

Agenda Item No.7 (j)

DERBYSHIRE COUNTY COUNCIL

CABINET

6 May 2014

Report of the Strategic Director for Children & Younger Adults

**Changes to Policy for Home to School Transport
for Children of Sixth Form and Pre-School Age and Young Adults
Subject to a Learning Difficulty Assessment Following Consultation –
(Children and Young People)**

1. Purpose of Report

- 1.1 To seek approval for changes to Derbyshire County Council's provision of home to school transport for children of sixth form and young adults who are subject to a Learning Difficulty Assessment.
- 1.2 To seek approval for current provision of home to school transport for pre-school age children with special educational needs (SEN) to remain unchanged.

2. Information and Analysis

2.1 Background and context

- 2.1.1 Derbyshire County Council (DCC) is facing severe budget pressures and needs to save £157m by 2018. Reductions in Government grants, inflation and greater demands on areas of the County Council's budget for adult social care and vulnerable children mean it must re-think the way it delivers services. It means some services will remain, some will be run differently but some will have to cease.
- 2.1.2 Derbyshire County Council has a statutory duty to make home to school/college travel arrangements free of charge for entitled pupils of compulsory school age. The Council also provides transport assistance beyond its statutory duties; a charge is made for some of these services. Such travel arrangements for pupils and young people with Special Educational Needs(SEN) including pre-school

and sixth form learners, which are not charged for currently, have been reviewed and consulted upon.

2.1.3 In January 2014, Cabinet approval was given to consult on the following proposed changes to SEN transport from September 2014.

- To charge a contribution, currently £316 a year, per pre-school child with SEN who is receiving transport.
- To charge sixth form age students with SEN the same charge as other students of sixth form age – currently £349 a year.
- That only students aged 19-24 where the Council has arranged a learning difficulty assessment will be considered for transport assistance, and free transport assistance to facilitate college attendance will be given only where, in the view of the Council, it is necessary. In practice, this could mean that providing free transport for students attending courses similar to previous courses they have already studied would not be considered “necessary”.

2.1.4 Under the current Home to School Transport Guidance (2007) local authorities should consult widely on school transport arrangements and such consultations should last for at least 28 working days excluding school holidays. The Council’s consultation period ran from the 3rd February 2014 to 24th March 2014.

2.1.5 The consultation consisted of an on-line questionnaire, which could either be completed on-line or by ‘phone where a dedicated team completed this on behalf of the caller; paper copies were also available on request.

2.1.6 Letters outlining the consultation and giving details of how to take part were sent to current users of this transport including pupils receiving transport in school years 10 and 11. All Derbyshire County Council schools and nurseries, other schools and colleges who receive this transport received letters. Letters were also sent to current contractors, Local MP’s and Strategic Directors of Children’s Services. The Secretary of State for Education was also written to. Posters detailing how to take part in the consultation were sent out to children’s centres, libraries and doctors surgeries throughout the county. Furthermore, a notice was placed on the schools’ extranet advising schools of the consultation. Meetings with current and potential future users of the service were held.

2.2 Consultation Responses

2.2.1 The Council received the following responses to the consultation:

- 172 questionnaire responses
- Meetings with parents of current and potential future users of the transport being reviewed.
- 1 letter.

All the consultation responses have been considered in the Equalities Impact Analysis (EIA) – Appendix 1.

2.2.2 Proposal - To charge a contribution currently of £316 a year per pre-school child with SEN who is receiving transport.

Appendix 2 shows a breakdown of the effects this proposal would have on children and their families using the transport. Some answers gave more than one reason.

As can be seen from Appendix 2, the most prevalent reason that parents using the service highlighted was that the charge would put them under additional financial pressure. It was also raised that these children have to travel a greater distance than their peers to receive suitable education.

Both staff and governors at schools, which currently receive this transport, were concerned that this provision could cease if all the funded places were not used because parents could not afford to pay the contribution towards their child's transport.

Other returns highlight the benefits of children with additional needs receiving early intervention and how this enhances their academic performance.

Appendix 3 shows the profile of the people completing the questionnaire who were answering as a parent/carer of a pre-school age child receiving SEN transport.

2.2.3 Proposal - To charge sixth form age students with SEN the same charge as other students of sixth form age – currently £349 a year.

Appendix 4 shows a breakdown of the effects this proposal would have on sixth form learners.

The most prevalent issue raised was the affordability of the contribution; many parents stated that their ability to work longer hours was reduced by the needs of their young person. Accessibility to suitable learning establishments was also an issue as many parents felt these students had less choice than their peers. This usually means these students have to travel longer distances.

Appendix 5 shows the profile of the people completing the questionnaire who were answering as a parent/carer of a sixth form learner. The majority of these students receive the mobility component of Disability Living Allowance (80%), with this being taken in the form of an allowance in the majority of cases. The majority of parents/careers completing the consultation chose not to enter their household income. Free school meals (FSM) eligibility is often used as an indication of deprivation. The percentage of sixth form learners entitled to FSM in the County's special schools is 9.8% compared to 4.7% in this age group in mainstream schools.

Statutory eligibility to free home to school transport ends at age 16. Eligibility for post-16 transport provision for learners of sixth form age is not prescribed by statute and the local authority must decide what arrangements it considers necessary, as a local response to transport needs, which complies with the legislation and public law. The Raising of the Participation Age (RPA) legislation, requiring young people to participate in education or training until the end of the academic year in which they turn 17 from 2013 (and up to their 18th birthday from 2015), has not created any new entitlement to transport for post-16 learners.

2.2.4 Proposal – That only students aged 19-24 where the Council has arranged a learning difficulty assessment will be considered for transport assistance, and free transport assistance to facilitate college attendance will be given only where, in the view of the Council, it is necessary. In practice,

this could mean that providing free transport for students attending courses similar to ones they have already studied would not be considered “necessary”.

Appendix 6 shows a breakdown of the effects entered for this proposal on students aged 19-24 with learning difficulties. Several parents were concerned how the term “necessary” would be judged. They also felt these adult learners have fewer opportunities than their peers. Some respondents felt that if the Council did not provide this transport then these students would struggle to attend these courses, as many of them could not travel independently and the cost of this transport could be high. There were concerns about these young adults becoming isolated if they did not attend college. Another issue raised was that due to the learning difficulties of these young adults, the next course may be similar to the last.

In deciding whether it was necessary for the Council to provide free transport for an adult learner, the Council would, amongst other things, have regard to:

- The learner’s age, ability and aptitude
- Any learning difficulties the person may have
- The quality of the education or training
- The locations and times at which the education or training is provided
- The nature of the route, or alternative routes, which the learner could reasonably be expected to take.

For the purposes of deciding whether to provide free transport the Council would not consider it necessary, other than in exceptional circumstances, for an adult learner to attend an FE course where the learner had previously attended a course at an establishment within the FE sector. The Council would make referrals to other sources of funding and assistance as part of the learning difficulties assessment.

Appendix 7 shows the profile of the people completing the questionnaire who were answering as a parent/carer of a student

aged 19-24 with learning difficulties. 31 out of the 34 receive DLA; the other 3 did not respond to this question. A third of the respondents had a household income of less than £20,000, with another third preferring not to say.

3 Proposals

- 3.1 For the pre-school age children it is proposed not to ask for a contribution towards transport at this time, therefore the current policy would remain unchanged.
- 3.2 For SEN sixth form learners to be charged a contribution towards transport, with a lower rate being charged for those who meet the low income criteria for school age pupils. This lower rate will be £233, which is 2/3 of the normal rate of £349. That where the higher rate mobility component of Disability Living Allowance is received for the young person and is taken in the form of a vehicle it would be expected that the vehicle be used to transport the young person to their place of learning. If it is not used, the charges would apply.
- 3.3 That only students aged 19-24 where the Council has arranged a learning difficulty assessment will be considered for transport assistance, and free transport assistance to facilitate college attendance will be given only where, in the view of the Council, it is necessary. In practice, this could mean that providing free transport for students attending courses similar to ones they have already studied would not be considered “necessary”.
- 3.4 That as part of the learning difficulty assessment process the Independent Travel Training scheme (ITT) is discussed where appropriate. The student is made aware of what the training involves and how to apply for it.
- 3.5 That these proposals commence from September 2014, with existing students being protected while they complete a course started in September 2013 or before.

4 Financial

4.1 The cost of pre-school age SEN transport will remain the same, as the policy will not change.

4.2 There are, on average, around 105 students receiving transport in year 11, 12 and 13. If the proposed charges are phased in it would create a maximum income to the Council of £36,600 per year. Due to the size of the vehicles used these charges would most probably be subject to VAT. Passenger transport within the UK in any vehicle designed or adapted to carry ten or more passengers (the driver and crew are treated as passengers for the purposes of determining the carrying capacity) is zero rated.

The level of income to the Council would reduce further if the students are charged the lower fee. The income to the Council would be approximately £28,000 per each school year (VAT has been deducted). When this change has been fully phased in and all sixth form learners with SEN are paying a contribution the income will be approximately £90,000 a year.

4.3 By no longer funding transport for more than one further education course per student, unless the Council deems it necessary, we anticipate that this would save £150,000 per year. As this will be phased in, a number of current students will be protected on their course (started before September 2013). Therefore all the saving will not be achieved in 2014/15.

4.4 Table 1 shows the approximate income and expenditure saving year on year. This shows the amounts expected in each financial year adjusting for the changes starting in the September of each year. As these changes are to be phased in it will be in the year 2017/18 when the full income is received. VAT has been deducted from the expected income.

Table 1 – Income and reduced expenditure year on year

Financial year	2014/15	2015/16	2016/17	2017/18
<u>Sixth form income</u>				
	£	£	£	£
All at full charge	17,751	49,800	82,926	98,595
10% at low income charge	17,159	48,140	80,135	95,288
30% at low income charge	15,976	44,820	74,552	88,673
19 -24 reduced expenditure	50,000	125,000	150,000	150,000

5 Human Resources Considerations

- 5.1 The increase in the number of pupils being charged a contribution for transport assistance will increase the workload in the Finance Section in the CAYA department.

6 Legal and Human Rights Considerations

- 6.1 For learners of sixth form age the Local Authority (LA) must produce an annual policy statement setting out the transport arrangements it considers necessary. There is no statutory requirement for such arrangements to be free of charge. The statement must set out the extent to which the arrangements include those for persons with learning difficulties and disabilities.
- 6.2 In considering what travel arrangements it is necessary to make for persons of 6th form age, LAs must have regard to: the needs of those for whom it would not be reasonably practicable to attend education/training if no arrangements were made; the need to secure reasonable choice; distances, journey times, cost of transport; and the LAs duty to secure enough suitable education/training for persons of 6th form age, having particular regard to a person's age, ability, aptitudes and any learning difficulties they may have.
- 6.3 In considering what transport arrangements to make for adults under 25, who are subject to a learning difficulty assessment, the LA must

have regard to its statutory duty to secure enough suitable education and training to meet such adults' reasonable needs. The Council also has a duty to encourage participation in education and training for persons over compulsory school age but under 19, and for persons aged 19-25 subject to learning difficulty assessment.

6.4 LAs have discretion to provide transport assistance for children receiving early year's education, including reimbursement of parents' travel expenses.

6.5 In discharging its functions relating to travel arrangements, the Authority must have regard to any guidance issued by the Secretary of State. The Council has taken the decision to phase these changes in and protect existing users.

7 Equality of Opportunity Considerations

7.1 The Authority's arrangements for transport for persons of sixth form age with disabilities or learning difficulties must be no less favourable than for pupils of the same age attending maintained schools.

7.2 The Authority's arrangements for providing transport for relevant young adults to establishments outside the FE and HE sector where the Authority has secured education or training must be no less favourable than the arrangements made for relevant young adults of the same age for whom the Authority secures education at another institution.

8 Transport and Environmental Considerations

8.1 These proposals would not significantly affect how the transport is provided in the future. The Authority would still provide the current methods of transport but at a reduced cost to the Authority or at an increased income level.

9 Other Considerations

9.1 Some students may find alternative methods of getting to and from school/college. In preparing this report the relevance of the following factors has been considered – prevention of crime & disorder and property considerations.

10 Key Decision

Yes

11 Background papers

Home to School Transport policy, January 2012

Consultation on Changes to Policy for Home to School Transport for Children of Sixth Form and Pre-School Age and Young Adults Subject to a Learning Difficulty Assessment, March 2014.

Increased Charges for Home to School Transport, April 2014

12 Call in period

It is not necessary to waive the call-in period in respect of the decisions being proposed within this report.

13 Strategic Director's Recommendation

It is recommended that:

- Travel assistance is provided in exception circumstance for SEN pre-school age children and that no contribution is charged for this.
- Cabinet approves the proposals to charge sixth form age learners with SEN a contribution towards transport assistance. This amount should be the same as other learners of this age (currently £349 per year). Students who are on a low income should pay a contribution of £233; a reduction of a third.
- From September 2014, only students aged 19-24 where the Council has arranged a learning difficulty assessment will be considered for transport assistance, and free transport assistance to facilitate college attendance will be given only where, in the view of the Council, it is necessary.
- That the Independent Travel Training Scheme is considered for each student as part of the learning difficulties assessment.

IAN THOMAS

Strategic Director for Children & Younger Adults

Appendix 1: Equalities Impact Analysis

1. Proposed Changes

1.1 Context

Due to reductions in funding from central government, Derbyshire County Council (DCC) must reduce its expenditure by £157m over the next 5 years. In order to meet these targets, Cabinet is reviewing all areas of expenditure. Cabinet will be guided in its decision making by the priorities contained within the new Council Plan, as it is developed.

Local authorities have statutory responsibilities to provide transport for children and young people in specified circumstances, but the provision of transport for children of pre-statutory school age, or from sixth form age and older is made on a discretionary basis, other than where the council deem it necessary that transport be provided including where the council had secured the provision of education or training and the provision of boarding accommodation under Section 514A Education Act 1996 for an adult learner aged under 25 and subject to learning difficulty assessment.

Currently DCC provides free transport to 34 pre-school age children, and 331 post 16 young people with special educational needs (SEN).

1.2 Proposals considered in the consultation, and the response

Some changes have been made to the proposals following analysis of the responses to the consultation. The analysis in the following sections details what the data has told us, and why changes to the proposals which are shown in this table have been made.

Proposal considered in consultation	Proposed changes following consultation
To introduce a charge from September 2014 for families using transport arrangements for pre-school age pupils with a Statement of SEN in line with the charge made to other non-entitled primary pupils, currently £316. Families entitled to free school meals would be exempt from the charge.	It is recommended that this proposal be withdrawn entirely.
That sixth form pupils with learning difficulties or disabilities (LDD) for whom transport arrangements are made by the Council would be subject to a charge at the same rate as other sixth form transport users, currently £349 per year.	It is recommended that: This proposal includes the provision of a reduced charge for families of sixth form age pupils with LDD on a low income (equivalent criteria as for entitlement to free school meals). The charge for low income families would be one third less than the full charge (on current charges, the discounted charge would be £234 a year).
That young adults aged 19-25, including those subject to learning difficulty assessment, who began a particular course of education or	

training before the age of 19 and continue to attend that course, would be charged for transport arrangements made by the Council at the same rate as other persons of statutory sixth form age.	<p>That where the higher rate mobility component of Disability Living allowance is received for the young person and is taken in the form of a vehicle it would be expected that the vehicle be used to transport the young person to their place of learning. If it is not used, the charges would apply.</p> <p>That the introduction of charges be phased in for new users, including a new course or place of learning.</p> <p>It is recommended that the same s per above</p>
That young adult learners would be expected to meet the cost of travel between home and the establishment at which they are receiving education or training except in the circumstances set out below	It is recommended that there is no change to this proposal.

Young adult learners would be expected to meet the cost of travel between home and the establishment at which they are receiving education or training except in the circumstances set out in the list below. The Council would offer support and assistance by providing information about: any schemes under Section 93 Transport Act 1985 providing travel concessions; local transport providers and services; and other sources of additional support.

The Council would provide free transport to young adult learners (not being persons of statutory sixth form age) in the following circumstances only:

- A. Where the Council had secured the provision of education or training and the provision of boarding accommodation under Section 514A Education Act 1996 for an adult learner aged under 25 and subject to learning difficulty assessment, and the Council considered that the provision of transport by the Council was necessary to facilitate that person's attendance at the place where the education or training was being provided.
- B. Where an adult learner was receiving education at an establishment maintained or assisted by the Council and providing FE or HE or both, or at an FE college, and the Council considered that:
 - a) That person's attendance on that course was reasonably necessary; and
 - b) It was necessary for the Council to provide transport to facilitate that person's attendance on the course.

In deciding whether it was necessary for the Council to provide free transport for an adult learner, the Council would, amongst other things, have regard to:

- The learner's age, ability and aptitude

- Any learning difficulties the person may have
- The quality of the education or training
- The locations and times at which the education or training is provided
- The nature of the route, or alternative routes, which the learner could reasonably be expected to take.

For the purposes of deciding whether to provide free transport the Council would not consider it necessary, other than in exceptional circumstances, for an adult learner to attend a FE course where the learner had previously attended a course at an establishment within the FE sector.

2 Scope of the analysis

This analysis has been conducted to appraise the impact on all current, non-statutory school age recipients of free transport assistance from Derbyshire County Council on the grounds of SEN and their families, and potential future users of the transport.

3 Sources of data and consultation

A public consultation was undertaken on the changes proposed in the Cabinet paper 'Consultation on Changes to Policy for Home to School Transport for Special Educational Needs including Sixth Form and pre-school age', dated 21 January 2014, and ran from 3 February to 24 March 2014. The consultation sought information on how the potential changes would affect those who might be affected.

During the consultation, the following responses were received, all of which have informed the proposed changes, and this analysis:

- 172 completed questionnaires
- 1 letter
- Meetings with stakeholders

Furthermore, the following data sources have been used in this analysis:

- Comparable information from other local authorities, and schools;
- Numbers, ages, nature of the special educational need and types of provision being accessed by users of the transport;
- Data comparing families of children with SEN with families with non-SEN children;
- Details of the decision making processes used by DCC staff in assessing transport requests;
- Local and national policy, including statutory guidance, related to transport for people with learning difficulties and disabilities.

4 What the data and consultation responses tell us

4.1 Affordability

Consultation responses from families using the service affected were most concerned about the affordability of the proposed charges. Some respondents indicated that the charge would result in financial hardship, or that there would be less to spend on other care needs. Some respondents indicated that as a result of the charge some young people would not be able to access sixth form, although some felt the charge proposed was reasonable, as the families receive mobility allowances for the young person. Some suggested that reducing the charge would reduce the impact on families already facing increased demands on their family income. Some also felt that the charge was unreasonable for those who have been receiving it for free.

4.2 Accessing provision

Those using the services affected were also concerned about the difficulty of accessing the provision attended by their young people, and thus the importance of transport being available. Some respondents identified that the transport made lives less stressful for parents and children, and that they may lose skills if the introduction of a charge acted as a barrier to engaging in learning.

4.3 Issues affected protected groups, and other groups identified by the data

The data provides us with the following findings:

<i>Protected Group</i>	<i>Findings</i>
Age	The data tells us that appropriate specialist intervention at an early age can reduce the disadvantage some children face educationally as a result of their disability on their journey through education. As pre-5 pupils requiring specialist provision often have to travel much further distances to access appropriate learning, the proposal to introduce charges for this group would particularly disadvantage pre-school children and as such this proposal is withdrawn.
Disability	<p>By the nature of the changes being consulted upon, all those potentially affected by the changes have learning difficulties or disabilities. However, the proposed changes would not unfairly disadvantage young people of sixth form age or older with disabilities compared to their peers without disabilities as the same charge is applied to non-disabled young people using transport provided by DCC to access their place of learning. The data tells us that sixth form pupils in Derbyshire's special schools are approximately twice as likely to be eligible for free school meals (FSM) as their sixth form peers in non-special schools (9.8% in special schools, 4.7% in non-special schools). As such, a reduced rate of charge for low income SEN students is proposed. For post 16 students not being provided transport due to LDD using spare seats on transport provided by DCC are subject to the full charge.</p> <p>The data also tells us that non-disabled pre-5 pupils usually attend their local nursery, and as such do not incur significant</p>

	<p>cost to get to schools. Furthermore, data tells us that appropriate specialist intervention at an early age can reduce the disadvantage some children face educationally as a result of their disability. As pre-5 pupils requiring specialist provision often have to travel much further distances to access appropriate learning, the proposal to introduce charges for this group is withdrawn.</p> <p>The data tells us that many families currently using transport provided by DCC for their young person of sixth form age to access learning are in receipt of disability living allowance. Most receive this in the form of a cash payment to mitigate disadvantages faced by the young person's disability with regard to travel..</p>
Gender (Sex)	There are no greater adverse impacts anticipated of the changes for any gender.
Gender reassignment	The proposed changes will in no way more greatly impact on those undergoing, or who have undergone, gender reassignment.
Marriage and civil partnership	The proposed changes will in no way more greatly impact on any individual due to their marriage or civil partnership status.
Pregnancy and maternity	The proposed changes will in no way more greatly impact on any individual due to their pregnancy or maternity status.
Race	The proposed changes will in no way more greatly impact on any individual due to their race.
Religion and belief including non-belief	The proposed changes will in no way more greatly impact on any individual due to their religion or belief.
Sexual orientation	The proposed changes will in no way more greatly impact on any individual due to their sexual orientation.
Socio-economic	The data tells us that the affordability of the proposed changes is a significant concern for families on low incomes, including working families. The data tells us that sixth form pupils in Derbyshire's special schools are approximately twice as likely to be eligible for FSM as their sixth form peers in non-special schools (9.8% in special schools, 4.7% in non-special schools). As such, a reduced rate of charge for low income SEN sixth form age students receiving transport assistance from DCC is proposed.
Rural	The data tells us that there are some families who live a considerable distance from their child or young person's place of learning, and that without the provision of transport by DCC it would not be possible for their young person to participate in

	education. However, the proposals do not recommend any change to current provision, and the proposed charge would be set universally and not variable according to distance travelled or particular vehicle requirements.
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5 Ways of mitigating unlawful prohibited conduct or unwanted adverse impact, or to promote improved equality of opportunity or good relations

5.1 Affordability

A lower charge is proposed for families of sixth form age students receiving transport from DCC if they are on low incomes. This will make accessing the transport more affordable, and acknowledges the additional difficulty faced by families with a disabled young people in terms of affording transport compared to their peers.

Withdrawing the proposal to introduce charges for pre-school SEN pupils mitigates any disadvantaged faced by this group as a result of the cost of transportation to learning.

5.2 Equality of access to learning for under 5s

Most nursery aged (pre-school) children access local provision. For those with the most severe needs, the nearest appropriate provision may be some distance from home, and as such a comparison with the costs to families of providing transport for non-disabled pupils demonstrates that administering a charge for such provision would disadvantage families with a disabled child. As such, the proposal to charge for pre-school SEN provision is withdrawn.

5.3 Phasing in

As some respondents felt it was unfair to introduce a charge for service users who had previously been receiving the transport assistance for free, it is proposed that the charges be phased in for new users. As such, those currently undertaking a course of study or learning will not be subject to the charge, unless they commence a further course.

Appendix 2 - Responses to question 1

Proposal - To charge a contribution currently of £316 a year per pre-school child with SEN who is receiving transport.	Affordability/Means testing	Access to provision	Early intervention is valueable	Not fair on working families	Have to travel further/transporting other Children	Not Parents responsibility to provide transport	People receive DLA allowance so should pay
I am a parent/carer of a pre-school age child receiving SEN transport	5	3				1	
I am a parent/carer of a pupil receiving SEN transport					1		
I am a parent/carer of a young adult receiving SEN transport							1
I am a student receiving SEN transport							
I am a parent/carer of a child/student not receiving SEN transport							1
I am a member of staff/governor at a school where SEN transport is received		5	1				
I am a member of staff/governor at another school/college							
I work for Derbyshire County Council (not at a school)		1		1			
I am a Derbyshire resident	1						
Other (please specify)					1		
Total	6	9	1	1	2	1	2

Appendix 3 - Pre-school parents/careers

Total responses	10
Benefits received for the person receiving transport from the Council:-	
Disability Living Allowance – lower mobility component	3
Disability Living Allowance – higher mobility component	4
Employee Support Allowance	0
Free School Meals	1
Prefer not to say	0
Other benefits	4
Total responses	8
Skipped	2
If Disability Living Allowance Mobility component is received it is in the form of:-	
A car	3
An allowance	2
Total responses	5
Skipped	5
Total household income	
Less than £10,000	2
£10,001 to £15,000	0
£15,001 to £20,000	2
£20,001 to £30,000	2
£30,001 to 40,000	1
Over £40,001	0
Don't know	2
Prefer not to say	0
Total responses	9
Skipped	1

Appendix 4 - Responses to question 2										
Proposal - To charge sixth form age students with SEN the same charge as other students of sixth form age – currently £349 a year.	I am a parent/carer of a pre-school age child receiving SEN transport	I am a parent/carer of a pupil receiving SEN transport	I am a parent/carer of a young adult receiving SEN transport	I am a student receiving SEN transport	I am a parent/carer of a child/student not receiving SEN transport	I am a member of staff/governor at a school where SEN transport is received	I am a member of staff/governor at another school/college	I work for Derbyshire County Council (not at a school)	I am a Derbyshire resident	Other (please specify)
Affordability may be difficult /should be means tested	2	20	7		1	3			1	2
Chance of getting a Saturday job is less than other students		1	0		1	0			0	0
Access to provision would be made difficult		4	2		1	4			0	2
Not fair on working families		0	0		0	0			0	0
Parents cannot transport these students as they have to travel further/transporting other Children		1	0		0	0			0	0
Not Parents responsibility to provide transport		0	0		0	0			0	0
People receive DLA allowance so should pay		0	0		1	0			1	1
Discrimination		2	2		1	1			0	0
Legislation/Raising Participation Age		1	0		0	1			0	0
Due to disabilities unable to use a Gold Card		0	1		0	0			0	0
Less Choice than other students		1	0		0	0			0	0
Safety these students are vunerable		3	0		0	0			0	1
Happy to contribute rather than lose the service		1	0		0	0			0	0
Against Cuts Central Government are making		1	0		0	0			0	0
Pay already in taxes etc		2	0		0	0			0	0
										Total
										36
										2
										13
										0
										1
										0
										3
										6
										2
										1
										1
										4
										1
										1
										2

Appendix 5 – Parents/Carers of Sixth form age pupils

Total responses	49
Benefits received for the person receiving transport from the Council:-	
Disability Living Allowance – lower mobility component	25
Disability Living Allowance – higher mobility component	15
Employee Support Allowance	1
Free School Meals	5
Prefer not to say	7
Other benefits	7
Total responses	46
Skipped	3
If Disability Living Allowance Mobility component is received it is in the form of:-	
A car	8
An allowance	24
Total responses	32
Skipped	17
Total household income	
Less than £10,000	7
£10,001 to £15,000	3
£15,001 to £20,000	2
£20,001 to £30,000	4
£30,001 to 40,000	2
Over £40,001	1
Don't know	6
Prefer not to say	20
Total responses	44
Skipped	4

Appendix 6 - responses to question 3

Proposal – That only students aged 19 – 24 where the Council has arranged a learning difficulty assessment will be considered for transport assistance, and free transport assistance to facilitate college attendance will be given only where, in the view of the Council, it is necessary. In practice, this could mean that providing free transport for students attending courses similar to ones they have already studied would not be considered “necessary”.	I am a parent/carer of a pre-school age child receiving SEN transport	I am a parent/carer of a pupil receiving SEN transport	I am a parent/carer of a young adult receiving SEN transport	I am a student receiving SEN transport	I am a parent/carer of a child/student not receiving SEN transport	I am a member of staff/governor at a school where SEN transport is received	I am a member of staff/governor at another school/college	I work for Derbyshire County Council (not at a school)	I am a Derbyshire resident	Other (please specify)	Total
False Economy as these students will be able to give more to society if they go to college	1	0	0								1
Safety/ unable to travel independently	1	0	2	1							4
Less opportunities than other students		1	5						1		7
Depends on Individual circumstances		0	0							1	1
Would have to travel less distance if more local establishments were provided		0	1								1
This would put more financial pressure on families		2	2			1			1		6
Why provide free for 20 + and not for 16 -19		1	0								1
Can't get to University without transport		1	0								1
Transport is an important part of the decision on whether to go to college or not		1	0								1
Access to establishment could be limited		1	0	1						1	3
Safety/ unable to travel independently		3	3								6
Less likely to get a Saturday/ part time job than other students		1	0								1

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Due to learning difficulties the next course may be similar to last		2	5		1	2			1		Total
How is necessary judged? Not sure if will be affected		1	4				1			1	11
Many Students attend an extra year in 6th form		0	0			1					7
Become isolated if can't go to college/ Quality of life		2	6								1
Would rather pay than lose the service		2	2								8
Discrimination		0	0		1						4
											1