

# Summary of Individual Executive Member Decision taken on 1 July 2009

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**Individual Decision No:** ID1816

**Portfolio Member:** Councillor Barbara Alexander – Children and Young People

## Home to School Transport Policy 2010-11

Resolved that the Home to School Transport Policy for 2010-11 be approved, subject to amendment following receipt of additional comments (see attached).

*These decisions are eligible to be 'called-in'. However, if the decisions have not been 'called-in' by 5.00pm on 9 July 2009, then they will be implemented.*

***If you have any queries regarding this decision, please contact:***

***Moir Fraser, Democratic Services Manager on Ext 2045***

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## Amendments to Home to School Transport Policy 2010-11

No.	Paragraph in Policy	Response Text / Summary of text	Comment
51	<p><b>2.1.11 Nature of Routes to School</b></p>	<p><b>From:</b> Councillor Alan Macro            S2.1.11. Comment: regarding acceptance that parents will have emotional concerns about safety that could lead to genuine anxiety and higher absence levels.</p> <p>Concern over no requirement for risk assessment in 2.1.11. Only mention of a risk assessment is in response to parental objections. Risk assessments should be carried out as soon as a potential route is identified.</p> <p>“Temporary availability” needs to be qualified. A route may be acceptable if it is flooded occasionally for a couple of days. It would not be acceptable if it is regularly flooded for a couple of weeks.</p> <p>No mention is made of the risk of bullying on remote routes. This is probably the most likely danger to occur. The potential consequences on a remote route are severe.</p>	<p>It is accepted that parents will have concerns over safety and all are taken seriously with cases being judged ultimately on the circumstances involved. It is impracticable to operate a risk assessment process when considering initial applications for free home to school transport when there are Rights of Way or Permitted Paths; these are, by their nature, expected to be normally available and unobstructed.</p> <p><b>2.1.11 will be amended to ensure the understanding that ‘Rights of Way will normally be considered available...’ to take account of advance knowledge of safety issues.</b></p> <p><b>2.1.12 will be amended to ensure that risk assessments of identified routes will be undertaken before any consultation on the possibility of withdrawing existing transport arrangements.</b></p> <p>Each case regarding temporary availability will be considered individually. It would be unwise to specify exact periods and regularity for all possible cases. Parents are able to take refusals to appeal.</p> <p>Any decision to allow a child to travel to school unaccompanied on a walking route rests with the parents as it is on this basis that the Council will consider a route to be available for use with reasonable safety. This also applies regarding the issue of mobile telephone usage.</p>

No.	Paragraph in Policy	Response Text / Summary of text	Comment
	<p><b>2.1.12 Transport Provided in Error or Subject to Change</b></p> <p><b>2.2.2 Peripheral Activities</b></p> <p><b>4.1. Fare Paying Scheme</b></p> <p><b>8. Sustainable Transport and School Travel Plans</b></p>	<p>No mention is made of mobile phone coverage. Mobile phones can obviously be used to summon help in case of accident or illness. Walking routes should not be considered if parts do not have mobile phone coverage.</p> <p>It must be accepted that the replacement of a bus route by a walking route will result in many extra children being driven to school in private cars. This will be contrary to the council's sustainability policies and "Greener and Cleaner" agenda. It will also lead to extra congestion and parking problems near schools.</p> <p>S 2.2.2 The refusal to accommodate changed timings due to respite care requirements seems heartless and will be a hostage to bad publicity.</p> <p>S4.1 It is not acceptable that provision for a paid-for seat on contracted services can be removed "at any time". Reasonable notice should be given so that parents have time to put other arrangements in place.</p> <p>S8 I greatly welcome the prospect of employing more school crossing patrols.</p>	<p>Following consultation and any decision to withdraw transport, schools will be approached, with officers of the Council to consider sustainable transport options in line with the school's Transport Plan.</p> <p>Legislation currently limits duty to provide home to school transport for the start and finish of the school's set hours. Some respite care transport is currently provided but financed appropriately by a Children's Services budget and not the Home to School Transport Education budget.</p> <p>Fare-paying seats are available at the discretion of the Council when they exist. Withdrawal is entirely dependant upon demand for an entitled free seat and, although every effort is made to give a period of warning or provide alternative assistance, this is not always possible. All applicants are warned of the possibility of withdrawal when a Fare-Paying seat is allocated.</p> <p>Although not a statutory provision, officers across service areas consider the suitability of providing a crossing site and patroller following a Road Safety report when approached.</p>