionary fare by 2% per annum

This is intended to provide some certainty as to likely future price increases.

Option	Results
Agree	 12% (127)
Disagree	 70% (733)
Neither agree nor disagree	 17% (181)




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Proposal 3

From September 2014 to end the waiving of the concessionary charge for the third and subsequent children of families where they have more than two children using the same home to school transport service.

This is intended to ensure equity.

Currently families that have more than two children using the same home to school transport service receive an additional subsidy of £784.70 for every further child they have who uses the same home to school transport service.

Option	Results
Agree	 12% (130)
Disagree	 68% (709)
Neither agree nor disagree	 19% (202)

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Proposal 4

To only use the guidance issued by Road Safety GB when making risk assessments of walked routes to school.

Road Safety GB is the recognised means of assessing route safety. This national guidance is produced by experts in road safety matters.

Assessments will be made regarding the relationship between pedestrians and traffic. Any other personal safety issues of children travelling alone will not be taken into account and assessments will be made on the presumption that children will be accompanied as necessary by an adult, usually a parent.

Option	Results
Agree	 17% (176)
Disagree	 62% (646)
Neither agree nor disagree	 21% (219)

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Proposal 5

To adopt the phased 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.

This new approach would meet legal requirements and after 5 years could lead to savings of at least £340,000.

If agreed this proposal would take effect from September 2014.

Those children for whom free transport has been agreed before that date would not be affected by the proposed policy change.

The areas most affected in the Oxford area would be Risinghurst, Kennington and Garsington.

The area most affected in the Banbury area would be Adderbury.

Other areas that would be significantly affected are Farmoor, Southmoor, Stadhampton, Bampton and Alvescot.

The schools most affected by the phased ending of these routes would be Matthew Arnold School, Burford School, Warriner School, Wheatley Park School, Icknield School and Marlborough School.

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Option	Results
Agree	 2% (20)
Disagree	 95% (993)
Neither agree nor disagree	 3% (28)

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Proposal 6

To reassess routes designated as “unsafe walking routes” against the guidance issued by Road Safety GB over 2013/14 and 2014/15.

This would ensure that routes are properly assessed against agreed national criteria for route safety within a reasonable timescale.




Option	Results
Agree	 25% (260)
Disagree	 52% (546)
Neither agree nor disagree	 23% (235)

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Proposal 7

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	Results
Agree	 14% (141)
Disagree	 37% (383)
Neither agree nor disagree	 50% (517)

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Proposal 8

To adopt a two stage review/appeal process from September 2013 in accordance with the Department for Education Transport and Travel Guidance of March 2013.

This is intended to ensure that the Local Authority meets its legal commitments and provides a fair means of challenging decisions on home to school transport.

Option	Results
Agree	 34% (352)
Disagree	 32% (335)
Neither agree nor disagree	 34% (354)

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