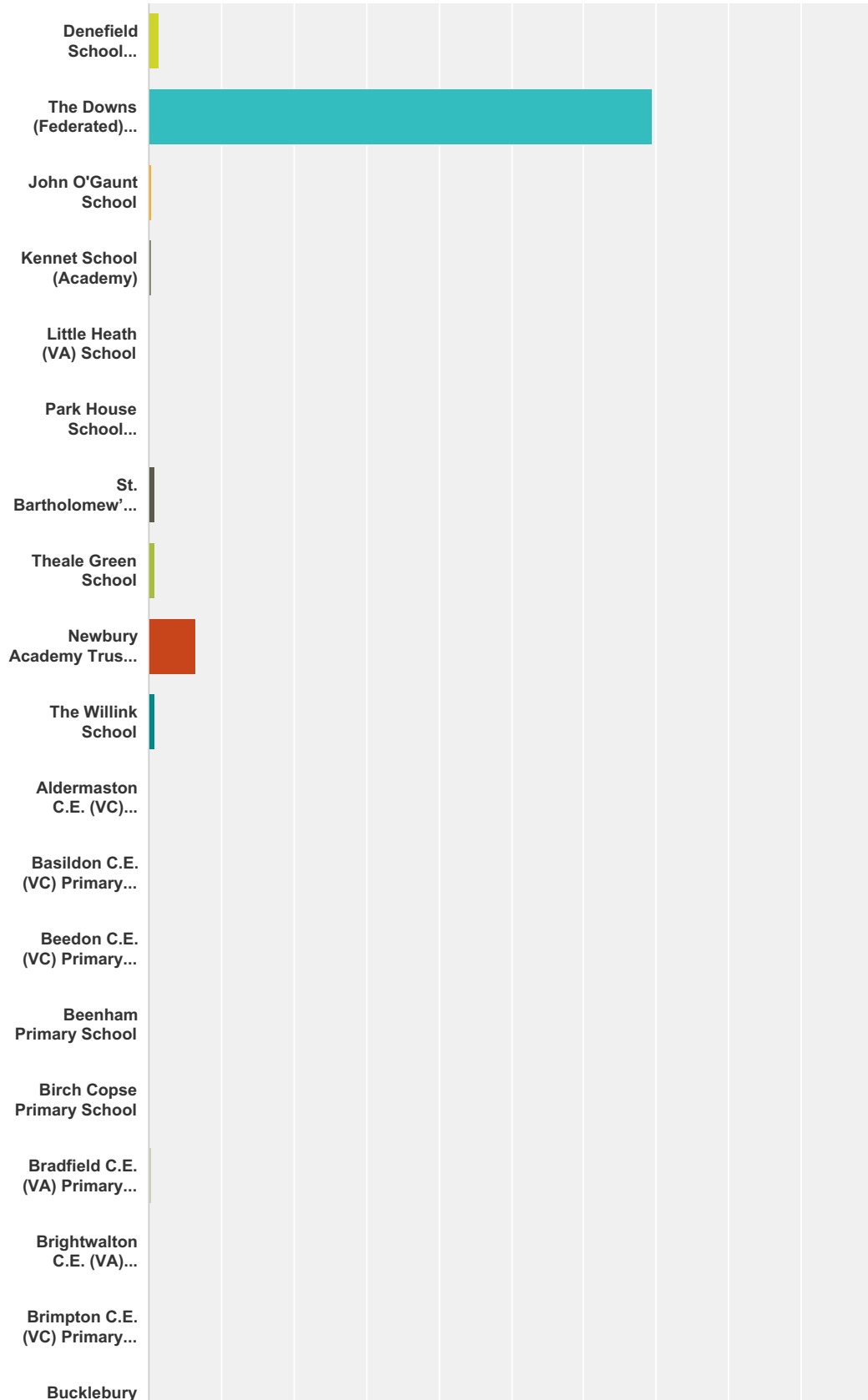


Q1 Which school are you answering this survey about?

Answered: 216 Skipped: 10



Home to School Transport Policy 2016/17

| School Name | Category 1 | Category 2 | Category 3 | Category 4 | Category 5 | Category 6 | Category 7 | Category 8 | Category 9 |
|------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| C.E. (VC)... | | | | | | | | | |
| Burghfield St Mary's C.E.... | | | | | | | | | |
| Calcot Infant School and... | | | | | | | | | |
| Calcot Junior School | | | | | | | | | |
| Chaddleworth St Andrew's... | | | | | | | | | |
| Chieveley Primary School | Yes | | | | | | | | |
| Cold Ash St Mark's C.E.... | | | | | | | | | |
| Compton C.E. (Federated)... | | | | | | | | | |
| Curridge Primary School | Yes | | | | | | | | |
| Downsway Primary School | | | | | | | | | |
| Enborne C.E. (VA) Primary... | | | | | | | | | |
| Englefield C.E. (VA)... | | | | | | | | | |
| Falkland Primary School | | | | | | | | | |
| Fir Tree School and... | | | | | | | | | |
| Francis Baily Primary School | | | | | | | | | |
| Garland Junior School | | | | | | | | | |
| Hampstead Norreys C.E.... | | | | | | | | | |
| Hermitage Primary School | Yes | | | | | | | | |
| Hungerford Primary School | | | | | | | | | |
| The Ilsleys Primary School | | | | | | | | | |
| Inkpen Primary School | | | | | | | | | |

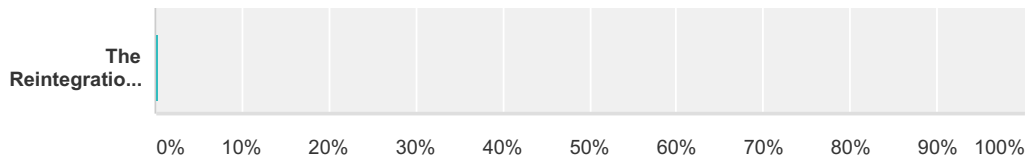
Home to School Transport Policy 2016/17

| | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|
| John Rankin Infant &... | | | | | | | | | |
| John Rankin Junior School | | | | | | | | | |
| Kennet Valley Primary School | | | | | | | | | |
| Kintbury St Mary's C.E.... | | | | | | | | | |
| Lambourn C.E. (VC) Primary... | | | | | | | | | |
| Long Lane Primary School | | | | | | | | | |
| Mortimer St John's C.E.... | | | | | | | | | |
| Mortimer St Mary's C.E.... | | | | | | | | | |
| Mrs. Bland's Infant and... | | | | | | | | | |
| Pangbourne Primary School | | | | | | | | | |
| Parsons Down Infant School | | | | | | | | | |
| Parsons Down Junior School | | | | | | | | | |
| Purley C.E. (VC) Primary... | | | | | | | | | |
| Robert Sandilands... | | | | | | | | | |
| Shaw-cum- Donnin gton C.E. (V... | | | | | | | | | |
| Shefford C.E. (VC) Primary... | | | | | | | | | |
| Speenhamland Primary School | | | | | | | | | |
| Springfield Primary School | | | | | | | | | |
| Spurcroft Primary School | | | | | | | | | |
| St Finian's Catholic (VA... | | | | | | | | | |
| St John the Evangelist C... | | | | | | | | | |

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| | | | | | | | | | |
|--------------------------------|--|--|--|--|--|--|--|--|--|
| St Joseph's Catholic (VA)... | | | | | | | | | |
| St Nicolas C.E. (VA)... | | | | | | | | | |
| St Paul's Catholic (VA)... | | | | | | | | | |
| Stockcross C.E. (VA)... | | | | | | | | | |
| Streatley C.E. (VC) School | | | | | | | | | |
| Sulhamstead and Ufton... | | | | | | | | | |
| Thatcham Park C.E. (VC)... | | | | | | | | | |
| Theale C.E. (VC) Primary... | | | | | | | | | |
| Welford & Wickham School | | | | | | | | | |
| Westwood Farm Infant School | | | | | | | | | |
| Westwood Farm Junior School | | | | | | | | | |
| Whitelands Park Primary... | | | | | | | | | |
| The Willows Primary School | | | | | | | | | |
| The Winchcombe School | | | | | | | | | |
| Woolhampton C.E. (VA)... | | | | | | | | | |
| Yattendon C.E. (VA) Primary... | | | | | | | | | |
| Hungerford Nursery Scho... | | | | | | | | | |
| Victoria Park Nursery Scho... | | | | | | | | | |
| Brookfields Special School | | | | | | | | | |
| The Castle School | | | | | | | | | |
| Alternative Curriculum... | | | | | | | | | |

Home to School Transport Policy 2016/17



| Answer Choices | Responses | |
|---|-----------|-----|
| Denefield School (Academy) | 1.39% | 3 |
| The Downs (Federated) School | 69.44% | 150 |
| John O'Gaunt School | 0.46% | 1 |
| Kennet School (Academy) | 0.46% | 1 |
| Little Heath (VA) School | 0.00% | 0 |
| Park House School (Academy) | 0.00% | 0 |
| St. Bartholomew's School (Academy) | 0.93% | 2 |
| Theale Green School | 0.93% | 2 |
| Newbury Academy Trust Trinity School | 6.48% | 14 |
| The Willink School | 0.93% | 2 |
| Aldermaston C.E. (VC) Primary School | 0.00% | 0 |
| Basildon C.E. (VC) Primary School | 0.00% | 0 |
| Beedon C.E. (VC) Primary School | 0.00% | 0 |
| Beenham Primary School | 0.00% | 0 |
| Birch Copse Primary School | 0.00% | 0 |
| Bradfield C.E. (VA) Primary School | 0.46% | 1 |
| Brightwalton C.E. (VA) Primary School | 0.00% | 0 |
| Brimpton C.E. (VC) Primary School | 0.00% | 0 |
| Bucklebury C.E. (VC) Primary School | 0.00% | 0 |
| Burghfield St Mary's C.E. (VC) Primary School | 0.00% | 0 |
| Calcot Infant School and Nursery | 0.00% | 0 |
| Calcot Junior School | 0.00% | 0 |
| Chaddleworth St Andrew's C.E. (VC) Primary School | 0.00% | 0 |
| Chieveley Primary School | 7.87% | 17 |
| Cold Ash St Mark's C.E. (VC) School | 0.00% | 0 |
| Compton C.E. (Federated) Primary School | 0.00% | 0 |
| Curridge Primary School | 6.94% | 15 |

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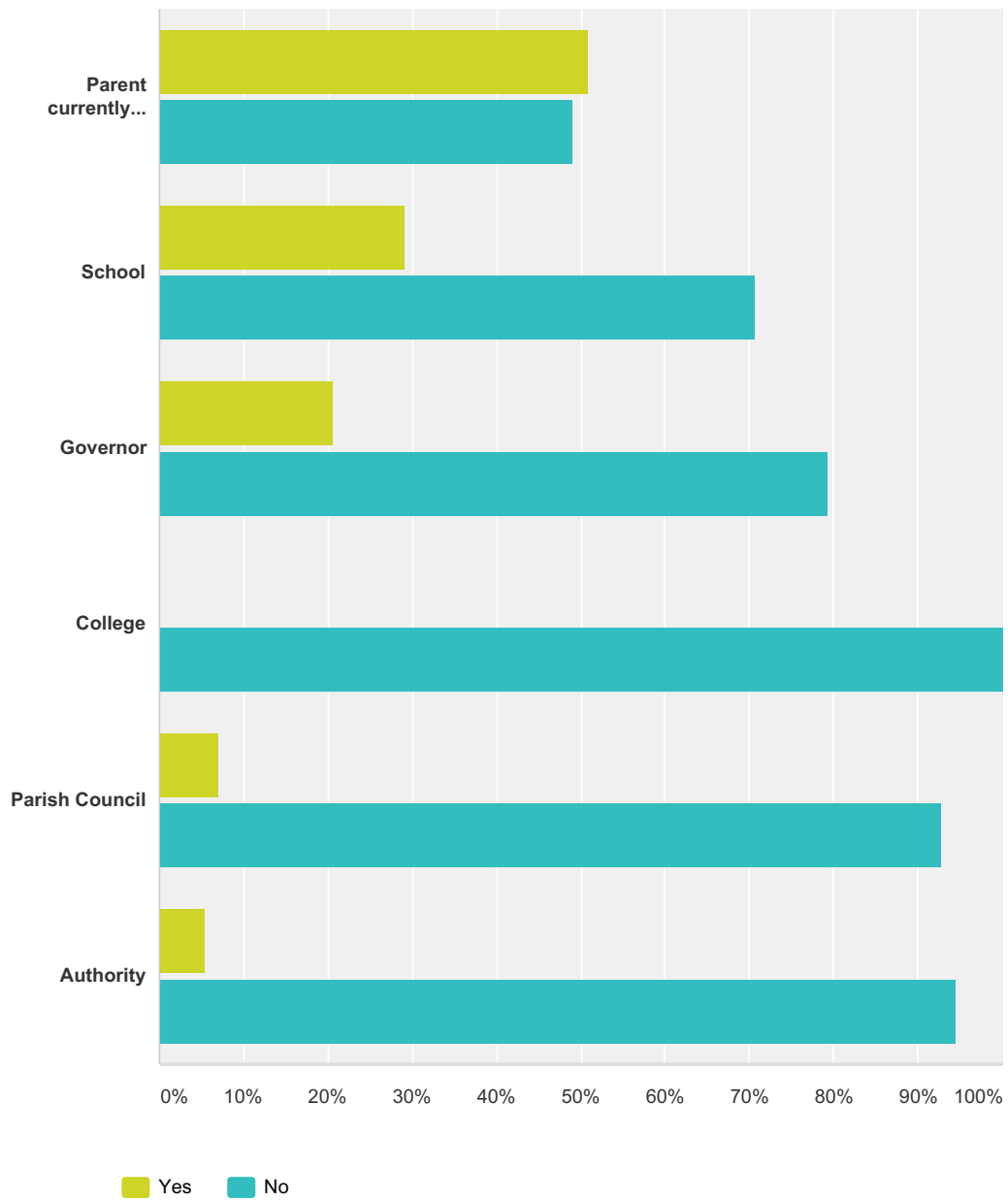
| | | |
|---|-------|---|
| Downsway Primary School | 0.00% | 0 |
| Enborne C.E. (VA) Primary School | 0.00% | 0 |
| Englefield C.E. (VA) Primary School | 0.00% | 0 |
| Falkland Primary School | 0.00% | 0 |
| Fir Tree School and Nursery Newbury Academy Trust | 0.00% | 0 |
| Francis Baily Primary School | 0.00% | 0 |
| Garland Junior School | 0.00% | 0 |
| Hampstead Norreys C.E. (VC) Primary School | 0.00% | 0 |
| Hermitage Primary School | 1.85% | 4 |
| Hungerford Primary School | 0.00% | 0 |
| The Ilsleys Primary School | 0.00% | 0 |
| Inkpen Primary School | 0.00% | 0 |
| John Rankin Infant & Nursery School | 0.00% | 0 |
| John Rankin Junior School | 0.00% | 0 |
| Kennet Valley Primary School | 0.00% | 0 |
| Kintbury St Mary's C.E. (VC) Primary School | 0.00% | 0 |
| Lambourn C.E. (VC) Primary School | 0.00% | 0 |
| Long Lane Primary School | 0.00% | 0 |
| Mortimer St John's C.E. (VC) Infant School | 0.00% | 0 |
| Mortimer St Mary's C.E. (VA) Junior School | 0.00% | 0 |
| Mrs. Bland's Infant and Nursery School | 0.00% | 0 |
| Pangbourne Primary School | 1.39% | 3 |
| Parsons Down Infant School | 0.00% | 0 |
| Parsons Down Junior School | 0.00% | 0 |
| Purley C.E. (VC) Primary School | 0.00% | 0 |
| Robert Sandilands Primary School & Nursery | 0.00% | 0 |
| Shaw-cum-Donnington C.E. (VC) Primary School | 0.00% | 0 |
| Shefford C.E. (VC) Primary School | 0.00% | 0 |
| Speenhamland Primary School | 0.00% | 0 |
| Springfield Primary School | 0.00% | 0 |
| Spurcroft Primary School | 0.00% | 0 |
| St Finian's Catholic (VA) Primary School | 0.00% | 0 |

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| | | |
|--|-------|------------|
| St John the Evangelist C.E. (VA) Infant & Nursery School | 0.00% | 0 |
| St Joseph's Catholic (VA) Primary School | 0.00% | 0 |
| St Nicolas C.E. (VA) Junior School | 0.00% | 0 |
| St Paul's Catholic (VA) Primary School | 0.00% | 0 |
| Stockcross C.E. (VA) School | 0.00% | 0 |
| Streatley C.E. (VC) School | 0.00% | 0 |
| Sulhamstead and Ufton Nervet C.E. (VA) Primary School | 0.00% | 0 |
| Thatcham Park C.E. (VC) Primary School | 0.00% | 0 |
| Theale C.E. (VC) Primary School | 0.00% | 0 |
| Welford & Wickham School | 0.00% | 0 |
| Westwood Farm Infant School | 0.00% | 0 |
| Westwood Farm Junior School | 0.00% | 0 |
| Whitelands Park Primary School | 0.00% | 0 |
| The Willows Primary School | 0.00% | 0 |
| The Winchcombe School | 0.00% | 0 |
| Woolhampton C.E. (VA) Primary School | 0.00% | 0 |
| Yattendon C.E. (VA) Primary School | 0.00% | 0 |
| Hungerford Nursery School Centre for Children and Families | 0.00% | 0 |
| Victoria Park Nursery School and Children's Centre | 0.00% | 0 |
| Brookfields Special School | 0.00% | 0 |
| The Castle School | 0.00% | 0 |
| Alternative Curriculum 14-19 (Key Stage 4 & 5) | 0.00% | 0 |
| The Reintegration Service | 0.46% | 1 |
| Total | | 216 |

Q2 Which of these best describes you (tick all that apply)?

Answered: 226 Skipped: 0



| | Yes | No | Total |
|--------------------------------------|---------------|---------------|-------|
| Parent currently receiving transport | 51.00% 102 | 49.00% 98 | 200 |
| School | 29.21% 26 | 70.79% 63 | 89 |
| Governor | 20.73% 17 | 79.27% 65 | 82 |
| College | 0.00% 0 | 100.00% 71 | 71 |

Home to School Transport Policy 2016/17

| | | | |
|----------------|-------------------|---------------------|----|
| Parish Council | 7.04% 5 | 92.96% 66 | 71 |
| Authority | 5.41% 4 | 94.59% 70 | 74 |

| # | Other (please specify) | Date |
|----|--|--------------------|
| 1 | Parent of child who was hoping to receive transport from 2019 | 7/17/2015 7:34 PM |
| 2 | Parent of child who will need transport in future | 7/17/2015 1:36 PM |
| 3 | Parent of 3 children attending Curridge Primary School - with Downs as catchment, Trinity as nearest secondary | 7/17/2015 10:30 AM |
| 4 | Parent that will have child affected by changes in 2016 | 7/17/2015 8:00 AM |
| 5 | Interested citizen, resident of Thatcham | 7/16/2015 6:07 PM |
| 6 | Member of Staff | 7/16/2015 5:24 PM |
| 7 | Mother of children of primary school age and younger, future secondary school bus users. | 7/16/2015 11:29 AM |
| 8 | District Councillor | 7/16/2015 9:58 AM |
| 9 | Parent of child starting in September 2016 | 7/14/2015 1:55 PM |
| 10 | Parent of future secondary school children | 7/13/2015 9:32 PM |
| 11 | Other parent (not currently receiving transport) | 7/13/2015 9:29 PM |
| 12 | Parent of future secondary school children | 7/13/2015 9:24 PM |
| 13 | Pupil currently at chieveley school | 7/10/2015 9:15 PM |
| 14 | My son currently is in the catchment, for the Downs, currently at Chieveley primary | 7/10/2015 9:12 PM |
| 15 | Parent of child currently attending Chieveley Primary School | 7/10/2015 1:34 PM |
| 16 | Parent of child in year 2 Chieveley Primary School | 7/10/2015 1:22 PM |
| 17 | Parent of child starting in September 2016 | 7/8/2015 9:59 PM |
| 18 | Parent of child who would have received transport for future secondary school | 7/8/2015 7:52 PM |
| 19 | Parent requiring transport in the future for my children | 7/8/2015 10:32 AM |
| 20 | Parent requiring transport in the future for my children | 7/7/2015 10:37 PM |
| 21 | Parent requiring transport in the future for my children | 7/7/2015 10:00 PM |
| 22 | Soon to be Downs-student Parent | 6/30/2015 7:01 PM |
| 23 | Soon to be Downs-student Parent | 6/30/2015 5:48 PM |
| 24 | Parent of child attending secondary school from September 2016 | 6/30/2015 3:20 PM |
| 25 | parent with a child due to start secondary in Sept 2016 | 6/30/2015 2:53 PM |
| 26 | Parent of child who will need transport | 6/30/2015 9:39 AM |
| 27 | Parent potentially requiring transport | 6/29/2015 6:31 PM |
| 28 | Parent in catchment for Downs with child still in junior school education | 6/28/2015 11:33 PM |
| 29 | Parent of 3 future catchment school pupils | 6/28/2015 9:41 PM |
| 30 | Future parent | 6/27/2015 9:58 PM |
| 31 | Parent of a child who will go to the Downs School | 6/27/2015 9:54 AM |
| 32 | Lead Member Children & Young People | 6/26/2015 11:01 AM |
| 33 | Lead Member Children & Young People | 6/26/2015 10:57 AM |

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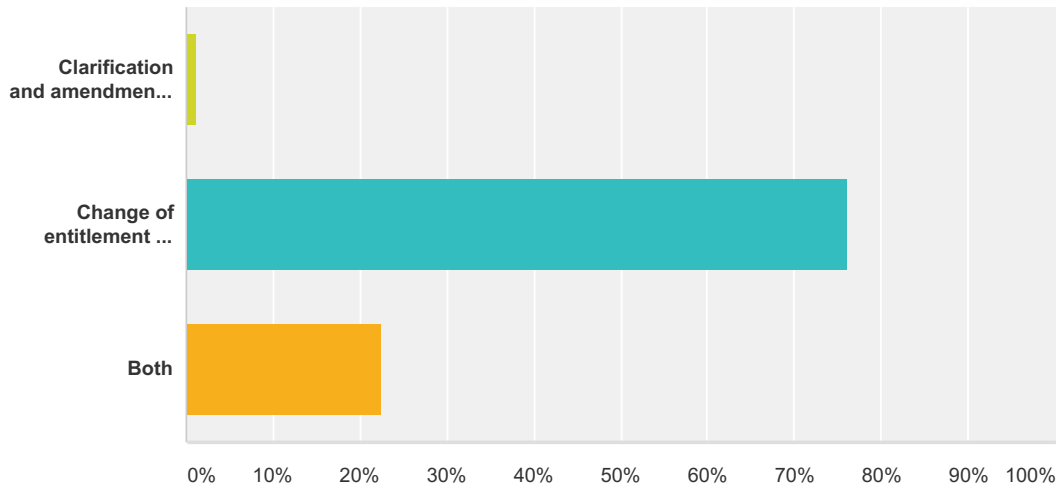
| | | |
|----|---|--------------------|
| 34 | I have one daughter in y6 about to start scndary and. Second daughter in y5 | 6/25/2015 9:00 PM |
| 35 | Parent of Yr 5 pupil | 6/25/2015 12:56 PM |
| 36 | Worried mother of Yr5 pupil at Curridge School | 6/25/2015 12:51 PM |
| 37 | parent | 6/25/2015 9:46 AM |
| 38 | Parent of children planning to come to the downs | 6/25/2015 7:27 AM |
| 39 | Parent of children planning on coming to the downs | 6/25/2015 7:23 AM |
| 40 | Parent of three children due to go to the downs and requiring transport | 6/25/2015 7:15 AM |
| 41 | Parent of three children due to go to the downs and requiring transport | 6/25/2015 6:52 AM |
| 42 | Family living in Curridge with Yr 5 child | 6/24/2015 2:42 PM |
| 43 | I have children at the downs school currently AND my youngest will join 2017/18 | 6/24/2015 2:31 PM |
| 44 | parent who will be affected | 6/24/2015 1:36 PM |
| 45 | Parent of primary school child | 6/24/2015 1:20 PM |
| 46 | Parent of children who will be affected in the future | 6/24/2015 9:45 AM |
| 47 | Parent with child who will be affected by this policy | 6/24/2015 9:26 AM |
| 48 | Parent who will be applying for transportation in 2016 | 6/23/2015 10:20 PM |
| 49 | I currently have children at Chieveley primary school | 6/23/2015 10:19 PM |
| 50 | Parent of child to attend school in 2017 | 6/23/2015 10:15 PM |
| 51 | Parent of child to attend school in 2017 | 6/23/2015 10:12 PM |
| 52 | Parent who's child will one day go to the downs | 6/23/2015 9:57 PM |
| 53 | Parent with children due to go to The Downs | 6/23/2015 9:45 PM |
| 54 | Parent of children who will attend the above school and require transport. | 6/23/2015 9:32 PM |
| 55 | Parent | 6/23/2015 8:51 PM |
| 56 | Parent who will be affected | 6/23/2015 8:47 PM |
| 57 | Local parent | 6/23/2015 8:44 PM |
| 58 | Prospective parent | 6/23/2015 7:55 PM |
| 59 | Parent in the future | 6/23/2015 7:49 PM |
| 60 | I have 2 x 14 month old twins and live in Curridge and on day will need to use this bus service for them. | 6/23/2015 7:38 PM |
| 61 | Parent of primary school child | 6/23/2015 6:32 PM |
| 62 | Future parent | 6/23/2015 6:22 PM |
| 63 | Future parents | 6/23/2015 6:14 PM |
| 64 | Also expected future parent for current primary school child | 6/23/2015 6:13 PM |
| 65 | Parent not receiving transport | 6/23/2015 4:18 PM |
| 66 | Parent who's child will be starting Secondary School Sept 2016 | 6/23/2015 4:06 PM |
| 67 | Parent who's child will be starting Secondary School Sept 2016 | 6/23/2015 4:03 PM |
| 68 | Parent with a child hoping to attend the downs | 6/23/2015 2:59 PM |
| 69 | Parent whose children are starting in Sept '15, Sept '17 and Sept '19 | 6/23/2015 1:47 PM |
| 70 | Parent with child starting Secondary School in Sept 2016 | 6/23/2015 1:28 PM |
| 71 | Parent who's child will be starting Secondary School Sept 2016 | 6/23/2015 1:13 PM |

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| | | |
|----|--|--------------------|
| 72 | and Parent that will not receive travel for siblings | 6/23/2015 12:34 PM |
| 73 | Parent with Yr5 child | 6/22/2015 9:39 PM |
| 74 | Parent with YR5 child | 6/22/2015 9:12 PM |
| 75 | Parent | 6/22/2015 5:09 PM |
| 76 | Parent of child due to recieve transtportation | 6/22/2015 2:41 PM |
| 77 | Parent who's child will be affected in a couple of years | 6/22/2015 2:34 PM |
| 78 | Parent of child in 2016 intake | 6/22/2015 10:39 AM |
| 79 | Parent | 6/21/2015 9:48 AM |
| 80 | Parent of children who will be going to the Downs. | 6/20/2015 8:22 AM |
| 81 | concerned parent of a future bus taker | 6/19/2015 8:32 PM |
| 82 | Parent about to get transport | 6/19/2015 5:11 PM |
| 83 | parent with children due to join their sibling at the catchment school in the next few years | 6/19/2015 5:09 PM |
| 84 | In Downs catchment with child applying for place in 2016 | 6/19/2015 12:50 PM |
| 85 | parent of prospective pupil, currently year 4 | 6/19/2015 11:47 AM |
| 86 | Future parent to downs school children | 6/16/2015 9:04 PM |
| 87 | Parent that will be impacted by changes | 6/11/2015 3:43 PM |
| 88 | Parent in catchment, but not nearest school | 6/8/2015 2:08 PM |

Q3 Would you like to comment on the proposed policy changes to...?

Answered: 226 Skipped: 0



| Answer Choices | Responses |
|---|------------|
| Clarification and amendments for 2015/2016 | 1.33% 3 |
| Change of entitlement for secondary pupils from 2016/17 | 76.11% 172 |
| Both | 22.57% 51 |
| Total | 226 |

Q4 The definition of an Available route has been expanded to provide more information on what is considered (section 9)

Answered: 10 Skipped: 216

| # | Responses | Date |
|---|--|-------------------|
| 1 | The catchment school and transport school will be different for many families, we are expected to apply for out catchment school but will not be given a transport service to this school. This seems like a sneaky way of changing the catchment. If we choose to apply for a place at our nearest school as transport will be essential but this is not catchment there will be no guarantee that we will receive a place and therefore risk be offered a place at a school that is neither catches nor nearest. There will be little difference in cost from transporting the child to the catchment and nearest school as a bus service will still be required. We live in a rural area that means that both catchment and nearest school will be impossible for the children to walk to school as it is too dangerous. There will also be congestion at the Downs with parent transporting their children to school. This will put children's lives at risk as there will be more cars and more potential for an accident. | 7/16/2015 7:10 PM |
| 2 | My son will need transport to Downs School from Leckhampstead when he leaves Primary School, transport from the village is non existent and as both myself and my husband work full time in Newbury it would prove extremely difficult time consuming and costly. Our 3 nephews also live in the village and would need transport to Downs School, the change of the rules and provision of transport to schools needs to be. in addition Rural families will be disproportionately affected by the removal of subsidised bus travel to catchment schools which are not their closest. · Those living the greatest distances from their catchment schools will be negatively impacted. · Families affected by the proposed changes may choose, or be forced to drive as places on school buses are not guaranteed. This will lead to congestion at school sites, impact heavily on the environment, and potentially put lives at risk. · Removal of subsidised school transportation could lead to an increase in lateness and absenteeism. · Travelling by school bus can have a positive effect on a child's emotional, developmental and social wellbeing. · Families in some villages will be divided as to whether their children receive free transportation or not, possibly reducing social and community cohesion. · Removal of free school transportation will add financial pressure to rural families. | 7/10/2015 1:32 PM |
| 3 | Actually it is section 8. We still don't understand if this would affect our child. To us it seems that our child cannot walk through the woods to school, as there is not a continuous path. But is this going to be considered acceptable? | 7/8/2015 7:23 PM |
| 4 | I live in Ashmore Green Road and my nearest school is Kennet, but the catchment where my children attend is actually Trinity, so the new ruling makes our entire road and area somewhat in a black hole in terms of the policy. Also my son along with around 10 other children rely on the taxi service as we have no street lights and pavements at all to be able to safely walk to any bus route or pickup. Maybe the executives deciding this proposed new policy, need to include exclusion roads or areas, ours being one that does not fit into the agreed policy guidelines. One idea to save council money, would be tender for the entire collection of 10 children in one large taxi rather than the three separate taxis that operate along the road every day. Just a thought...also all of the parents in this road, have siblings which are due to attend Trinity hopefully in the coming 1-2 years and we would dearly not want to have one child being allowed taxi service and one not...I truly hope the council see sense in our particular cases.. | 7/6/2015 12:13 PM |
| 5 | Routes should be 'shared'. For example there is a bus which travels from Park House past my house. Yet children are not allowed to use it. | 7/6/2015 10:06 AM |
| 6 | I feel this is an unfair decision we moved from the north 4 yrs ago deciding our new home to live on distance from work and also for our children to be in an area for good schools. Living in a rural area also has it's difficulties on our children getting to and from school as we are both working parents which having transport in place made our decisions on where to live an easier one | 6/30/2015 8:37 PM |
| 7 | By changing the policy for free transport to closest school, not catchment school, many issues will arise. What provisions are being made to improve road links for the increased amount of car traffic to the Downs School - which is already on a small country road? What is being done about parking at the Downs School for the increased amount of traffic? This will not help working parents if they need to drive their children to school at a time when the government is trying to get people back to work. It makes no sense to stop providing transport to your catchment school and will result in small villages being split into two. | 6/30/2015 1:19 PM |
| 8 | This statement isn't clear. It means what? | 6/29/2015 9:47 AM |

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| | | |
|----|---|-------------------|
| 9 | This change unfairly affects people within rural communities and rural schools | 6/23/2015 8:46 PM |
| 10 | We currently live in cur ridge and are concerned that we will lose the opportunity to send my children on the current route as the council may choose to not run the route as it has been | 6/23/2015 1:34 PM |

Q5 In relation to Pupils attending a Pupil Referral Unit, the content has been updated to reflect current practice. (Page 6)

Answered: 2 Skipped: 224

| # | Responses | Date |
|---|---|-------------------|
| 1 | <p>Hi Caroline, Reading this, I wondered if this box needs to be a bit clearer in terms of who's eligible rather than what they will receive and instead state something along the lines of: Pupil Referral Unit Parents may wish to transport pupils themselves. (If the pupil is entitled to free transport and there is no appropriate more cost effective bus/train route available, a mileage allowance may be offered). A bus / train pass to the Pupil Referral Unit for those pupils who are not attending mainstream schools (and are entitled to free transport) may be provided. Transport (assistance) may be withdrawn from pupils who regularly fail to attend the PRU – responsibility for attendance will then pass to parent/carers. Parents/carers must be aware that if the child requires transport to and from the Pupil Referral Unit outside of the bus timetable covered by the bus pass, it is the parent's responsibility (including exclusions). Transport assistance will be provided in line with statutory age/distance criteria. ie living over 2 miles from term after 5th birthday to 7 years of age (extended to 10 years old if low income (FSM / maximum working tax credit) / over 3 miles walking distance from 8th birthday to last day in academic school year in which 16th birthday falls or 2 miles if low income (FSM / maximum working tax credit).</p> | 7/2/2015 2:22 PM |
| 2 | ?? | 6/29/2015 9:47 AM |

Q6 In relation to Pupils permanently excluded from school, the content has been updated to reflect current practice. (Page 6)

Answered: 0 Skipped: 226

| # | Responses | Date |
|---|-------------------------|------|
| | There are no responses. | |

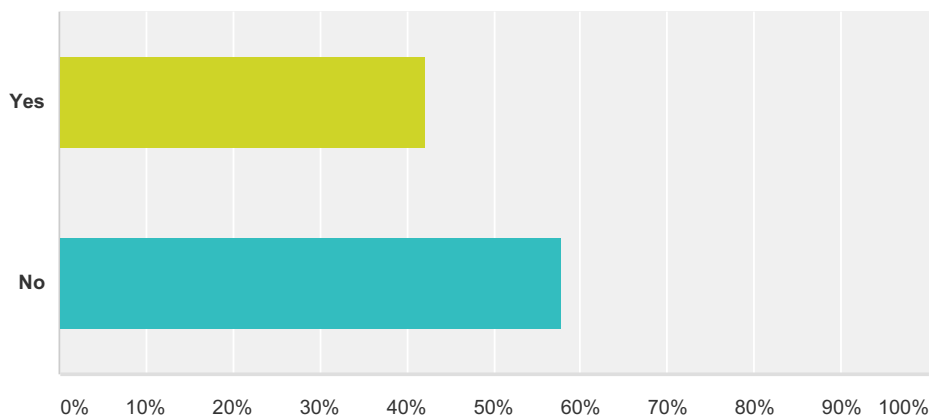
Q7 In relation to children with a Statement of Special Education Needs/EHC Plan , the content has been updated in the light of the SEND reforms (pages 6, 9-10, 14-15)

Answered: 0 Skipped: 226

| # | Responses | Date |
|---|-------------------------|------|
| | There are no responses. | |

Q8 Would you like to add anything further?

Answered: 19 Skipped: 207



| Answer Choices | Responses |
|----------------|-----------|
| Yes | 42.11% 8 |
| No | 57.89% 11 |
| Total | 19 |

| # | Please comment here | Date |
|---|--|--------------------|
| 1 | Rural families will be disproportionately affected by the removal of subsidised bus travel to catchment schools which are not their closest. · Those living the greatest distances from their catchment schools will be negatively impacted. · Families affected by the proposed changes may choose, or be forced to drive as places on school buses are not guaranteed. This will lead to congestion at school sites, impact heavily on the environment, and potentially put lives at risk. · Removal of subsidised school transportation could lead to an increase in lateness and absenteeism. · Travelling by school bus can have a positive effect on a child's emotional, developmental and social wellbeing. · Families in some villages will be divided as to whether their children receive free transportation or not, possibly reducing social and community cohesion. · Removal of free school transportation will add financial pressure to rural families. | 7/13/2015 8:34 PM |
| 2 | The situation is confusing. We don't know if we will be affected or not and how we can find out. | 7/8/2015 7:23 PM |
| 3 | Please can you ensure all details in section 4 which I have completed are read and taken into account, many thanks,. | 7/6/2015 12:13 PM |
| 4 | Policy does not take into consideration the needs of children who have two households (divorced parents), for example in my circumstance children spend 45% of time with father, in old parental home. Yet because I am in Clere school catchment and the children live the rest of the time in St Barts School catchment, the children have to have separate transport arrangements to my house. Children like stability and this uncertainty adds to feelings of insecurity in the child. | 7/6/2015 10:06 AM |
| 5 | Except to say that maybe you could put this into plain English! | 6/29/2015 9:47 AM |
| 6 | 5,Discretionary Transport, b,Exceptional Circumstances that will need to go through the Appeals Process. Temporary re-housing This will impact on our Looked After Children and those children who may be on the edge of care. If they are re-homed on a temporary basis and it is in their best interest to remain at their existing school then an appeal process that will take 40+ working days to secure transport costs to that school is not going to work. | 6/26/2015 11:10 AM |

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| 7 | <p>I moved to Curridge so my children would grow up in a village environment with other children the same. They are twins so if I had to pay a fare of £440 a year x 2 would be a real blow to me and probably impossible. If I have to drive them to school and collect this will affect how much work I can do. It's a chicken and egg situation. I think it will really affect the village parents badly in so many ways and as for going to Trinity or Kennet as it is deemed closer people don't move to the villages for their children to attend town schools. It's making life harder for working families .</p> | 6/23/2015 7:45 PM |
| 8 | <p>I am disgusted to be honest that the council will pay for my child to go to trinity school but not her catchment school the downs - this is crazy. My daughter is currently in year 5 and we live in Curridge. Why should I have to pay for a place on the bus when we are in catchment? My son currently attends the downs school in year 8 I am also worried that you will remove the route which is currently pick up and drop off at Curridge crossroads.</p> | 6/23/2015 1:34 PM |
| 9 | <p>It seems crazy that when my children go to downs school in a few years time that I will have to pay for transport despite the fact that the school is our catchment school. Why would I want free transport to a school that's closer if it's not catchment? I moved to the area for the catchment school which is downs and I would expect for transport to the catchment school to be free. I think it's a disgrace to expect parents to pay.</p> | 6/16/2015 9:07 PM |

Q9 Removal of secondary catchment transport provision The Council proposes to remove the discretionary criteria to provide transport for secondary students to their catchment school but will continue to provide transport to the nearest school to their home address (subject to meeting the relevant criteria). This change means that, in the future: Where the nearest school and the catchment school are the same school, entitlement will not be affected. Students could still qualify for free transport to their nearest secondary school (e.g. under the distance or low income criteria, if this applied to their circumstances). Students wishing to travel to their catchment school, if this is not their nearest school, could apply for a Fare Payer place on the school bus, under the rules of the Fare Payer Scheme – a fee is payable. The bus may be over-subscribed and a place is not guaranteed. This change would affect about 400 students out of a total secondary school population of 11500. In line with national guidance, this change is being phased in from September 2016. This will apply to all new transport applications - new students when they start secondary education or existing students if they change their secondary school route. Current secondary students who receive transport will continue to be entitled to free transport on their existing route until the end of Year 11.

Answered: 119 Skipped: 107

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| 1 | <p>I feel this proposal will have many negative effects on pupils living in rural areas, as well as their parents. If I have to take my child to school (approx 9 mile drive), in addition to the journey I already take to take and collect my younger child to primary school, how will I ever be able to get back into the workplace, which is already pretty tricky within the limitations of school/availability of childcare. This will impact the economic situation within our family but also the wider economy. Is the infrastructure of Compton able to cope with the resultant increase in traffic volumes.? Apart from congestion I would worry about the safety of pedestrians in the village. Is there sufficient parking nearby to accommodate vast numbers of cars? What about the pollution caused by increased car journeys? The children would also miss out on the sense of independence created by making their own way to the bus stop and then on to school. This is a very important part of growing up, and something that rural children often miss out on where local facilities are limited. Please don't limit them further. There have been many campaigns recently to make rural life more positive, why undo this good work by taking away our already very limited services? I believe that housprices would be affected by limiting transport as the best schools become less viable options.</p> | 7/17/2015 7:54 PM |
| 2 | <p>My children are currently at Chieveley Primary School and I am hoping that they will attend The Downs secondary school. We moved to the area knowing that there would be a good chance of attending The Downs. I am disappointed and hugely concerned that the lack of future guaranteed transport from Chieveley to The Downs will effect many families in the village. In many cases both parents are forced to work and rely heavily on school transport. Removing school transport for any family will put additional stress and pressure on families and is likely to have a negative impact on their children. I disagree strongly with this policy and hope this change is reconsidered and school transport remains free and a seat is guaranteed for all pupils.</p> | 7/17/2015 4:00 PM |
| 3 | <p>Please clarify the following scenarios: 1. I live in Chieveley, and have children already at the Downs School. They currently receive free bus transport to school as we live in the school catchment area. If we were to move house (still within catchment), which resulted in my children needing to use a different bus/route, are you saying we would then have to start paying for school transport (even though they are currently receiving it for free and would continue to do so if we didn't move)? 2. If we moved out of school catchment (e.g. into Newbury), would we be able to get places on school transport and what would the fees be?</p> | 7/17/2015 2:25 PM |
| 4 | <p>For people in Pangbourne the changes mean that we would have to pay £400/ year to send our children to any other school than Denefield. Succesive governments have championed choice in eductaion and this proposal effectively restricts choice to people wealthy enough to afford the bus fare. There is no other public transport to local schools from Pangbourne. Were people encouraged to drive their children to school, the increase in traffic would have very negative impacts on congestion and the environment. The impact of traffic going to the very many private schools locally is c lear as congestion along Reading rd drops consdierably at the end of their term</p> | 7/17/2015 1:43 PM |
| 5 | <p>We are firmly against this proposal and feel it is confusing and unreasonable that a catchment school is given but that free transport is only provided to a different school for some pupils. This seems illogical and will only create parking problems at The Downs in Compton which I am sure the locals will be keen to avoid. This proposal appears to be victimising rural communities which do not have alternative means of transport to the school other than driving a car and many families will not be able to afford the bus fees, especially families with more than one or two children. The Downs does not have parking provision for parents to pick up and collect children and I know that many families (us included) will start driving to avoid paying transport costs. This will create traffic problems at The Downs and has implications for the safety of pupils at the school. It is unfair that we are told to apply to a catchment school where we have a relatively high chance of securing a place but that transport will only be provided for a different school that we are not encouraged to apply to. Working parents rely heavily upon the bus provided too but may not be able to afford the fees or be in a position to drive due to work commitments. The whole proposal targets families in villages where, through no fault of their own, have a situation created by the council that seems ridiculous and an extra financial burden. As if this is not bad enough, we are also told that the bus place is not guaranteed anyway and therefore year after year we will have this uncertainty of how we can get our children to school. This proposal seems very badly thought through and needs to be seriously reconsidered. I have never responded to a council proposal before but feel this time I have to add my voice to stop this from becoming a policy.</p> | 7/17/2015 11:50 AM |

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| 6 | <p>We have three primary school aged children who we would expect to attend The Downs, they are currently at Curridge Primary school and it is our understanding that the free school bus to The Downs would no longer run. We feel this policy directly discriminates against the rural community - the children attend a rural primary school and have a right to attend a secondary school with their local peers and community. From the proposals, it would appear that to pay their bus fees to The Downs we could face a year on year increase in fees starting out at £1232 and rising to who knows where, without any guarantee that a place would be available on the bus. Both my husband and I work and would be unable to drive the children to The Downs (they cannot walk or cycle as it is too far and quite simply too dangerous) and get to work on time. Furthermore, we do not finish work on time to collect the children from school. The policy therefore discriminates against working parents also - when we understood it to be Government policy to have all parents working. Our understanding is that Trinity was fully subscribed for this year's Y7 intake, and I therefore do not understand how the all the Curridge (not to mention Hermitage and Cheiveley pupils also affected) pupils are to be absorbed within the local school that would offer free transport. Finally, the logistics of parents driving their children from our village out to The Downs along what is a very dangerous road, would be incredibly difficult. Traffic would make getting to school on time and safely very difficult. In bad weather, we would be unable to get the children to school. The impact on the environment would also be very damaging from a huge increase in traffic along rural roads. We therefore strongly object to this policy change and the direct and negative impact that it would have on our lives. The financial cost alone would cause significant problems for our family. If the children were not guaranteed a place on a bus for The Downs, one of us would in all likelihood have to considerably reduce our hours or if that were not possible stop working in order to take the children to and collect them from school. It seems very unfair that our children would not be able to move on to secondary school with the support of their friends and community - the local rural primary schools have worked hard for years to build strong links, and smooth the transition of pupils moving up, encouraging independence and a care and awareness of their environment, that is helped hugely by the support of their friends and peers. Children from a rural community have a right to continue their education in a secondary school that shares the same values and strives to produce children who will help protect that very community as they grow.</p> | 7/17/2015 10:51 AM |
| 7 | <p>This policy change might split up friendship groups in villages where some people can afford to pay their own bus fare and others can't. In the longterm it might have the positive effect of encouraging more people to attend their nearest schools. We live in East Garston so what is the nearest sixth form to us?</p> | 7/17/2015 10:03 AM |
| 8 | <p>This is another blow to rural communities and is not right to split a village (Hermitage) where some families will continue to get free transport and others will have to pay or look to apply for a place at the nearest school and maybe still not get a place as it is not in catchment. Some children will also get the bus at the same bus stop but depending on where they live affected families will be forced to pay and that is if they get a space on the bus. More time is needed to look into options as parents have little time from the decision as to when secondary school applications have to be in by. No guarantee that if this policy gets pushed through the price won't rise considerably in future years. Deciding on secondary schools is a HUGE decision for the future of our children and it shouldn't be about if you can afford the transport costs if you live in a rural community and some families have moved into the Downs catchment and then the goalposts are moved by the LA. This wasn't mentioned until after the election and the Conservative government is supposed to be helping working families not making life harder!</p> | 7/17/2015 8:24 AM |
| 9 | <p>The following points are relevant: 1) as it reads the council will not fund a place to the catchment school but to the local school - this is contrary to the right of children to go with their cohort to the same school 2) school choice will be based upon parents ability to afford the transport for children, for families with more than one child, the cost could be crippling 3) the Council is pushing less well off parents to elect the local school to earn the right (if unsuccessful) to free transport 4) if a parent take the option of their catchment school they have no automatic right to a place even if funded for transport 5) ultimately a child's parents may have elected to pay for school transport but not get a place 6) in the first instance certainly for the next 5 yrs the council will have to provide a bus service to two sites, rather than, using the catchment which would rationalise a bus service to one school</p> | 7/16/2015 10:54 PM |

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| 10 | <p>Pupils entering secondary school for the first time are more likely to gain a place at their catchment school than their nearest school unless they are one and the same. Parent(s) may have expressed a preference for the nearest school but allocated a place at their catchment school when applying for their child to enter secondary school. These circumstances are outside of the parents control and will make it very difficult if not impossible for these parents. This will be especially true for parents with children attending more than one school for example where one child attends a nearby primary school. At the very least there needs to be some form of guarantee to make available a Fare Payer place for parents who find themselves in this situation. Many children and their parents in the North west area live in tied accommodation and may be asked/instructed by their employer to move a relatively short distance but find themselves requiring a different bus route. I am concerned that pupils already attending their "catchment school" will be badly disadvantaged under the proposal to the extent that the only solution would be to request a move to the "nearest school". Where the nearest school is not also their catchment school it is likely that they will find it impossible to make this change and find themselves in a "catch 22" situation of not being able to travel to their "current" catchment school but not given the option to switch to their nearest school either. West Berkshire and The Downs catchment especially being rural means that distances travelled even to the nearest school can be considerable; if removing the guarantee of a service whether through discretionary or Fare Payer arrangements will make life very difficult if not impossible for parents whose children are allocated to their catchment school.</p> | 7/16/2015 10:47 PM |
| 11 | <p>The change proposed has an adverse impact on the Downs. it impacts a material proportion of the annual intake of the school. it restricts choice for parents who can not afford to transport their children and forces a decision to apply to schools for which they do not have a catchment right. the decision goes against green targets for local Government as several of the villages impacted run one bus to one school, this decision will involve two buses to go to two schools.</p> | 7/16/2015 10:42 PM |
| 12 | <p>I would like to object to this change for the following reasons: 1. With more parents transporting chores to school, rather than using bus, this will add to congestion on roads and areas surrounding school, leading to more traffic, more obstructions on road, more risk of traffic accidents with more pedestrians moving around school entrances. 2. Providing transport to closest school and not catchment school will duplicate service in small village like hermitage where buses will now operate going to different schools from same village- duplication of service leads to more costs.</p> | 7/16/2015 6:23 PM |
| 13 | <p>As most of the secondary schools in West Berkshire are over-subscribed the majority of students are forced to attend their catchment school. As YOU are FORCING these students to attend their catchment school how can you change your criteria to qualify for transport to be for the nearest school - you are NOT allowing these students to attend their nearest school. You should be providing transport to the school you are MAKING the student attend. This will result in some students travelling to school in an inappropriate way, ie walking from Thatcham to Trinity School, which will NOT allow them to be properly prepared for learning when they do attend.</p> | 7/16/2015 6:14 PM |
| 14 | <p>The change does not affect us in that we are not in the group of 400, rather the remaining 11100. However it is patently unfair as it discriminates purely on postcode. It presents parents with a real dilemma: 1. apply to catchment school and have to pay for transport (if it is even provided?) 2. apply to nearest school and have to pay for transport because the catchment school has not been first choice So whichever school is applied for, it would appear that transport will not be provided. This is simply unfair, no other word for it.</p> | 7/16/2015 5:50 PM |
| 15 | <p>The proposed change is very unfair as it would financially penalise parents of children whose children cannot get a place at their nearest school because it is oversubscribed. It would also make life very difficult for parents of children whose catchment school is not the same as their nearest school if the school bus to the nearest school is over-subscribed and: - there is no scheduled bus route their children can use - they have no car available for school transport - work commitments mean that they cannot drop off or pick up children from school - they have to transport children to different schools</p> | 7/16/2015 10:18 AM |
| 16 | <p>Many of our students are in catchment, but The Downs is not the closest school e.g. students in Hermitage and Streatley. This means they will not get free transport to their catchment area school. Further, they might be able to get free transport to school for which they get cannot a place as they are not in catchment. As you do not guarantee a Fare Payer place, many students will be unable to get to The Downs even if their parents are of the means to fund a place. Consequences include: students being unable to attend their school of choice; parents being late to work or unable to get to work at all as they drive student to school; extra traffic congestion; and, negative impact on The Downs if significant numbers of students have to go to other schools. I accept the need to save money but this does not appear to be at all thought through Chris Moss, Chair of Governors, The Downs School</p> | 7/15/2015 12:56 PM |
| 17 | <p>Pangbourne Parish Council would like to support the views expressed by Councillor Bale. Theale Green is the catchment secondary school for Pangbourne pupils, however, by virtue of the fact that Denefield School is actually nearer to Pangbourne, this means that Pangbourne pupils will now have to pay to go to their catchment school. Pupils will have to pay to travel on the school bus as there is not another appropriate bus service.</p> | 7/15/2015 11:12 AM |

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| 18 | Rural families will be disproportionately affected by the removal of subsidised bus travel to catchment schools which are not their closest. Those living the greatest distances from their catchment schools will be negatively impacted. Families affected by the proposed changes may choose, or be forced to drive as places on school buses are not guaranteed. This will lead to congestion at school sites, impact heavily on the environment, and potentially put lives at risk. Removal of subsidised school transportation could lead to an increase in lateness and absenteeism. Travelling by school bus can have a positive effect on a child's emotional, developmental and social wellbeing. Families in some villages will be divided as to whether their children receive free transportation or not, possibly reducing social and community cohesion. Removal of free school transportation will add financial pressure to rural families. If no bus seat is available, how do you expect siblings to be delivered to primary and secondary schools at the same time? | 7/14/2015 2:16 PM |
| 19 | This new ruling adversely affects people in rural areas, where removal of funding to the catchment school may not be the closest school. This may have a negative impact on the roads to the school with increased traffic and congestion at the school when parents decide to or are forced to drive to their catchment school. This will therefore negatively effect the environment and also could potentially put lives at risk. | 7/13/2015 9:48 PM |
| 20 | I think this is unfair, unreasonable and divisive for pupils on the south side of the Downs School catchment who will no longer be entitled to school transport. It is perverse that pupils lose their entitlement to transport to their catchment school as a consequence of living further way from it. | 7/13/2015 9:38 PM |
| 21 | This is a regressive policy which restricts choice for people on lower incomes. If it only impacts on about 3% of the secondary school population it is unlikely to generate significant savings. | 7/13/2015 9:32 PM |
| 22 | It is ridiculous that although The Downs school is our catchment school, transport is not provided which will lead to a lot of extra cars on the road, the A34 is already a really busy and the road to Compton not the best road for potentially hundreds more cars going there twice a day. This is ill thought through and show a lack of seeing the bigger picture eg more transport, more cost to roads etc. our local school Trinity is not our catchment and even if we wanted to go there we would not have a place. In reality how much would it save the council? | 7/10/2015 9:26 PM |
| 23 | I would like to object to the plans to remove transport provision for catchment school if it is not the nearest school. Chieveley is a split village whereby some homes have Trinity as the nearest school and others have The Downs. Some families qualifying for free transport and others not would create a sense of division rather than the community spirit which currently exists. Rural families will be disproportionately affected by the removal of free bus travel to catchment schools which are not their closest. Chieveley does not have very good public transport, and it is unsafe for the children to walk 5 miles (as the crow flies) to school. This would impact working families if they have to drive the children to school, negatively impacting the small village of Compton with increased traffic flow which would be hard to manage, potentially putting lives at risk. Removal of free school transportation will add financial pressure to rural families. Options are limited in rural communities for transport, unlike in towns so should be given special consideration. We are not in catchment for trinity and cannot be guaranteed a place there (new houses being built near Vodafone will make Trinity even fuller). This creates rather a catch 22 situation, in terms of school applications and transport options which makes no sense. | 7/10/2015 8:01 PM |
| 24 | This undermines the whole rationale for having catchment areas, which relate to communities in complex ways, and will distort parental choices. Such changes should be made with much greater public consultation including the active engagement with those who may be affected. It is also possible that a parent may apply for a place at the nearest school and the offer to be made for a place at the catchment school - the parent could have been awarded transport costs to the nearest school, which they preferred, but under these arrangements would not be awarded transport to a catchment school which they did not choose. That is simply perverse, will be seen as very unfair, and could easily be the subject of legal challenge - because the rules assume that parents have given preference to the school which their child attends. That is almost wholly true of parental preferences now - but projections for Kennet School, before taking into account any new housing, suggest that the school will be oversubscribed within catchment before long. Given these demographics, there will shortly be larger numbers of parents taking children to schools which were not their first preference. You will be aware that attendance is a great challenge for schools. For some pupils and families, any additional barrier becomes an excuse. The work schools do to foster positive compliance with rules can be hard going. The costs of dealing with any fall-out from this policy will fall on schools in two ways - partly in the money paid to staff to deal with situations as they arise, and partly as the opportunity cost of skilled and dedicated staff being diverted from making more positive interventions to support learning. Changing rules in this way may affect larger families significantly. Moving children from schools where they are happy and settled is not a good option. | 7/10/2015 2:29 PM |

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| 25 | Rural families will be disproportionately affected by the removal of subsidised bus travel to catchment schools which are not their closest. · Those living the greatest distances from their catchment schools will be negatively impacted. · Families affected by the proposed changes may choose, or be forced to drive as places on school buses are not guaranteed. This will lead to congestion at school sites, impact heavily on the environment, and potentially put lives at risk. · Removal of subsidised school transportation could lead to an increase in lateness and absenteeism. · Travelling by school bus can have a positive effect on a child's emotional, developmental and social wellbeing. · Families in some villages will be divided as to whether their children receive free transportation or not, possibly reducing social and community cohesion. · Removal of free school transportation will add financial pressure to rural families. | 7/10/2015 1:35 PM |
| 26 | This is a very disappointing move on many different levels. It will increase parental traffic in an already congested school area leading to danger for pupils being dropped off at school. It will lead to more traffic on the roads which is already heavy at this time in the morning. It will financially penalise parents who have strived to send their child to The Downs School. I have children already at The Downs and another due to come up in 2 years time. I do not want to spend an additional £400-£800 a year sending my 3rd child to my catchment school but do not want to have my children split between different school providers in opposite directions...this will penalise their opportunities to take part in after school activities where they need to be picked up at the same time but in different locations. It seems like an unjustly large sum of money which should be phased in more gradually if at all. | 7/9/2015 9:27 PM |
| 27 | As a family we disagree with the proposed changes from catchment school to nearest school for the following reasons: - It appears unfair that some catchment pupils will receive the transport but not others - Cost is a major factor - If buses are over subscribed and we are forced to make our own arrangements for school travel, this will have an adverse and detrimental effect on our choice of jobs and location. - The Downs school is a countryside based school that supports many villages in the surrounding area. For this very reason, we feel that taking away our ability to travel to the school goes against the ethos of local village community. - Surely a more sensible option would be to prioritise school travel for those furthest away from the school in the catchment rather than those closest to it. -Finally, we've chosen to live in this catchment because of the school itself as well as access to it. | 7/9/2015 6:14 PM |
| 28 | 1. If the proposal is activated it is likely to lead to long term change of preferred school. 2. Why not charge every family £10 a year for school transport? 3. If activated far more car would be going to The Downs school, where already there is traffic congestion. 4. it disagrees with green polices. 5. It puts people living in rural areas at a disadvantage. | 7/9/2015 12:35 PM |
| 29 | 1) Discrimination - Other pupils who attend their "catchment" school will get free transport, but those whose "catchment" school is technically not their nearest through no fault of their own will not be entitled to free transport. - Rural communities are likely to be the worst affected as the only viable alternative to a bus is to drive (walking/cycling on narrow country roads in the rush hour is not feasible). 2) Safety - Increased vehicle traffic around schools at drop off/collection time will increase the chances of accidents, particularly in the winter when there is the potential for bad weather and it will be dark in the afternoon. - There is no alternative to taking motorised transport since there is no safe walk-way or cycle-way along the routes to the Downs school from the surrounding villages. However, some pupils may elect to cycle/walk along the main road, which will be even busier with traffic. - Currently pupils taking the bus to be dropped off in the surrounding villages benefit from safety in numbers as they are together in a group, but without bus provision, they could be on their own, in the dark/bad weather waiting for pick up with a large number of unmonitored people/vehicles in the area. 3) Traffic - Parents not entitled to free transport will be forced to drive their pupils to school increasing traffic on the roads and congestion around the school. 4) Pollution - More car journeys, less travel by bus means greater pollution. Not a very good model to encourage young people to use public transport. This is particularly the case since there are no viable and safe alternatives (e.g. cycling and walking). 5) Catchment vs Nearest School - This is re-drawing the catchment boundaries via the backdoor as many parents who cannot afford for their child to be a fare-payer will have to apply to the nearest school instead of the legitimate catchment school. - Will the local authority provide free bus transport for children in outlying villages to the nearest school where currently there is only a free bus service to the catchment school? If not they are effectively forcing parents to pay more to take their children to school because of their postcode. 6) Practicality - Are parents supposed to apply to their nearest school or catchment school? - If they apply to the nearest school will it be oversubscribed and then catchment rules will apply, which again means forcing parents to pay for transport. - How is it possible for those parents that cannot afford to pay for the provided authority transport, that are forced to as a result provide their own transport, possibly be in two places at the same time? when there are siblings to be dropped off at a local primary schools for 8.50am. The same time for both school in different locations with travel time to take into consideration. This is feasibly impossible to do. As a result which child does one be forced to favour when all children should be provided with equal opportunity and not be discriminated against. 7) Financial - If the aim is to save costs for the council, it could backfire as affected parents will make separate arrangements and therefore the council will not receive additional revenues from the new fare-paying pupils and the service that they must provide for certain students will become effectively less cost-effective (e.g. enormous bus with 3 pupils on board for example). | 7/9/2015 10:02 AM |

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| 30 | Curridge School and many other small village schools are part of the Downs Federation, and pupils of these primary schools currently attend the Downs School via the free buses. Withdrawal of these buses will mean that many parents will not be able to afford to send their children to their catchment school, destroying local community spirit and adding to traffic on local, narrow country roads, | 7/8/2015 7:55 PM |
| 31 | We live on Cold Ash Hill in Cold Ash and I am wring with my surprise to the proposal that free transport will no longer be provided to your catchment school, even though it is over 3 miles away. I understand this is as there is another nearer school that we can attend. If we any chance of getting in our nearest school (Kennet) then we would apply for it, however with knowledge of how the catchments and school placements in Newbury seem to work, we opted for our catchment school of Trinity which is further away. This just about works for us as transport is provided as there is no way that we could allow our children to walk from Cold Ash to Trinity as the roads and distance involved are totally unacceptable for an 11 year old. Also with local reports on attempted snachings of girls recently, how you can ever think that it is a viable option for our children to walk nearly 4 miles to school is beyond my comprehension. With child safety in mind and also the human right that children have the right to a free education this proposal seems utterly absurd and we trust that you will be reconsidering the proposal on the understanding that childrens safely/lives could be at risk. | 7/8/2015 6:45 PM |
| 32 | I am writing to object about the proposal to remove the provision of providing transport to students whose catchment school is not their closest school, for the following reasons: -Unfair discrimination to certain students, all should be treated equally. - Traffic issues that will arise if students need to be taken to Downs School in Compton by parents, impact on A34 north of Chieveley is already bad at rush hour, and several accidents occur frequently. - The parking options outside of the Downs School is also limited, therefore will the Council be incurring extra expenditure to improve these arrangements, this could be more cost then providing transport. - Rural families will be disproportionately affected by the removal of subsidised bus travel to catchment schools which are not their closest. - What happens to students whose parents do not drive, how are they supposed to get to school if the bus is over-subscribed and a place is not guaranteed. - Those living the greatest distances from their catchment schools will be negatively impacted. - Families affected by the proposed changes may choose, or be forced to drive as places on school buses are not guaranteed. This will lead to congestion at school sites, impact heavily on the environment, and potentially put lives at risk. - Removal of subsidised school transportation could lead to an increase in lateness and absenteeism. - Travelling by school bus can have a positive effect on a child's emotional, developmental and social wellbeing. - Families in some villages will be divided as to whether their children receive free transportation or not, possibly reducing social and community cohesion. e.g Chieveley - Removal of free school transportation will add financial pressure to rural families. | 7/8/2015 10:43 AM |
| 33 | After taking my daughter to the Down's school one morning last week, the level of congestion was unreal. So many parents already dropping their children off and the buses, if this policy goes ahead it will create chaos around the school with more cars and will disrupt education, cause problems for the school staff and generally would not be good for the children, school and parents. I would ask the council to reconsider this proposal as this will affect parents either financially and/or time by taking their children to school when historically transport has always been provided. This policy will deter families from moving to the villages. The majority of parents are not wealthy around the villages and this will cause hardship. | 7/7/2015 10:38 PM |
| 34 | Why have a catchment area for a secondary school at all if future parents are going to be forced to pay for transport to that school? Why not just allow pupils to attend the closest (as the crow flies) to avoid these costs? I thought that I could only get free transport if I applied to the catchment area school at the moment. A change to this, i.e. only help for the nearest school would mean that The Downs school (far from any towns) would not get many pupils entitled to free transport as their nearest school would be Trinity or maybe King Alfred. Pupil numbers for The Downs School would decrease as the nearest pupils entitled to free transport would live in the sparsely populated surrounding villages. There are few children in the areas closest to The Downs School. Parents would find it difficult to afford to pay for transport out to Compton - the school would become undersubscribed and Trinity etc would become oversubscribed. | 7/7/2015 7:23 AM |
| 35 | This cannot be deemed to save the council that much money for one as if we all chose the closest schools the council will still have to provide free transport (school league table change and so will parents preferences). The difference between the mileage to the catchment or the closest school is small and therefore the savings therefore must be small. This can only be seen as a back door tax on families not a proper school transport policy. It will force more parent to put children into cars to school - with a knock on affect on the enviroment. Does the policy mean that I can now have first option place at my closest school - rather than my catchment and can I have free school transport for my child if I pick any school that is closer than the catchment - given that there are a number of schools that are closer than my catchment! Wake up West Berkshire Council - you are only adding more buracuracy to other areas of policy and therefore cost to the administration of the whole system! | 7/6/2015 11:09 PM |

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| 36 | I would like to register my objection. Partly because the consultation does not explain the rationale for the change. If it is to save money then it could have the opposite effect as, for example, in Chaddleworth, the council would have to lay on two buses to support the existing service to the downs. The current discretionary extension to include the catchment appears to make the most sense. Generally kids should go to their catchment school. In fact the only bus service provided is to the catchment school. Please do not change the current policy | 7/2/2015 6:39 AM |
| 37 | We recently moved to Hermitage, and our prime reason for choosing to live in Hermitage was that the catchment school for the village (the Downs School) was so highly rated. We did not anticipate that there would be a financial burden for sending our children to our catchment school!! Surely the Council needs to encourage parents to send their children to their catchment school, otherwise the system for allocating the right number of children to each school will break down? | 6/30/2015 3:44 PM |
| 38 | We just moved to Hermitage to ensure our daughter is in the Downs school in Sept 2016, we are relying on the bus services provided between Hermitage & the Downs. The associated cost will be an additional burden on our household. | 6/30/2015 2:55 PM |
| 39 | I object to the removal of the free transport provision to the catchment secondary school where it is not the nearest school. This would have a big impact on the children of Curridge School who are in the catchment area for The Downs School. Curridge School prepares their children for entry to The Downs School by having close educational links with the secondary school. All this work would be negated by pupils being uncertain of which secondary school they would be going to, because of the cost of school transport. My daughter benefitted immeasurably by attending Curridge School for 7 years and then for, to date, 6 years at The Downs School and I would like other children to benefit in the same way in the future, without concerns over cost. The educational stability of this experience together with access to the superb teaching and leadership at The Downs School has led to attaining the very highest achievement in terms of exam results for my daughter. I think this proposal should be very carefully examined against the Council's strategy priority of 'Improve Educational Attainment' and the strategic vision aim of 'Better Educated Communities'. I believe the track record of improved educational achievements published in the current WBC strategy will have come about because of a wide range of things, including free access to the catchment secondary school that the primary school prepares the children for. | 6/30/2015 1:18 PM |
| 40 | I object to the principle of what is proposed. How can a child live within a catchment area for a school and parents be put in a position where they may have to apply for a different school and even risk losing out of a school place because of a financial situation. We live in a world that is trying to promote independence/ car sharing/ lower fuel admissions etc and yet suddenly the people who live furthest away are being put in a position where driving might be more feasible. This may even limit the parents employment options. We have recently moved into the Downs Catchment area but under this scheme we would not get a free bus place as Kennet would be nearer, however unless I am mistaken a bus doesn't even go to Kennet from Curridge so you are not giving parents options. On apply for a school place Kennet wouldn't be in catchment so I may then end up with a completely different school, which wasn't the nearest one still and still no way of getting my child there and not an 'Outstanding' school. There could be people on a high income with a free place because they live a bit nearer and someone on the breadline with little option but to find the money- after all if they don't drive they can't decide not to send their child to school! Why not look at taking away the places nearest the school where children could cycle or walk if there is a problem with over crowding?! The school bus stop here always seems very busy so its not like there isn't a need for it. When will policies take into account income rather than unfair criteria. Why should a pensioner who has life savings, money in a property and a final salary pension higher than many peoples wages get a free bus to the shops or pub whilst a child's education may suffer because of this scheme. I know the answer to all these things is money spent on admin is too high to process information based on income etc but there must be other cost saving areas that can be considered before affecting any child's education or the option for parents to work. There must be other areas where money can be saved in the council- turning street lights off late at night, even spending less on parks if it came to it...just take a few moments out to think of all the scenarios where this policy may affect parents and their children and realise that it just wouldn't be fair and for some may mean the difference between working or not. 400 in 11500 doesn't sound much but those 400 are still expected to get to school every day and are still entitled to the best education available. | 6/30/2015 10:10 AM |
| 41 | This change unfairly affects people within rural communities and rural schools. Changing the entitlement to the nearest, but not necessarily catchment, school and not guaranteeing enough transport to catchment schools will unfairly affect residents in rural areas. There is no mention that the number of places in schools such as Trinity will be increased, therefore a place at the nearest school is no guaranteed. There will be more traffic and congestion on country roads, leading to more accidents and pollution, amongst other problems. | 6/29/2015 6:34 PM |

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| 42 | <ul style="list-style-type: none"> • Rural families will be disproportionately affected by the removal of subsidised bus travel to catchment schools which are not their closest. • Those living the greatest distances from their catchment schools will be negatively impacted. • Families affected by the proposed changes may choose, or be forced to drive as places on school buses are not guaranteed. This will lead to congestion at school sites, impact heavily on the environment, and potentially put lives at risk. • Removal of subsidised school transportation could lead to an increase in lateness and absenteeism. • Travelling by school bus can have a positive effect on a child's emotional, developmental and social wellbeing. • Families in some villages will be divided as to whether their children receive free transportation or not, possibly reducing social and community cohesion. • Removal of free school transportation will add financial pressure to rural families. | 6/28/2015 11:42 PM |
| 43 | <p>As a resident in Chieveley with our catchment school as The Downs, I believe your suggested changes to the current policy is not only ill thought out but also one which will disproportionately affect rural families where the catchment school is not necessarily the closest. By charging for transportation, affected families (particularly those with more than one child attending a catchment school, but not their closest school) will certainly have significant reason to drive children to school - causing additional congestion issues at school sites, negative impacts to local residents and potential danger to students. This will also increase traffic to and from school sites (on country roads) with the obvious associated environmental impacts. This change will also add financial pressure to rural families - even when attending their catchment school - catchments which have been decided by the council presumably to encourage a spread of attendance depending on location. For these reasons, I hope that you will reconsider your proposed policy changes and continue to provide free, guaranteed transportation to catchment schools.</p> | 6/28/2015 9:51 PM |
| 44 | <p>I am strongly opposed to this change as it seems incredibly unfair to not provide transport to a child's catchment school. There would be no guarantee that a space would be available on a school bus even if paying under the Fare Payer Scheme or how much this would be. This change in policy is detrimental to rural communities; detrimental to pupil numbers at the Downs School; detrimental to pupil safety if more parents are forced to drive their children to school.</p> | 6/28/2015 3:09 PM |
| 45 | <p>This makes no sense with a government whose campaign to win the general election was to help working families and the proposed changes is going against hard working families. If we don't get into the nearest school we may not be able to get transport to our catchment school and how we are supposed to be able to collect at school times as there is very little in the way of after school provision at secondary school. This is another blow for rural communities. There needs to be more time for consultation and the LA need to look into changing the catchment areas in line with the transport policy. A lot of families have moved into the catchment area for their preferred choice of secondary school only for the goal posts to be moved. Not enough information on how much this would actually cost if a place was available on the route required.</p> | 6/27/2015 4:14 PM |
| 46 | <p>If we are in catchment for a secondary school why is free transportation not provided? Transportation then rules which school we apply for, which doesnt make sense?</p> | 6/27/2015 9:58 AM |
| 47 | <p>this will penalise children attending their catchment school which may be less than a mile further away than their nearest school and goes in contradiction to the catchment policy. Why should families have to pay transport to attend their catchment school? It will divide rural communities, where a village may be divided in half if one side are paying and another end are not due to their postcode. It is not clear about how the distance will be calculated - which route from downland villages to The Downs school? The reduction of 10% on sibling discount is unreasonable, you are potentially costing families just short of £1000 a year for 2 children. The council should secure a better contract with the transport provider and not pass on their costs to end users.</p> | 6/26/2015 1:18 PM |
| 48 | <p>I think that this is really unfair. Our catchment school is not our closest school but it is the only school that my children would get a place as all other options are out of catchment and full! I therefore have no choice as to which school they attend. I will have one child already at this school and therefore my choices of where to send my y5 child are even less. If you have a child at the school already the transport should be free as it is u realistic to expect people to have children at different schools. Also I would like to know the difference in cost, I live about 6.5 miles from catchment school and about 6.3 miles from closest school. Why can't I pay just the difference in milage and not the whole cost?</p> | 6/25/2015 9:08 PM |
| 49 | <p>My catchment school is not the nearest but the nearest is not my catchment so how can that be fair? I have an older child who can get the bus and a younger who may not. This policy does not treat rural families fairly. You should get transport for your catchment school. You should only have to pay if you are out of catchment. That is fair.</p> | 6/25/2015 8:59 PM |

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| 50 | I am extremely concerned about these proposals because surely if the student is in catchment then they should have an automatic right to free transport. If it works out that the nearest school is not the catchment school then surely it is the catchments that should be reviewed. This proposal could prove extremely divisive and will only affect students from low income families who will not be able to afford paying for the transport or having a lift with parents. This will then completely go against parents and students being able to go to the school of their choice. They will make decisions based on financial considerations not which is the best school for their son/daughter educationally. We have a lot of affluent parents and if this proposal is implemented then they will probably be forced to drive their children to school which will increase the amount of traffic on the roads and increase carbon emissions. Surley West Berks will have carbon emission targets. Also it could increase the volume of dropoffs that we have which already causes problems. | 6/25/2015 1:44 PM |
| 51 | This is totally unfair and crazy! If the school is within the 'catchment', then free transportation should be provided. | 6/25/2015 12:57 PM |
| 52 | <ul style="list-style-type: none"> • Rural families will be disproportionately affected by the removal of subsidised bus travel to catchment schools which are not their closest. • Those living the greatest distances from their catchment schools will be negatively impacted. • Families affected by the proposed changes may choose, or be forced to drive as places on school buses are not guaranteed. This will lead to congestion at school sites, impact heavily on the environment, and potentially put lives at risk. • Removal of subsidised school transportation could lead to an increase in lateness and absenteeism. • Travelling by school bus can have a positive effect on a child's emotional, developmental and social wellbeing. • Families in some villages will be divided as to whether their children receive free transportation or not, possibly reducing social and community cohesion. • Removal of free school transportation will add financial pressure to rural families. | 6/25/2015 12:54 PM |
| 53 | I strongly disagree with this proposed policy change | 6/24/2015 5:35 PM |
| 54 | I strongly disagree with this proposed change to policy | 6/24/2015 5:34 PM |
| 55 | This proposed policy discriminates against families living in rural area | 6/24/2015 5:31 PM |
| 56 | Rural families will be disproportionately affected by the removal of subsidised bus travel to catchment schools which are not their closest. | 6/24/2015 5:28 PM |
| 57 | This policy seems to be very unfair to those children who attend their catchment school, as allocated by West Berks. Regardless of whether another school is closer, my children attend the school allocated to them by West Berkshire. There are several things which don't seem to have been considered... There is no guarantee that even if parents did want to pay for a bus, there would be one provided or there would be a space. How then are working parents supposed to get children to school? There is also no guarantee what the ongoing cost of this bus would be. Will this just become another way to raise funds for West Berkshire Council? The impact of parents having to transport their children to the school would mean increased traffic flow on small rural roads, the Downs School is extremely congested at both ends of the school day, and has already had to change rules regarding parents picking up at the school. The risk of accidents on the roads will only increase with increased traffic. If we chose to go to the more local out of catchment school, there is no guarantee that we would get a place, as there is no plan to increase the number of places this school has. This is again back to the unfairness of the policy. Either change the catchment areas or continue to fund buses. | 6/24/2015 3:45 PM |
| 58 | This will impact my child who is currently Yr 5 at Curridge School. We purposely chose to live in the area of Curridge so that we would be within the catchment of The Downs (along with funded transportation). We cannot afford to fund the unexpected cost. We probably do not fall within the criteria for low income, however we are only just above it!! The added cost is a worry for us. We are an extremely hard working family, who work long hours to meet the current bills we face, let alone an additional cost. | 6/24/2015 2:50 PM |
| 59 | I have no issue of paying for transportation - increase the costs if you like. But there is no other way to get to our CATCHMENT school other than by vehicle - you can either send one bus or you will end up with 50 cars doing the same job. Compton cannot cope with those levels of vehicles. It is not the cost that I am objecting to - it is the provision of transportation. | 6/24/2015 10:02 AM |
| 60 | <ul style="list-style-type: none"> • Rural families will be disproportionately affected by the removal of subsidised bus travel to catchment schools which are not their closest. • Those living the greatest distances from their catchment schools will be negatively impacted. • Families affected by the proposed changes may choose, or be forced to drive as places on school buses are not guaranteed. This will lead to congestion at school sites, impact heavily on the environment, and potentially put lives at risk. • Removal of subsidised school transportation could lead to an increase in lateness and absenteeism. • Travelling by school bus can have a positive effect on a child's emotional, developmental and social wellbeing. • Families in some villages will be divided as to whether their children receive free transportation or not, possibly reducing social and community cohesion. • Removal of free school transportation will add financial pressure to rural families. | 6/24/2015 9:46 AM |

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| 61 | This will affect my daughter next September- her catchment school is the downs. She is very shy and will not know anyone at the nearest school which is trinity school. She will lose all peer support. I have 2 other children who will be at Chieveley school. I feel that the rural students are being penalised here. If needs be I would pay a contribution to the bus fare but I feel that not being able to guarantee a place on the bus even in this scenario is ridiculous. | 6/24/2015 9:34 AM |
| 62 | There will be a number of families affected who currently attend their catchment school, but have free provision of transport to a different school due to the distance calculation. As a proposal, this is counter-intuitive, as in these instances a family would have to choose to select a catchment school without transport, or a non-catchment school with transport. This will cause an imbalance in the allocations and likely lead to additional appeals and further dissatisfaction. It will certainly lead to small numbers of families requesting transport from 'out of catchment' locations, which is likely to lead to additional routes and underfilled vehicles (and probably more cost?) | 6/23/2015 10:38 PM |
| 63 | I am very concerned about these proposed changes. My child would never get offered a place at our closest school because I live in a village outside of Newbury, there will be too many others from Newbury who would be ahead of me on the waiting list because they live closer. Yet, I will then be severely penalised for living where I do and made to pay over £400 for my child to be transported to their catchment school. How can this be justified? I am a single parent, on a low income (but not low enough to meet your criteria for assistance). I just don't know how I am going to afford it. I strongly encourage the council to reject the proposed changes. | 6/23/2015 10:30 PM |
| 64 | Removing free transport will put financial pressure on some families. Travelling by bus ensures that they arrive at school on time. No free bus will mean much much more traffic and congestion. As always it will affect the poorest families the most and this is unjust and undemocratic. | 6/23/2015 10:22 PM |
| 65 | My son is already a student at the downs, my other son is due to start this September and my daughter September 2016. I have used your online information and the downs is 0.5km further from our home than the nearest school. I believe it would be detrimental for my daughters social wellbeing for her to have to go to a completely differently school. To me this new policy is completely absurd. My son has thrived since being at the downs and I really hope the rest of my children will be given the opportunity to study there. We are a large family (8 children), however we are two families joined together. My stepchildren came to live with myself and my husband 3 years ago and we now have full residency of them. We cannot possibly afford to pay for their transport. We originally lived in hermitage however needed a larger house so we moved out to frilsham last October. I take the younger children to school but it would be impossible for me to be able to take all the children to 2 different schools. I think the council perhaps needs to find other ways to make cuts. Not by jeopardising our children's future. | 6/23/2015 9:58 PM |
| 66 | This discriminates against children living in rural areas. £450 extra on school bus fees is a considerable amount to be asking parents to find when monies are already tight. Do you really think a school like The Downs would be able to cope with hundreds of parents dropping their children off at school each day!! And what if the parents work? How is this feasible? | 6/23/2015 9:50 PM |
| 67 | It makes no sense to change a transport policy and not change the catchment policy This change unfairly affects people within rural communities and rural schools It will split communities as it will divide Chieveley (Downend will be Downs, other end Trinity) and Hermitage (roughly north of the Fox will be the Downs, south of the Fox will be Trinity) and so could become divisive. This change might have an adverse affect on the Downs school pupil numbers, again another blow for the rural community. Is there any plan in place to increase the number of places available at Trinity school should all parents affected want their children to attend this school? There is no guarantee that even if parents did want to pay for a bus, there would be one provided or there would be a space. There is also no guarantee what the ongoing cost of this bus would be. This means that if parents wanted their children to go our catchment school, the council can provide no commitment about what the method of transport to this school would be. The impact of parents having to transport their children to the school would mean increased traffic flow on small rural roads, many of which are not even B roads, and are narrow and twisty. This has the potential to increase road maintenance on these roads , increased emissions and pollution, increased congestion at the Downs School at both ends of the school day, which is very congested already. The risk of accidents on the roads will only increase with increased traffic. Given the Government focus on encouraging people to work, there would also be a big impact on working hours as one of the parents would actually need to transport their children. If we chose to go to the more local out of catchment school, there is no guarantee that we would get a place, as there is no plans to increase the number of places this school has. As there are only about 2 miles difference, from Curridge road/Long Lane junction to either Downs School or Trinity School, is there a significant reduction in transport costs compared to the increased management and administration time of implementing this policy. This proposal has not been widely communicated. There has been no direct communication about this proposal from the council directly to potentially affected parents. It has been left to schools, via a single email, to notify parents. For some schools, who may only have one or two parents affected, this might not have been done at all. | 6/23/2015 9:34 PM |

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| 68 | <p>Based on discussions with some parents about these proposals, some have said they may choose to pay, others will provide their own transport. This would mean that in the short term at best there would be both buses and additional cars transporting children to the Downs School. The impact at the Downs School at drop off and pick up would be very significant as it is very congested even now. At the worst you might have a reduced number of buses but an even bigger number of cars, which would make the Downs school at peak times even more difficult. Over time, as the number on the bus (council paid for) diminishes, it would probably become a very expensive option for the few students left on the council paid scheme, so buses would decline and there would be even more traffic on the road, and an even worse situation at the Downs School. The impact of these changes on the local roads will be significant. The roads to the Downs School via Hampsted Norreys and East Illsley are narrow, windy and fast, with limited white lines, cats eyes and in many places pot holes. The Hampsted Norreys road was closed for a considerable time due to the floods last year. Traffic will be increased through East Illsley and Hampsted Norreys. There will be increased traffic/environmental pollution when we are being encouraged to use our cars less. Given the rural nature of the roads, and their level of exposure, especially in the winter, and the increased traffic levels in both the short and longer term, I think the chances of an accident on one of the 3 main routes to the secondary school would be significantly increased. The affect and impact if this did happen would be significant on the whole school community.</p> | 6/23/2015 9:09 PM |
| 69 | <p>It beggars belief that this is for real. Are you telling me that even though my son (will be sons in 2018) is not entitled to a bus to his catchment school, that I have to pay (not so bothered about that) but that place is not guaranteed? So now I have to see about changing my hours at work to ensure I can get him to school. Failing that he changes school to his nearest (geographically) school and hope he gets a place there. I would very much like to hear from the council the reasons for this, the pro's for making this move. I've yet to hear (on social media channels and the like) of any single parent that thinks this is a great idea.</p> | 6/23/2015 8:57 PM |
| 70 | <p>I am very disappointed to hear about this change which I feel will have a negative impact on The Downs School as well as parents. Without free transportation provided, parents may be forced to take their children to the school resulting in more traffic on the narrow country roads. Working parents will need to ensure that one of them is available to drop off and pick up so potentially working hours may need to be changed or reduced. This is not an easy thing to do and does not help working parents at all!! Lastly, dividing villages up so that part of a village is closer to one school than the other part does not seem fair to existing and new residents. We are not in agreement with the proposed changes at all and do not feel they can be justified!</p> | 6/23/2015 8:02 PM |
| 71 | <p>I am outraged at the proposal! Our catchment school will be The Downs, and in order for myself, as a single parent to be required to pay for transportation for my children to get to school is absurd!! I am a Working Mother and a) haven't the time in the morning before work to drive them into school and b) as a single parent on a tight budget, afford it!!</p> | 6/23/2015 8:00 PM |
| 72 | <p>· Families in rural areas will be hugely disadvantaged by this proposal which makes a mockery of the catchment system, if they are not guaranteed free transport to their catchment schools. I doubt if there is capacity at Trinity school for all those children from Chieveley, Hermitage and other Downland villages in the catchment area of the Downs but slightly closer as the crow flies to Trinity, and it is not clear that free transport would be guaranteed in any case. The allocation of students to schools on catchment grounds would fall apart. · Those living the greatest distances from their catchment schools will be negatively impacted, even though people may have chosen where they bought their homes on the basis of the catchment system. · Families affected by the proposed changes may choose, or be forced to drive as places on school buses are not guaranteed. The Downs school does not have parking or manoeuvring space for hundreds more cars at busy drop off and pick up times and I would have serious concerns for the safety of students, as well as the environmental impact of those cars on the clean countryside air and the state of our narrow country lanes. · Removal of subsidised school transportation could lead to an increase in lateness and absenteeism, not least because of congestion at the school gate caused by huge numbers of private cars. · Travelling by school bus can have a positive effect on a child's emotional, developmental and social wellbeing. My current year 7 daughter aged 12 has had immense benefit from taking the school bus to school since September 2014, in terms of cementing new friendships, taking responsibility for herself with regard to timings and personal effects and looking out for her friends, and has matured greatly, due in great part to her use of the school bus. · Families in some villages will be divided as to whether their children receive free transportation or not, possibly reducing social and community cohesion. Is there any guarantee that children in the same family would be offered the same transport options? Many working families have set up their domestic lives on the basis that they can rely on bus transport for their children. I have no idea how a parent in a rural area is expected to get to work in a town or city for the start of a working day if they have to drive children to school for 08:50. · Removal of free school transportation will add even more financial pressure to rural families, who already have to spend more to drive into town or other villages for shops, libraries, after school sports, swimming lessons etc, and at worst could discourage families from moving to Downland villages, reversing the welcoming, good social mix which these villages currently enjoy where young families live alongside older residents, with all the social benefits and mutual support that this offers.</p> | 6/23/2015 7:09 PM |

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| 73 | <p>This means that having two children at the school will cost the parent £855 a year. Therefore makes more financial sense to drive. This could prove impossible for working parents who have to start work at 9am. This changes will put families under massive financial pressure. How can you provide transport for your nearest school only when the nearest school is not in catchment and your child would not be able to attend anyway as it is oversubscribed??How can you spill a community? Half the people can pay up to £855 a year or more while a next door neighbour pays nothing? How are you justifying the divide?. Areas of Cheiveley, Curridge and Hermitage are in an impossible situation as the closest school is not the catchment school. The council defined the catchment areas, will they be changing this now so that "closest" schools are also "catchment" schools</p> | 6/23/2015 6:34 PM |
| 74 | <p>This would have a big impact on our family finances with two children in consecutive years. Money that would otherwise be directed to their further education. It is unfair to penalise families based on their location.</p> | 6/23/2015 6:32 PM |
| 75 | <p>I would like to oppose new removal of secondary catchment transport provision for the following reasons: - it's wrong as those affected are in catchment and are entitled to go to a school but will be treated differently to others in catchment, it's not fair. - my son is already at the school my daughter would not be entitled to free transport to and I don't want to be forced into a school choice on the basis of cost of transport. I would like my daughter to go to the same school as my son because it's our first school of choice, my husband and I both work long hours and will not be able to easily transport our daughter to school via an alternative method and the majority of students from Curridge will be going to the Downs school and it would not be good for her socially. - our initial response was to find an alternative way of getting our daughter to school ie by car, if all parents affected take this view the impact on the school during drop off and collection would be huge with the increase in cars around the school it would make it dangerous for students and difficult for staff to manage. - increased traffic around drop off and collection would also have a negative impact on the environment and community eg the villages close to the school such as Hampstead Norreys.</p> | 6/23/2015 5:10 PM |
| 76 | <p>Item 3 seems to indicate that families who live within a Catchment area and send their child to the Catchment School will be unfairly penalised if they happen to live in a location which is on the periphery of the Catchment area and closer to a school outside of their Catchment. Does this align to the admissions policy or is this a precursor to a planned changes in the admission policy and Catchment areas in September 2016?</p> | 6/23/2015 4:20 PM |
| 77 | <p>My child attends Chieveley primary school and has watched the school bus that takes children to the downs for many years. If the provision was removed for us and local villages it would have a significant social impact on our children. Some families within the same village may be entitled and others may not which would affect social cohesion. There is also no sufficient, safe space outside the downs to drop off our children of we are forced to bring them by car. Surely it is better for the environment to have a few buses transporting children rather than a significant number of cars??? Please consider these points and others before making a decision!</p> | 6/23/2015 3:04 PM |
| 78 | <p>I feel that all parents should pay towards school transport, being in the catchment should not give them free transport when they are in a position to pay. Children attending a school which is not there catchment school are expected to pay high fares, also told they may not even be given a place. When a child is accepted by a school, then all children should be treated equally either all contribute or it should be offered free.</p> | 6/23/2015 2:23 PM |
| 79 | <p>> Rural families will be disproportionately affected by the removal of subsidised bus travel to catchment schools which are not their closest. Tackling disadvantage and social exclusion has been a core local and national government priority for nearly a decade and has become ingrained in the vision and ethos of the Government's Every Child Matters agenda. Education is central to overcoming such inequality and disparity. Recently, the Commission of Rural Communities has published its report into the Barriers to education, employment and training for young people in rural areas (2012), clearly highlighting the difficulties and limitations that young people and their families face in regards to educational choices and the impact that distance and lack of infrastructure play. The report concluded that rural families are significantly more reliant, than their urban counterparts, on subsidised and public transport when attending schools and colleges. Government guidance on the provision of free school transport to only the 'nearest' school and not to a student's 'catchment' school (under consideration by this consultation) translates well in urban environments, where travel distances are short, walking and cycling are viable alternatives, and public transportation is abundant. Yet, it does not work effectively, or fairly, in more rural locations. Within Downlands, for example, there are instances where a Newbury-based school is the closest school for a rural family (i.e. Trinity for residents of Chieveley, Curridge and Hermitage, and Kennet for Frilsham residents). Due to the 'distance to school priority calculation' favouring out of catchment families in urban locations, students living in these outlying villages are placed near the bottom of selection lists for places at their nearest school. Consequently, the only option available to many rural families is their catchment school (they are effectively excluded from other options due to rurality). Under the changes proposed, such families will be further penalised for 'living out of town' and will no longer be eligible for subsidised travel. What is more, students unable to attend their closest school will not be guaranteed a fee-paying place on their catchment school bus. >Those living the greatest distances from their catchment schools will be most negatively impacted. Within the catchment of The Downs School, removal of the 'free to catchment' transportation currently provided will impact most notably of those living furthest away from the school, those living on the periphery of the school catchment boundary. >Families affected by the proposed changes may</p> | 6/23/2015 1:59 PM |

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choose, or be forced to drive as places on school buses are not guaranteed. This will lead to congestion at school sites, impact heavily on the environment, and potentially put lives at risk. Due to budgetary cuts, public transportation within rural areas is, at the very best, highly restricted. For attendance at educational establishments, it is non-existent from many locations in the Downlands ward. Without the viable options of public transport or cycling to school, rural families affected by the proposed changes may choose to drive instead of paying for fee-paying seats, particularly if they have more than one child at a school site. Moreover, impacted students are not guaranteed a place on a school bus service and may be forced to drive. Travel distances for these families will be typically in excess of six miles (or 24 miles per day). The environmental impact of a single school run per day will therefore be approximately 12kg of carbon dioxide per car, this compares to a return bus journey per passenger of 1.92kg. This increase in private vehicle use will inevitably lead to increased congestion on local roads and, most importantly, in the vicinity of schools. With the increase in the number of school car journeys on rural roads this could result in a greater number of accidents and possible fatalities. Statistics published by the previous governments' THINK! campaign reported that on average three people die each day on rural roads (11 times higher than on motorways), a quarter of drivers have had a near miss, and one driver in 20 has had a collision on a country road. There is no facility for parents to drop off and collect from The Downs School - it's already chaos at morning and evening drop offs. > Removal of subsidised school transportation could lead to an increase in lateness and absenteeism. In rural areas, older and younger siblings frequently attend schools located many miles from each other. Removal of free transportation and increased reliance on private cars will result in elongated school runs and logistical pressure, making late arrival and the potential for non-attendance more likely to occur. > Travelling by school bus can have a positive effect on a child's emotional, developmental and social wellbeing. A recent review of mental health disorders among young people living in urban and rural communities concluded that children living in rural areas are at increased risk of experiencing problems to the point of equalling, and in some cases, exceeding those of urban youth. Predictors of this increase have been shown to include social restriction and geographical isolation. With young people in rural locations increasingly being transported in separate cars from location to location (including school), their informal interaction with others (in this case peers) is dramatically reduced. Travelling by public transport or school bus can help lessen feelings of isolation and improve emotional wellbeing among the student population. > Families in some villages will be divided as to whether their children receive free transportation or not, possibly reducing social and community cohesion. In some cases, families living in the same rural village lying roughly equidistant from their closest and catchment schools (for example, Frilsham, Chaddleworth and Leckhampstead) will be divided as to whether they receive free school transportation or not. This could erode social and community cohesion and lead to resentment between neighbouring families. In Leckhampstead, in particular, two families out of the entire village would not be eligible for free transportation under the proposed changes and could result in these children being excluded from peer socialisation and integration. > Removal of free school transportation will add financial pressure to rural families. Families affected by the proposed changes who are able to gain a fee paying seat will be facing an annual cost of £250 for their first child (discounts are available for second and subsequent children, but these are also being reduced). Parents unable to secure a bus place will be facing considerably higher private transportation costs. Furthermore, such parents will need to factor in additional time to transport their children to and from school, potentially impacting on their working day and income generating activities. Whilst it is clear that councils across the country are under pressure to cut costs, burdening isolated rural families, who already face challenges and limitations with regards to the education of their children, with additional fees and logistical pressures seems unreasonable and erroneous.

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| 80 | My third son will be starting the Downs School in September 2016. We both work and it is essential he gets a place on the bus. It is not acceptable for him to go to a different school from his brothers. The downs is our catchment school not our nearest school. Paying is not ideal but not being guaranteed a place on the bus to our catchment school where his brothers go is not acceptable. | 6/23/2015 1:59 PM |
| 81 | We live in catchment for The Downs, although the nearest school is Trinity. We are already unlikely to obtain a place at Trinity and that's before the new housing scheduled for near Vodafone. There is no where at the Downs to safely drop off and collect children, it's already too busy with car traffic. It should be a uniform policy for all children, why should some be penalised. | 6/23/2015 12:52 PM |
| 82 | If a house/child is in acatchment of a school then the fee to travel to that school should be paid for from council funds, there has to be one rule for all. The figure of 400 students I can only assume is for one academic year group which will equate to 2000 after 5 years? | 6/23/2015 12:24 PM |
| 83 | I would like to object strongly to the proposed changes and outline my reasons for doing so below: 1) Rural families will be disproportionately affected by the removal of subsidised bus travel to catchment schools which are not their closest. Tackling disadvantage and social exclusion has been a core local and national government priority for nearly a decade and has become ingrained in the vision and ethos of the Government's Every Child Matters agenda. Education is central to overcoming such inequality and disparity. Recently, the Commission of Rural Communities has published its report into the "Barriers to education, employment and training for young people in rural areas" (2012), clearly highlighting the difficulties and limitations that young people and their families face in regards to educational choices and the impact that distance and lack of infrastructure play. The report concluded that rural families are significantly more reliant, than their urban counterparts, on subsidised and | 6/23/2015 12:14 PM |

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public transport when attending schools and colleges. Government guidance on the provision of free school transport to only the 'nearest' school and not to a student's 'catchment' school (under consideration by this consultation) translates well in urban environments, where travel distances are short, walking and cycling are viable alternatives, and public transportation is abundant. Yet, it does not work effectively, or fairly, in more rural locations. Within Downlands, for example, there are instances where a Newbury-based school is the closest school for a rural family (i.e. Trinity for residents of Chieveley, Curridge and Hermitage, and Kennet for Frilsham residents). Due to the 'distance to school priority calculation' favouring out of catchment families in urban locations, students living in these outlying villages are placed near the bottom of selection lists for places at their nearest school. Consequently, the only option available to many rural families is their catchment school (they are effectively excluded from other options due to rurality). Under the changes proposed, such families will be further penalised for 'living out of town' and will no longer be eligible for subsidised travel. What is more, students unable to attend their closest school will not be guaranteed a fee-paying place on their catchment school bus. 2) Those living the greatest distances from their catchment schools will be most negatively impacted. Within the catchment of The Downs School, removal of the 'free to catchment' transportation currently provided will impact most notably of those living furthest away from the school, those living on the periphery of the school catchment boundary. 3) Families affected by the proposed changes may choose, or be forced to drive as places on school buses are not guaranteed. This will lead to congestion at school sites, impact heavily on the environment, and potentially put lives at risk. Due to budgetary cuts, public transportation within rural areas is, at the very best, highly restricted. For attendance at educational establishments, it is non-existent from many locations in the Downlands ward. Without the viable options of public transport or cycling to school, rural families affected by the proposed changes may choose to drive instead of paying for fee-paying seats, particularly if they have more than one child at a school site. Moreover, impacted students are not guaranteed a place on a school bus service and may be forced to drive. Travel distances for these families will be typically in excess of six miles (or 24 miles per day). The environmental impact of a single school run per day will therefore be approximately 12kg of carbon dioxide per car, this compares to a return bus journey per passenger of 1.92kg. This increase in private vehicle use will inevitably lead to increased congestion on local roads and, most importantly, in the vicinity of schools. With the increase in the number of school car journeys on rural roads this could result in a greater number of accidents and possible fatalities. Statistics published by the previous governments' THINK! campaign reported that on average three people die each day on rural roads (11 times higher than on motorways), a quarter of drivers have had a near miss, and one driver in 20 has had a collision on a country road. 4) Removal of subsidised school transportation could lead to an increase in lateness and absenteeism. In rural areas, older and younger siblings frequently attend schools located many miles from each other. Removal of free transportation and increased reliance on private cars will result in elongated school runs and logistical pressure, making late arrival and the potential for non-attendance more likely to occur. 5) Travelling by school bus can have a positive effect on a child's emotional, developmental and social wellbeing. A recent review of mental health disorders among young people living in urban and rural communities concluded that children living in rural areas are at increased risk of experiencing problems to the point of equalling, and in some cases, exceeding those of urban youth. Predictors of this increase have been shown to include social restriction and geographical isolation. With young people in rural locations increasingly being transported in separate cars from location to location (including school), their informal interaction with others (in this case peers) is dramatically reduced. Travelling by public transport or school bus can help lessen feelings of isolation and improve emotional wellbeing among the student population. 6) Families in some villages will be divided as to whether their children receive free transportation or not, possibly reducing social and community cohesion. In some cases, families living in the same rural village lying roughly equidistant from their closest and catchment schools (for example, Frilsham, Chaddleworth and Leckhampstead) will be divided as to whether they receive free school transportation or not. This could erode social and community cohesion and lead to resentment between neighbouring families. In Leckhampstead, in particular, two families out of the entire village would not be eligible for free transportation under the proposed changes and could result in these children being excluded from peer socialisation and integration. 7) Removal of free school transportation will add financial pressure to rural families. Families affected by the proposed changes who are able to gain a fee paying seat will be facing an annual cost of £250 for their first child (discounts are available for second and subsequent children, but these are also being reduced). Parents unable to secure a bus place will be facing considerably higher private transportation costs. Furthermore, such parents will need to factor in additional time to transport their children to and from school, potentially impacting on their working day and income generating activities. Whilst it is clear that councils across the country are under pressure to cut costs, burdening isolated rural families, who already face challenges and limitations with regards to the education of their children, with additional fees and logistical pressures seems unreasonable and erroneous.

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| 84 | If the nearest school is not the catchment school this is not the fault of the student and they should be supported to get to the school they have to go to. It is not optional so they should have free transport as currently. | 6/23/2015 12:13 PM |
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| 85 | <p>As a parent in a rural location who has one child at our closest catchment school, I am appalled that there is a possibility that parents would be expected to pay for their children to attend a school which was their catchment school for the following reasons:- 1) One of my children is already a pupil at a school where this might be relevant to our community (two non catchment schools are a mile closer) and luckily for us their sibling is due to join them this September. For those who have a sibling due to start after September 2016 no opportunity has been given to them to take this into account when making their original selection for a school for their first child. I cannot see any circumstances where this should be introduced for siblings of existing pupils who are due to start after September 2016. 2) Where the school in question is a child's catchment school, the proposal means that if there was a non catchment school closer then there would be a transport fee to pay. How would this work??? Firstly there is no guarantee that pupils would obtain places at closer non catchment schools for obvious reasons and, if they did then they might not end up in a school where their school friends would be going. This is a complete travesty and tramples over the whole idea and security of having catchment. 3) This will only work if the consultation group rethinks the whole idea of catchment areas. There is no point in having catchment areas if for schools if it does not encompass transport within those areas.</p> | 6/23/2015 12:13 PM |
| 86 | <p>The changes would not currently affect me. However, I disagree with the changes being proposed. When applying for the secondary school the logical choice is to apply for the school which is in the catchment area in which we reside. To apply for a school based on the fact that we would not have to pay for the bus, does not make sense, as living outside the catchment area for the school would mean that we would be unlikely to secure a place at that school if it was over-subscribed. In effect, this means we could end up having to transport a child to school much further away than either school, thus impacting the family even further. It make no sense to have two separate rules - one for catchment and one for the bus service to the secondary school in catchment. It removes choice and discriminates against the family choosing the school which is in catchment for the primary school they have attended and where they reside. Furthermore, it is not clear from what point (Home or bus stop) the route would be measured.</p> | 6/23/2015 12:12 PM |
| 87 | <p>In Chieveley the nearest school is Trinity but the catchment area is The Downs, if the proposed changes go through would we pay the whole cost of the school transport or the difference between the cost of going to The Downs v Trinity? Trinity is oversubscribed, what would happen if you couldn't get in to the nearest school with regards to transport. If there are feeder schools and catchment areas why would the Council offer transport to a Secondary School not in the catchment area? If this affects 400 children out of 11,500 then I would question the need to change the policy as it penalises children going to rural schools. West Berkshire has always been a Champion of rural schools</p> | 6/23/2015 10:54 AM |
| 88 | <p>I think this is an outrage. I can not afford to pay for two children to go to our secondary school. If the school is in the catchment then the transport should be provided !!</p> | 6/23/2015 9:07 AM |
| 89 | <p>I live in Upper Basildon. The catchment School is Theale Green. The school buses all go to Theale Green as do many children from the village school. Theale Green School is 5.0 miles from Upper Basildon, but Denefield School is 4.8m. No school bus goes to Denefield School, no children go to Denefield School. Theale school is under subscribed & Denefield is full. You will therefore be removing the basic right of travel to the catchment school for a very tiny minority of children for minimal benefit and I assume not changing the catchment schools because of a shortage of school places. Sounds like a story for the BBC!</p> | 6/23/2015 9:04 AM |
| 90 | <p>It is absurd to not provide transport to a catchment school if another is marginally closer. The catchment areas are set by the councils and schools. I understand if you are out of catchment.</p> | 6/23/2015 12:30 AM |
| 91 | <p>We are catchment for Downs but closest qualifying school is Trinity. The proposed change in policy puts us in an impossible position; we apply for Downs and because of catchment get a place (with no guarantee of transport) or we apply for Trinity which guarantees transport but not a place as we are out of catchment. At a minimum, places on the bus must be guaranteed for those of us in this situation.</p> | 6/22/2015 9:47 PM |
| 92 | <p>Although there may be small financial benefits for the council in doing this change, there will be substantial increased health and safety risks for the pupils at the Downs school and in local villages, with an increase in vehicles including parents collecting/dropping off who do not wish to pay the bus fare, an increase in private taxis ferrying children around (some of which may not be licensed properly) and increased buses as parents in some villages decide to move their child to the nearest school, rather than catchment -to avoid the fees e.g in chieveley, there will be buses picking up on one side of the road to go to Downs school and the council will have to provide transport to Trinity, on the other side of the road, causing havoc and health and safety risks to a high number of children in the village. What looks like a policy to drive short term financial gain for the council has not been thought through and could seriously impact the health and safety of our children and local villages at peak times during the day.</p> | 6/22/2015 7:05 PM |
| 93 | <p>I strongly disagree with this proposal. It is not fair for pupils whose catchment school is not their nearest school. It will create traffic chaos at many schools if parents cannot afford to use the bus service as it will mean hundreds more parents driving their children to school.</p> | 6/22/2015 4:43 PM |

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| 94 | I think that this new transportation policy is madness. This makes a mockery of having a catchment school, if you may not have guaranteed access to transportation to get there! It discriminates against families who live in a school catchment area but with a different school closer, making it 'not guaranteed' that their child can go to their catchment school. Many parents are unable to take their children to school due to their working commitments, yet many children in rural areas live a long way from their catchment school - again under this system they will be discriminated against. I feel strongly that a child should be able to have an education at their catchment school, and that all pupils at that school should have equal rights to have transportation to that school. You can not discriminate children from going to their catchment school because a 'non catchment school' is closer. | 6/22/2015 2:50 PM |
| 95 | I think this is ludicrous especially for Downs children who live miles from any school. If you are only going to provide guaranteed transport to the nearest school are you going to guarantee a place at the nearest school rather than catchment school? For Chieveley we are over 6 miles to any school and therefore transport should be paid and guaranteed as there are no other options. | 6/22/2015 2:37 PM |
| 96 | The policy does not take into account younger brothers and sisters who will need to get to the school in the following few years. All it will mean if younger siblings aren't allowed free transport, is that parents will take them to school. Good luck West Berks council with the increased traffic on the roads in relation to this. | 6/22/2015 2:08 PM |
| 97 | This is a mess for younger siblings. Has no one thought how this should be managed? I can't continue to put the older sibling on the free transport that stops outside my house and then pack the younger one off (on a busy unlit road with no pavements) to the bus stop....if there is even a space on the bus!!! | 6/22/2015 2:03 PM |
| 98 | This is putting parents into a difficult position. They have no choice in their catchment school and now no way of getting their children to school. If it only affect 400 pupils then why not look at a better and more efficient way of saving money. Yet again families living in rural communities will be affected and have to pay more, some will even lose their jobs as they won't be able to get their children to school. Means testing people doesn't always help as many families are just above the threshold and do not have £800 per child, if there is a place on the bus available, what about families with more than one child? | 6/22/2015 1:39 PM |
| 99 | Yet again the people who put you in your post on by voting, now get to suffer. Try cutting back on your own internal spending before damaging children's education | 6/21/2015 10:20 PM |
| 100 | Absolutely ridiculous to even consider changing the entitlement for transport! How on earth will it work when you take away transport for the catchment school & replace it with transport to the nearest? We live in a totally rural area where it is vital that children catch the school bus that serves all the rural villages for which we have no other option of getting our children to school. Also, if our children go to our catchment school (our ONLY catchment school) why are you offering us transport to a school that we wouldn't get a place for anyway? Seems to me that you're just making it exceptionally complicated & holding parents to ransom so that parents are forced to pay the council a fee for ensuring their children attend school. Shall we all give up our jobs so that we can then claim benefits to ensure free transport????? | 6/21/2015 10:09 PM |
| 101 | We would not consider sending our children to the nearest secondary school (Trinity) and moved house specifically to be in Downs catchment with free transport two years ago which is 3 years ahead of our eldest daughter starting secondary school in 2016. | 6/21/2015 2:57 PM |
| 102 | It makes no sense to change a transport policy and not change the catchment policy This change unfairly affects people within rural communities and rural schools This change might have an adverse affect on the Downs school pupil numbers, again another blow for the rural community There is no guarantee that even if we did want to pay for a bus, there would be one provided or we would get a space. There is also no guarantee what the ongoing cost of this bus would be. This means that if we wanted our children to go our catchment school, the council can provide us no commitment about what the method of transport to this school would be. The impact of parents having to transport their children to the school would mean increased traffic flow on small rural roads, many of which are not even B roads, and are narrow and twisty. This has the potential to increase road maintenance on these roads , increased emissions and pollution, increased congestion at the Downs School at both ends of the school day, which is very congested at the moment. Given the Government focus on encouraging people to work, there would also be a big impact on working hours as one of the parents would actually need to transport their children. If we chose to go to the more local out of catchment school, there is no guarantee that we would get a place, as there is no plans to increase the number of places this school has. As there are only about 2 miles difference, from Curridge to either Downs School or Trinity School, I can't believe that the cost differential of transport is particularly significantly. | 6/21/2015 10:02 AM |

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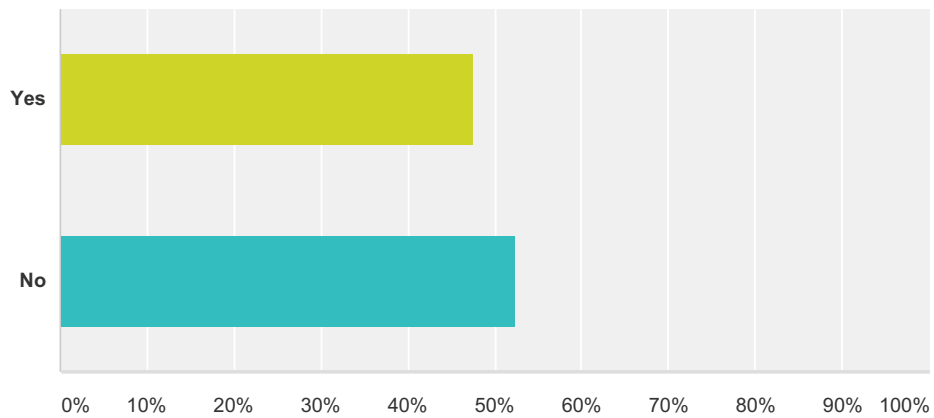
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| 103 | <p>This is a really unfair proposal and without a guarantee of a space on the bus, the Downs is the catchment therefore transport should be provided, applying for a different school such as the Kennit (if for example you work near Thatcham and could take/collect, even then jobs/work locations can change) does not guarantee a space as we are out of catchment and then if the downs is the second choice you may not get in. This will put more pressure on hard working parents either financially or the logistics of taking your child to school before work and collecting etc. This does seem to affect rural/remote area unfairly and I believe the education/school transport should help working parents with this. There is no public transport to the Downs. This will cause financial hardship to some families who are not eligible for an assistance particularly if you have more than one child. I would urge the council to please reconsider.</p> | 6/20/2015 3:02 PM |
| 104 | <p>Already have 2 children at the school, and another 2 due to start in next 3 years. Really do not understand if it is your catchment school why you do not get guaranteed free transport. What you are saying is firstly- your child will only likely to get into catchment school where you live e.g The Downs but conversely we will only provide transport to nearest school e.g Trinity!! Really, a complete contradiction.I require all my children to go to the SAME secondary school, i.e. catchment school where transport is guaranteed and free. Why should a select few have to pay for transport for their children to go to the catchment school when the majority do not .</p> | 6/20/2015 2:51 PM |
| 105 | <p>Whilst clearly an understandable cost-cutting exercise, there are some major implications here the Council appears not to have considered. See my comments below. On the cost side, the Council needs to understand that this would mean having to run doubled-up services for existing pupils therefore there would a significant cost increase for around 5 years until the changes would have filtered through to apply to all secondary pupils.</p> | 6/20/2015 8:22 AM |
| 106 | <p>A sneaky way to change catchment areas of under performing secondary schools or just another way to bleed people earning more than the minimum wage? How much is this going to save? Better planning will save twice as much, eg. painting new road markings outside of Hermitage Primary and THEN (days later) resurfacing the road? How many more ways are there to waste my council tax? Idiots.</p> | 6/19/2015 8:45 PM |
| 107 | <p>I strongly object to this change in policy as it would mean that we would need to transport or pay for transport for 2 of our children to The Downs which is our catchment school. The traffic at The Downs is already chaos at pick up and this change to policy would potentially have another 30 cars from each year at Chieveley taking to and collecting from the school. There is no provision for parking of these cars. It seems mad to penalise some parents within a catchment area and not others. If a charge needs to be made for travel to school to balance the books then it should affect all parents and not just a handful. It seems like the policy is intended to persuade parents in Chieveley to send their children to Trinity. We strongly object to this change.</p> | 6/19/2015 7:30 PM |
| 108 | <p>I object to the proposal for several reasons. The closest school to Chieveley is not a catchment school and would not have sufficient places to take all the extra non-catchment children. We already have children at The Downs School and would expect to send our primary school child to the Downs also, not send them to a different school just because it is closer. This proposal will force many parents to now drive their children to school which is a) not environmentally friendly b) is likely to cause severe congestion at The Downs as it is not geared up to having the majority of pupils arriving by car, and c) creates issues for parents who would have to get children to both a primary school and a secondary school at the same time in 2 villages which are over 7 miles apart.</p> | 6/19/2015 5:27 PM |
| 109 | <p>This is ridiculous....how can you not provide transport for children who are going to their catchment school? I think Chieveley Primary school will be affected as our catchment school is The Downs but the nearest school is Trinity. I want my daughter to go to The Downs as it is the catchment school and she already has a sibling who is there in year 8. I don't want to have to pay for her to go on the bus nor apply, pay and then find it is oversubscribed. I can't drive her every day as it will impact on my working day. Also to drive every day will impact on delivering younger children to the schools that they need to be at on time. If the councils have set the catchment areas for schools then surely the free transport should be aligned to this? I don't want chieveley's catchment school to change to Trinity as house prices would be affected as The Downs is seen as more prestigious. Please fix this and stop messing around with something that is not broken. From an environmental perspective too it is much better to have 1 bus taking all the children than 20 or 30 individual cars driving the same route each day.</p> | 6/19/2015 1:12 PM |
| 110 | <p>We live in a rural area and whis would increase the number of cars doing school runs and it is not fair that we can not get free transport to the catchment school. The admissions policy does not reflect this so I can not see how you think that this is acceptable apart from the fact that we are in the minority. I do not have a choice but to use public trasport or car to get my son to school as we do not live within walking/cycling distnace. Surely you should offer free transport to catchment schools and if parents choose to send their child to another school then they should pay. The whole system should be looked at and linked in with catchment as it is reducing parents choices. Just because we live in a rural area doesn't mean we are all affluent and can afford to pay the transport charges or be forced to drive to collect children, which is again not always convenient when secondary schools do not offer after school clubs that primary schools do when both parents work.</p> | 6/19/2015 1:06 PM |

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| 111 | My daughter is currently in Yr5 at Chieveley Primary. She will then hopefully go to her catchment school - The Downs. I understand that her free school bus pass may be affected by this amendment as the closest school is Trinity. Therefore, I am concerned about the decision change free funding to schools that you are in catchment for. I believe strongly that all transport to catchment schools should be free. | 6/19/2015 12:56 PM |
| 112 | Seriously, on what planet would this ever make sense? The school closet to you is not considered when places are allocated it's based on catchment area. To then have a different set of rules based for the transport is ludicrous. If the council are trying to save costs and remove transport for pupils then at least have the 'balls' to stand up and say so. | 6/19/2015 12:21 PM |
| 113 | Surely it is simpler and will involve far less bureaucracy to leave things as they are, particularly as you state that it will only affect 400 pupils, ie just over 4%, a tiny amount of pupils. | 6/19/2015 11:52 AM |
| 114 | We would like to have it noted that we do not agree with this change of policy. Our daughter will be starting at The Downs in September 2015 and our son in 3 years time (who may be affected by not being able to catch the bus if oversubscribed) and that is now a real concern to us. | 6/19/2015 11:48 AM |
| 115 | Perhaps the council could reduce the ridiculous salary the chief ex gets and support West Berkshire's fantastic education and give hard working parents a break. | 6/18/2015 6:23 PM |
| 116 | This directly affects people in rural areas disproportionately, rural areas already have higher costs such as council tax, petrol etc. We have no other way of getting our child to school like most parents in Curridge and this proposal is unfair. I thought education money was ringed fenced. This will just add more pressure to working parents, whilst others who don't work will get it free. | 6/18/2015 6:14 PM |
| 117 | Our son currently goes to our catchment secondary school and we have other children coming up though primary school, one of which is due to start school in 2016. Our catchment school is not our nearest school. Both schools are more than 3 miles walking distance from our home. Since our nearest school is consistently oversubscribed we have little or no chance of sending our children to this school within the first round of applications for secondary school. This proposed change in policy, which removes free transport to catchment schools based on long distance, means we will be unfairly penalised for sending our children to our catchment school. Since neither school is within walking distance, how can it make sense for the Council to be willing to pay for free transport to one (the nearest) and not the other (catchment) when it may only be a matter of a couple of miles difference between the two. I note that the change in policy states that if a child is unable to gain a place in the nearest school on application, they are expected to stay on a waiting list and move schools if and/or when a place should become available in their nearest school, in order to receive ongoing free transport. Is there any consideration here for the upheaval which can be caused by moving children from school to school? What about the financial cost to parents (new uniforms, etc.) and most importantly, the emotional impact on the child? Surely there is much more to take into account here than budget squeezing and number crunching. Can we please think about the wider implications of this policy? | 6/12/2015 11:36 AM |
| 118 | This is a very significant problem for families (ie. most!) who have younger brothers or sisters who will not be entitled to the existing free transport once their turn to join secondary school comes. How are parents supposed to deliver to multiple schools at the same time? In addition, we live on a road where there are no pavements/streetlights, etc and the cars speed round the blind bends - it is simply dangerous, especially in the winter months. I feel it is also unfair since my child could not attend our nearest school due to West Berks Council putting her in our catchment school – it was not our decision to go to our catchment school but not we are being penalised for it. | 6/12/2015 9:42 AM |
| 119 | I feel that this will penalise parents in large rural catchments, especially where the nearest school is over subscribed. The high cost of housing in this area necessarily means that even families who have reasonable incomes are forced to spend a high proportion of household income on housing. Living in one of the places likely to be affected by this change, our 'nearest' school is over subscribed, therefore we may not be allocated a place there if we applied as the home to school distance is large given the rural nature of the area. In addition we currently rent a property due to the lack of housing stock. We may well be required by our landlords to move during the time that our children are in education, which will then mean that we would then need to pay for 2 farepayer places to our catchment school, once our second child starts, this would represent a huge burden on our family, in spite of having lived in this area prior to the 1st child starting secondary school. There is NO suitable public transport which would enable our child to get to school as the earliest bus would arrive an hour and a half before school opens, and the next bus would mean my child would be late for school by half an hour every day. In a large rural catchment with a boundary to an urban oversubscribed area, I cannot see how this can possibly be workable for the families affected. | 6/8/2015 2:18 PM |

Q10 Would you like to add anything further?

Answered: 130 Skipped: 96



| Answer Choices | Responses |
|----------------|------------|
| Yes | 47.69% 62 |
| No | 52.31% 68 |
| Total | 130 |

| # | Please comment here | Date |
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| 1 | The proposal to provide transport to the nearest school rather than catchment school, makes a mockery of the catchment system. Is this a pre cursor to amending the catchment areas? I also believe that many parents would be prepared to pay a contribution to the cost of transport, if spaces were guaranteed, otherwise a large question mark simply hangs over the future of our children's education. | 7/17/2015 7:54 PM |
| 2 | This is discrimination. Perhaps school boundaries need reassessing. Not fair that some children will be free and others will have to pay! | 7/17/2015 10:04 AM |
| 3 | What is the transport policy for students in Years 12 & 13? | 7/17/2015 10:03 AM |
| 4 | If this policy is agreed then will more school transport be provided to the closest school or will the service be removed for the catchment school ie bus to Downs from the army barracks? It will only save the LA money if parents are going to pay as buses will still be running from the locations to the schools for the children who are still entitled to free transport. It may only make school routes busier around Hermitage Primary and Outside The Downs. | 7/17/2015 8:24 AM |
| 5 | 7) if no bus is provided to the Downs school there will be a significant increase in private cars going through Hermitage and or the A34 8) there is already insufficient parking and drop off at the Downs and there is the potential that one bus will overtime be replaced by multiple private vehicles 9) Green and health and safety concerns must be voiced this policy will lead to a significant risk in road safety and pollution 10) is the council saying it wishes the school to terminate its relationship with the Downs and start moving its children to a new federation with Trinity 11) if this is the case will Trinity be able to provide the additional spaces and at what point does the council intend to adjust boundaries, educational relationships and strategies? | 7/16/2015 10:54 PM |
| 6 | I recognise the need for fiscal discipline and prudence, however not linking need to provision whilst legal does seem perverse. In this case we are potentially offering a place at one school and a seat on a bus to another school. Any business that wished to stay in business would match provision to demand. If the council feels unable to match provision to demand by making discretionary and Fare Payer places to catchment schools for example by removing the provision to the nearest school (non-catchment) I would urge the council to look for savings elsewhere. | 7/16/2015 10:47 PM |

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| 7 | A significant loss of enrolment into consecutive years will place undue pressure financially on one of West Berks "Outstanding Schools." It is not possible/obvious to determine the savings involved as in the first instance there will be duplication of services to two disparate sites and thus the number of "bus miles" at least in the first few years will increase. From a local community basis it creates divisions within villages. with no guarantee of a bus place, even if parents are prepared to fund said bus, the only alternative is to drive children to the school. With approximately 60 -70 children involved this will increase traffic flow around the school and also on local country roads which are ill equipped to deal with the current level of traffic flow. | 7/16/2015 10:42 PM |
| 8 | It would be fairer to make an equal small charge to the parents of all 11500 children. With just 3.5% of the school population affected, £35 collected for each child would raise the same amount of money as £1000 from each of the 400. Who could object to that? | 7/16/2015 5:50 PM |
| 9 | Your change description above says "this change is being phased in from September 2016" above. This implies that the change will be implemented no matter what and makes this consultation meaningless | 7/16/2015 10:18 AM |
| 10 | Beyond negative impact on students, parents, traffic and the school, this proposal runs contrary to the councils obligation to reduce carbon emissions, by replacing buses with multiple car journeys. | 7/15/2015 12:56 PM |
| 11 | Will there be any further discount for siblings, who will attend at a later date? | 7/14/2015 2:16 PM |
| 12 | This issue potentially creates divisions in villages as to whether people meet the criteria for free transport. It also unfairly impacts those families who live furthest from their catchment school. | 7/13/2015 9:48 PM |
| 13 | . Rural families will be disproportionately affected by the removal of subsidised bus travel to catchment schools which are not their closest. · Those living the greatest distances from their catchment schools will be negatively impacted. · Families affected by the proposed changes may choose, or be forced to drive as places on school buses are not guaranteed. This will lead to congestion at school sites, impact heavily on the environment, and potentially put lives at risk. · Removal of subsidised school transportation could lead to an increase in lateness and absenteeism. · Travelling by school bus can have a positive effect on a child's emotional, developmental and social wellbeing. · Families in some villages will be divided as to whether their children receive free transportation or not, possibly reducing social and community cohesion · Removal of free school transportation will add financial pressure to rural families. | 7/13/2015 9:44 PM |
| 14 | The question is aimed at parents receiving school transport now but should also include primary school parents who will be affected in the future. | 7/13/2015 9:38 PM |
| 15 | As chair of a local charity, I have had one approach about charitable support for transport to secondary school. I find this quite shocking - as one of my fellow trustees said, "that is not what our funds were given for." I am happy to have my name associated with this response - Mark Bennet, chair of Kennet Local Governing Body. | 7/10/2015 2:29 PM |
| 16 | I have said everything in the box above so it remains for me to say that I am absolutely against this proposal. | 7/9/2015 9:27 PM |
| 17 | Please reconsider this potential change. I have achil in year 7 and year 4 an it seems like they will no longer get the same treatment. How can I make the younger one walk to secondary school with the older in a bus?? This really would not be right. | 7/8/2015 6:45 PM |
| 18 | On the face of it, it would appear that families in Rural areas will be severely affected Families affected by the proposed changes would be forced to drive leading to an increase in cars on Rural/semi rural roads, creating congestion on school sites which could lead to accidents/children getting hurt. Removing the subsidised school transportation could lead to an increase in lateness and absenteeism if parents are forced to take children to different schools, miles apart with different start times. Removing free school transportation will add to financial pressures on Rural families. | 7/8/2015 1:53 PM |

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| 19 | <p>*The primary goal of your department should be to provide Fare Access to Education to all children in your jurisdiction. This is already not happening and the new proposals will make the situation more unfair. *It beyond the understanding of most of the other parents that I have talked to, how their can be one rule for school entitlement under the catchment policy and a different set of criteria for the means of how to get there?!! *This is a highly prejudicial policy: It discriminates against pupils of certain schools far more than others. I would very much like to know out of you estimation 400 children that will be affected what the split is between each of the schools? My own knowledge tells me that this will effect a large proportion of pupils from St Marks School, Cold Ash who are in Trinity Catchment but closer to Kennet. It discriminates against rural families whose location places them on the boundaries of Newbury and Thatcham, and who are not within a safe walking/cycling route; It discriminates against working parents who rely a school bus service in order that they may work. More and more parents are being forced to drive there children to school. West Berkshire Council needs to compare the costs of school transport with the general Road and Transport services before making changes that will increase the pressure on local roads. *My final and most important point is regarding the Clarity of Information regarding school transport costs. This information should be made obvious on the school applications procedure so that parents can make a informed choice as to which school to apply for. They need to know that the transport to some schools are far higher than to others and they need to have the opportunity to use this in any appeals procedure. It has been my experience and others I know that this information remains hidden until after parents have accepted the school places. It can then come as a nasty shock when parents are given little choice but to pay large amounts upfront for a school bus that may only be used for some of the week. My personal example is that pupils from Cold Ash and North Thatcham can 'pay as they go' for a bus to Kennet school (or walk/cycle in relative safety) but pupils in the same area i.e. closer the Kennet but placed in their Catchment School of Trinity are faced with a large upfront fee for a bus service: If the parents works part time and can help with school transport; if the pupil wishes to attend a after school club; if a pupil wishes to bring a friend home after this bus service cannot be used but still has to be payed for as part of the upfront fee that is only in place for certain schools! How will this policy enable FARE ACCESS TO EDUCATION?</p> | 7/8/2015 12:47 PM |
| 20 | <p>The Council is unfairly discriminating students that live near a school not in their catchment area, what is the point of having catchment areas if you do not wish students to attend that school. Does the Council expect students to apply to their nearest school instead, this could cause issues in relation to transport to areas that buses do not normally go to which will definitely be extra cost for the Council. Also has the Council thought about impact on student numbers at schools if students apply to schools outside catchment area.</p> | 7/8/2015 10:43 AM |
| 21 | <p>Leave the free school transport for the school catchment areas.</p> | 7/7/2015 7:23 AM |
| 22 | <p>It just seems very unfair that a student who lives in Chieveley, for example, who has a catchment school of The Downs but is nearest to Trinity will need to pay £800 without even having the guarantee of a space! Surely if a student goes to their catchment school they should not have to pay and should only have to pay if at all, if they go to a school out of catchment (regardless of the distance of that school!)</p> | 6/30/2015 7:06 PM |
| 23 | <p>I question whether it is worth implementing such a blantly unfair policy. Your figures suggest that it will affect less than 3.5% of journeys.</p> | 6/30/2015 3:44 PM |
| 24 | <p>We just moved to Hermitage to ensure our daughter is in the Downs school in Sept 2016, we are relying on the bus services provided between Hermitage & the Downs. The associated cost will be an additional burden on our household.</p> | 6/30/2015 2:55 PM |
| 25 | <p>thank you for the opportunity to comment.</p> | 6/30/2015 1:18 PM |
| 26 | <p>This in as unfair policy which will unduly affect the rural communities around Newbury . The Downs school is our catchment school in Hermitage, but may not be the closest school . Surely if a child attend his/her catchment school they are entitled to transport to this school. This entitlement should be equal for everyone independent of postcode.</p> | 6/30/2015 12:30 PM |
| 27 | <p>You say your change would affect '400 students out of a total school population of 11500' so surely making this change is of little benefit to the council, but will be of great detriment (financial, environmental, convenience, safety, local residents) and unfair on those who are attending catchment schools, but not their nearest school. We pay our council tax in the same way as others, why should we not receive the same services when all we are doing is attending our catchment school?</p> | 6/28/2015 9:51 PM |
| 28 | <p>Due to the rural area of the Downs catchment, it is preposterous to remove the transport or make it fare-paying just because Trinity and Kennet are closer. I live in Hermitage. Do you propose to provide school buses to these other schools to cater for these children who may not get on the bus to the Downs? If so, you are tripling the buses coming through the village. If bus places to the Downs are not guaranteed, you are forcing parents to drive their children to their catchment school, greatly increasing the flow of traffic in narrow country lanes. Please see some sense for the Downs pupils and don't penalise us for living in a rural village.</p> | 6/28/2015 8:32 PM |

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| 29 | I feel it very unfair that if we choose a school that we believe is the best for our child and it not being the nearest school in our catchment, we should not have to pay for transport. | 6/26/2015 5:31 PM |
| 30 | I think the proposed changes will be to massive detriment to rural communities, and cause influx of demand for housing and school spaces in schools which may not have anticipated extra demand (trinity verses downs). Why change the transport policy and not catchment, it makes no sense. | 6/26/2015 1:18 PM |
| 31 | <ul style="list-style-type: none"> • Rural families will be disproportionately affected by the removal of subsidised bus travel to catchment schools which are not their closest. • Those living the greatest distances from their catchment schools will be negatively impacted. • Families affected by the proposed changes may choose, or be forced to drive as places on school buses are not guaranteed. This will lead to congestion at school sites, impact heavily on the environment, and potentially put lives at risk. • Removal of subsidised school transportation could lead to an increase in lateness and absenteeism. • Travelling by school bus can have a positive effect on a child's emotional, developmental and social wellbeing. • Families in some villages will be divided as to whether their children receive free transportation or not, possibly reducing social and community cohesion. • Removal of free school transportation will add financial pressure to rural families. | 6/25/2015 12:57 PM |
| 32 | I object to the removal of free transport to my daughters secondary catchment school. | 6/25/2015 12:54 PM |
| 33 | <p>Suggested reasons for objection to the policy It makes no sense to change a transport policy and not change the catchment policy This change unfairly affects people within rural communities and rural schools It will split communities as it will divide Chieveley (Downend will be Downs, other end Trinity) and Hermitage (roughly north of the Fox will be the Downs, south of the Fox will be Trinity) and so could become divisive. This change might have an adverse affect on the Downs school pupil numbers, again another blow for the rural community. Is there any plan in place to increase the number of places available at Trinity school should all parents affected want their children to attend this school? There is no guarantee that even if parents did want to pay for a bus, there would be one provided or there would be a space. There is also no guarantee what the ongoing cost of this bus would be. This means that if parents wanted their children to go our catchment school, the council can provide no commitment about what the method of transport to this school would be. The impact of parents having to transport their children to the school would mean increased traffic flow on small rural roads, many of which are not even B roads, and are narrow and twisty. This has the potential to increase road maintenance on these roads , increased emissions and pollution, increased congestion at the Downs School at both ends of the school day, which is very congested already. The risk of accidents on the roads will only increase with increased traffic. Given the Government focus on encouraging people to work, there would also be a big impact on working hours as one of the parents would actually need to transport their children. If we chose to go to the more local out of catchment school, there is no guarantee that we would get a place, as there is no plans to increase the number of places this school has. As there are only about 2 miles difference, from Curridge road/Long Lane junction to either Downs School or Trinity School, is there a significant reduction in transport costs compared to the increased management and administration time of implementing this policy. This proposal has not been widely communicated. There has been no direct communication about this proposal from the council directly to potentially affected parents. It has been left to schools, via a single email, to notify parents. For some schools, who may only have one or two parents affected, this might not have been done at all.</p> | 6/25/2015 7:27 AM |

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| <p>34</p> | <p>Suggested reasons for objection to the policy It makes no sense to change a transport policy and not change the catchment policy This change unfairly affects people within rural communities and rural schools It will split communities as it will divide Chieveley (Downend will be Downs, other end Trinity) and Hermitage (roughly north of the Fox will be the Downs, south of the Fox will be Trinity) and so could become divisive. This change might have an adverse affect on the Downs school pupil numbers, again another blow for the rural community. Is there any plan in place to increase the number of places available at Trinity school should all parents affected want their children to attend this school? There is no guarantee that even if parents did want to pay for a bus, there would be one provided or there would be a space. There is also no guarantee what the ongoing cost of this bus would be. This means that if parents wanted their children to go our catchment school, the council can provide no commitment about what the method of transport to this school would be. The impact of parents having to transport their children to the school would mean increased traffic flow on small rural roads, many of which are not even B roads, and are narrow and twisty. This has the potential to increase road maintenance on these roads , increased emissions and pollution, increased congestion at the Downs School at both ends of the school day, which is very congested already. The risk of accidents on the roads will only increase with increased traffic. Given the Government focus on encouraging people to work, there would also be a big impact on working hours as one of the parents would actually need to transport their children. If we chose to go to the more local out of catchment school, there is no guarantee that we would get a place, as there is no plans to increase the number of places this school has. As there are only about 2 miles difference, from Curridge road/Long Lane junction to either Downs School or Trinity School, is there a significant reduction in transport costs compared to the increased management and administration time of implementing this policy. This proposal has not been widely communicated. There has been no direct communication about this proposal from the council directly to potentially affected parents. It has been left to schools, via a single email, to notify parents. For some schools, who may only have one or two parents affected, this might not have been done at all.</p> | <p>6/25/2015 7:23 AM</p> |
| <p>35</p> | <p>Suggested reasons for objection to the policy It makes no sense to change a transport policy and not change the catchment policy This change unfairly affects people within rural communities and rural schools It will split communities as it will divide Chieveley (Downend will be Downs, other end Trinity) and Hermitage (roughly north of the Fox will be the Downs, south of the Fox will be Trinity) and so could become divisive. This change might have an adverse affect on the Downs school pupil numbers, again another blow for the rural community. Is there any plan in place to increase the number of places available at Trinity school should all parents affected want their children to attend this school? There is no guarantee that even if parents did want to pay for a bus, there would be one provided or there would be a space. There is also no guarantee what the ongoing cost of this bus would be. This means that if parents wanted their children to go our catchment school, the council can provide no commitment about what the method of transport to this school would be. The impact of parents having to transport their children to the school would mean increased traffic flow on small rural roads, many of which are not even B roads, and are narrow and twisty. This has the potential to increase road maintenance on these roads , increased emissions and pollution, increased congestion at the Downs School at both ends of the school day, which is very congested already. The risk of accidents on the roads will only increase with increased traffic. Given the Government focus on encouraging people to work, there would also be a big impact on working hours as one of the parents would actually need to transport their children. If we chose to go to the more local out of catchment school, there is no guarantee that we would get a place, as there is no plans to increase the number of places this school has. As there are only about 2 miles difference, from Curridge road/Long Lane junction to either Downs School or Trinity School, is there a significant reduction in transport costs compared to the increased management and administration time of implementing this policy. This proposal has not been widely communicated. There has been no direct communication about this proposal from the council directly to potentially affected parents. It has been left to schools, via a single email, to notify parents. For some schools, who may only have one or two parents affected, this might not have been done at all.</p> | <p>6/25/2015 7:15 AM</p> |

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| 36 | <p>Suggested reasons for objection to the policy It makes no sense to change a transport policy and not change the catchment policy This change unfairly affects people within rural communities and rural schools It will split communities as it will divide Chieveley (Downend will be Downs, other end Trinity) and Hermitage (roughly north of the Fox will be the Downs, south of the Fox will be Trinity) and so could become divisive. This change might have an adverse affect on the Downs school pupil numbers, again another blow for the rural community. Is there any plan in place to increase the number of places available at Trinity school should all parents affected want their children to attend this school? There is no guarantee that even if parents did want to pay for a bus, there would be one provided or there would be a space. There is also no guarantee what the ongoing cost of this bus would be. This means that if parents wanted their children to go our catchment school, the council can provide no commitment about what the method of transport to this school would be. The impact of parents having to transport their children to the school would mean increased traffic flow on small rural roads, many of which are not even B roads, and are narrow and twisty. This has the potential to increase road maintenance on these roads , increased emissions and pollution, increased congestion at the Downs School at both ends of the school day, which is very congested already. The risk of accidents on the roads will only increase with increased traffic. Given the Government focus on encouraging people to work, there would also be a big impact on working hours as one of the parents would actually need to transport their children. If we chose to go to the more local out of catchment school, there is no guarantee that we would get a place, as there is no plans to increase the number of places this school has. As there are only about 2 miles difference, from Curridge road/Long Lane junction to either Downs School or Trinity School, is there a significant reduction in transport costs compared to the increased management and administration time of implementing this policy. This proposal has not been widely communicated. There has been no direct communication about this proposal from the council directly to potentially affected parents. It has been left to schools, via a single email, to notify parents. For some schools, who may only have one or two parents affected, this might not have been done at all.</p> | 6/25/2015 7:11 AM |
| 37 | Removal of subsidised school transportation could lead to an increase in lateness and absenteeism | 6/24/2015 5:35 PM |
| 38 | Removal of free school transportation will add financial pressure to rural families. | 6/24/2015 5:34 PM |
| 39 | This will have a negative impact on the environment - with more parents forced to drive their children to school. A very backwards step | 6/24/2015 5:31 PM |
| 40 | To not fund transport to a catchment school is completely unacceptable | 6/24/2015 5:28 PM |
| 41 | I understand that from your point of view this may only affect 400 students, but those students accepted places offered to them at their catchment school in good faith that they would be able to attend and be transported to the school for the duration of their time there. You are leaving people with an impossible choice, the changes to the transport provision feel discriminatory at best. | 6/24/2015 3:45 PM |
| 42 | This may result in parents ferrying children to and from school in private cars which is not ideal for a number of reasons: - childs safely with sooo many cars being parked outside the school - local area impact of numerous vehicles - pollution issues from additional vehicles. - inconvenience for parents to juggle transportation to school and work. | 6/24/2015 2:50 PM |
| 43 | <p>My son will start at secondary school in September 2016. His catchment school is the Downs at Compton, however the closest school is Trinity in Newbury. The second closest is Kennet in Thatcham. From what I understand from applications in the past he stands little chance of getting into a non catchment school, yet you will provide transport provision to a school that he would be unlikely to get into. Therefore I would have to drive him myself (cycling his own way there not really an option at 6 miles on dangerous roads every day aged 11). Have you considered the impact of the traffic chaos in Compton. This is a small village with poor road infrastructure and limited routes to the village. It makes no sense to send 10's of cars to the school each day instead of a bus - you will end up with a risk to budget in your roads and highways department, even if you save it the education line. The net effect will not save you money. This change unfairly affects people within rural communities and rural schools where children don't have an option to make their own way by foot or by cycle. We live in Hermitage yet only half the village will be affected. One end of the village will be entitled to transport, and the other half won't - yet all are in the same school catchment. Change the school catchments in line with this policy if you are going to change the policy. At least that way it is consistent.</p> | 6/24/2015 10:02 AM |
| 44 | This change dissporportionally impacts children living in rural locations in West Berkshire - impacting the childrens ability to get to school independantly, there by impacting parents ability to work (as lifts will have to be provided to and from school), will break up year groups and will force more traffic onto rural roads. Whilst I am not adverse to paying for transporation - and in fact would be prepared to pay more than the amount stated by the council, I do not see why the amount of transportation should be limited. Surely if there are enough children prepared to pay for transportation arranged through the council it should be made available. | 6/24/2015 9:21 AM |
| 45 | Every household is linked to a school via the catchment allocation. Linking transport to the catchment school is a clear, straightforward and obvious policy. I struggle to undersdtand the motive for change? | 6/23/2015 10:38 PM |

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| 46 | It is unreasonable of the council to enforce this new proposed policy for transport, the council decide on the catchment school boundaries we are closer to Newbury than Compton yet our catchment school is in Compton. How can the council propose such an unreasonable policy when it is that who decide the catchments. This is a very unfair and unjust proposal. We pay premium for our council tax and this is how we are repaid. It is the fault of the council that there are not enough secondary schools in Newbury forcing us to go further a field making the catchment for Downs school reach the outskirts of Newbury. I do not believe that it will only effect 400 students it will be far more, and if it is only 400 why penalise the few who have no choice. This is a ludicrous proposal which if taken to the court of law would be rule on as unfair and unjust. A council can not penalise those who live nearer to a school which is not their catchment school, that is the whole point of catchment schools that dwellers go to the school the council would choose to be in their catchment to help the authorities manage the numbers of students. I urge you to reconsider this proposal. This proposal has the potential to end in a huge court battle. | 6/23/2015 10:28 PM |
| 47 | It's a ridiculous system that is causing absolute confusion and disruption to a system that has worked and would continue to work if left alone | 6/23/2015 8:57 PM |
| 48 | The wider implications of this proposed policy change on our cohesive village communities, our environment and our children's safety, wellbeing and development, as well as the financial cost to hard pressed rural working families are immense. | 6/23/2015 7:09 PM |
| 49 | Forcing more parents to drive their children to school means more traffic on the roads, especially dangerous in Hermitage when the Primary school finishes at 3.30pm and all the traffic from the Downs School hits Hermitage as the Downs finishes at 3.15pm. This is already a dangerous situation. Hermitage suffers very badly from the volume of traffic this will only compound the situation. | 6/23/2015 6:34 PM |
| 50 | How does this in any way meet the sustainability agenda? more traffic, more pollution! I look forward to the complaints you have from the residents of Compton on the extra 300 cars a day! This is totally nuts! Plus given parents will now need to drive their children to school and pick up whats the economic impact on the local economy of arriving late, leaving early? This is a really poor and unfair plan. In addition, saying 'This change would affect about 400 students out of a total secondary school population of 11500' is disgusting - so now we are creating a minority that's excluded? really? This is disgusting. | 6/23/2015 6:26 PM |
| 51 | In Chieveley our nearest school would be Trinity (I am guessing) and yet our catchment is Downes - it is totally ridiculous and unfair to say 'Where the nearest school and the catchment school are different their is no entitlement' - or more correctly there is entitlement, but only to take the children to the nearest school, not the school they attend - what?! How has that any purpose at all! Come on! that's just ridiculous logic .. well not even logic! Firstly, its unfair on the kids, but also if this is to save expense then good luck, as you are only shifting the budget to Roads as they will need fixing more regularly due to the weight of traffic! This is a ridiculous policy and I am ashamed of our council for proposing it. | 6/23/2015 6:20 PM |
| 52 | Would like to see transport provision for Denefield students who live in Pangbourne. Denefield is a west Berkshire school , yet transport is not provided for west Berkshire students , yet reading borough council provide buses for reading students to get to a west Berkshire school , due to denefield school continuing to meet ofsted requirements more and more students from the village will be choosing it over theale green school . It could be argued that denefield is a shorter distance on foot than theale green , however the safety of the students is put at risk due to their being a very narrow footpath on reading road where the speed limit is 50mph and often floods in the winter months. | 6/23/2015 4:27 PM |
| 53 | Can you please provide specific details of which schools/locations make up the approximate 400 students that you estimate will be effected. Ideally each parent should be told directly if they will be effected before they select Secondary Schools for September 2016. | 6/23/2015 4:20 PM |
| 54 | We live in Cold ash and my children have had to use the private Weaveraway bus to get to their school which is The Downs. This means that this will have cost us nearly £21000 (£1000 x 7 x3) to get our children to school which is an extortionate cost and a sum which has been very difficult for us to find . it seems very unfair that for parents like us there is no help with transport costs or reduction in cost for siblings. 2 of our children have just left and we only have one now going into Yr 13 but is there going to be any additional help for us in the new policy - it is very confusing | 6/23/2015 12:45 PM |
| 55 | You should provide a free school bus equally for everybody and not pick on a few unlucky people because of their address. Free transport should be provided to the catchment school. If you want to change that to the nearest school, then you need to change the catchment boundaries so everyone goes to their nearest school and provide the extra capacity in the nearest school if required. Does not seem to me that this has been thought out properly! | 6/23/2015 9:04 AM |
| 56 | In your guidance you should advise which villages are affected | 6/23/2015 12:30 AM |

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| 57 | Has the impact of the additional vehicles visiting the schools carrying the 400 students (let's say 200 cars) been considered? | 6/22/2015 9:47 PM |
| 58 | I would like to see the policy include younger siblings who are attending the same school if it is there catchment. | 6/22/2015 2:03 PM |
| 59 | I am writing to express my concern at proposed changes to West Berks home to school transport. My children attend their catchment school - Trinity school - however Kennet school is closer to our home. Currently my children are entitled to free places on the school bus as we live over three miles from their school, but the proposed changes would mean that we would have to pay for their transport in future (I have a younger child who will be moving on to secondary school in a few years time who will be affected by the proposed changes.) I question the proposed change's fairness. As the council itself uses catchment areas over school proximity to decide how places are to be allocated to students, it seems odd that transport funding changes should favour proximity. I would like to know why the proposed changes would allow funding to continue to be given to those children attending their 'nearest' school whilst funding will be taken from those children who attend their 'catchment' school. | 6/22/2015 12:47 PM |
| 60 | I and plenty of parents I know cannot afford any charges & I'm convinced that this ludicrous money making idea will lead to a massive increase in children not attending school. I cannot stress enough that you MUST NOT go ahead with this ridiculous proposal! | 6/21/2015 10:09 PM |
| 61 | Firstly I have no axe to grind here; our nearest school and our catchment school are one and the same. However I seem a looming legal problem for the Council with this change -- unless a change of boundaries will take place at the same time. The Council needs to consider what they will do in the event that there is no space for a particular pupil at the nearest school (to which there is transport provision) but there is space at the catchment school (to which there would be no transport). There is a legal obligation to go to school; however there is NO legal obligation for parents to transport their children to school or pay for their transport to school unless they choose to send their child to a non-catchment school. What happens if the parents are unable or unwilling to foot the bill to get their children to the catchment school? I think the Council will find it would be on very thin ice legally in this situation. | 6/20/2015 8:22 AM |
| 62 | I believe transport should be provided free to the catchment school as that is where we are encouraged to apply to send our children. There are already enough issues with insufficient school places in catchment schools without compounding this by encouraging parents to apply to non-catchment schools, citing their reason for applying that it is the only school with free transport. What is the point of a catchment school in this case? | 6/19/2015 5:27 PM |
| 63 | I would urge the council to reconsider and allow extra time for consultation as applications for secondary schools have to be in by October and does not allow parents enough time to consider all options. Also not sure if it would save money as if majority of parents decided to drive to school then buses would be running half empty with no extra money being paid. | 6/19/2015 1:06 PM |