

THE VALE OF GLAMORGAN COUNCIL

CORPORATE PERFORMANCE AND RESOURCES SCRUTINY COMMITTEE:
5TH FEBRUARY, 2020

REFERENCE FROM CABINET: 16TH DECEMBER, 2019

“C182 WITHDRAWAL OF DISCRETIONARY FUNDING FOR FARE PAYING SCHOOL TRANSPORT SERVICES (WHICH DO NOT CATER FOR PUPILS WHO QUALIFY FOR FREE SCHOOL TRANSPORT) (NST) (SCRUTINY – ENVIRONMENT AND REGENERATION) –

The Cabinet Member for Neighbourhood Services and Transport presented the report to advise Cabinet of the results of a Consultation undertaken on the proposed withdrawal of funding for fare paying school transport services and sought endorsement for the withdrawal of that funding from September 2020. The Consultation was undertaken on Fare Paying School Transport services between 2 April, 2019 and 28 May, 2019.

After due consideration of the consultation responses received, the report sought Cabinet approval for the withdrawal of funding of Council supported fare paying school bus services with effect from 1 September, 2020. This would assist in meeting the savings that the Neighbourhood Services and Transport Department was expected to make and help to support the Council in funding statutory free school transport for pupils who qualified by virtue of distance from school and availability of walking routes.

The report had no implications with regard to the provision of free home to school transport for entitled children, which would be maintained as existing. Those pupils who already have free home to school transport would not be affected; the report considered a change to the discretionary fare paying school bus service to provide consistency of service.

This was a matter for Executive decision.

Cabinet, having considered the report and all the issues and implications contained therein

RESOLVED –

(1) T H A T the proposal to withdraw funding for fare paying school bus services with effect from 1 September, 2020 be noted and the report be referred to Scrutiny Committees Environment and Regeneration and Corporate Performance and Resources for further consideration.

(2) T H A T any comments and recommendations from Scrutiny Committees Environment and Regeneration and Corporate Performance and Resources be considered by Cabinet prior to reaching a final decision.

Reason for decisions

(1&2) To ensure that Cabinet is aware of the outcome of the public consultation exercise and the details of the proposals and to ensure the views of the relevant Scrutiny Committees are considered prior to a final decision being taken by Cabinet on the future of fare paying school transport services.”

Attached as Appendix – Report to Cabinet – 16th December, 2019

Meeting of:	Cabinet
Date of Meeting:	Monday, 16 December 2019
Relevant Scrutiny Committee:	Environment and Regeneration
Report Title:	Withdrawal of Discretionary Funding for Fare Paying School Transport Services (which do not cater for pupils who qualify for free school transport)
Purpose of Report:	To advise Cabinet of the results of a Consultation undertaken on the proposed withdrawal of funding for fare paying school transport services and to seek endorsement for the withdrawal of that funding from September 2020
Report Owner:	Cabinet Member for Neighbourhood Services and Transport
Responsible Officer:	Miles Punter - Director of Environment and Housing Services
Elected Member and Officer Consultation:	Accountant - Environment and Housing Services Legal - Committee reports Director of Learning and Skills Equality Coordinator
Policy Framework:	The report is a matter for Executive decision by Cabinet
<p>Executive Summary:</p> <ul style="list-style-type: none"> • This Report advises Cabinet of the results of the Consultation undertaken on Fare Paying School Transport services between 2nd April 2019 and 28th May 2019. The consultation outlined the proposed withdrawal of funding for fare paying school bus services, which are currently provided at the discretion of the Council. • After due consideration of the consultation responses received the report seeks Cabinet approval for the withdrawal of funding of Council supported fare paying school bus services with effect from 1st September 2020. This will assist in meeting the savings that the Neighbourhood Services and Transport Department is expected to make and help to support the Council in funding statutory free school transport for pupils who qualify by virtue of distance from school and availability of walking routes. • The Report has no implications with regard to the provision of free home to school transport for entitled children, which will be maintained as existing. 	

Recommendations

- 1.** That Cabinet notes the proposal to withdraw funding for fare paying school bus services with effect from 1st September 2020, and refers the report to Scrutiny Committees (Environment and Regeneration and Corporate Performance and Resources) for further consideration.
- 2.** That any comments and recommendations from Scrutiny Committees (Environment and Regeneration and Corporate Performance and Resources) be considered by Cabinet prior to reaching a final decision.

Reasons for Recommendations

1 and 2

To ensure that Cabinet is aware of the outcome of the public consultation exercise and the details of the proposals and to ensure the views of the relevant Scrutiny Committees are considered prior to a final decision being taken by Cabinet on the future of fare paying school transport services.

1. Background

- 1.1** Cabinet is reminded of the background information on this matter and points for consideration that were detailed in the initial Cabinet Report on this matter of 18th February 2019, (Minute C589 refers).
- 1.2** As a result of that report Cabinet agreed to a public consultation exercise on the proposal to withdraw funding for fare paying school transport services.
- 1.3** All school transport services (including fare paying school transport services) have now been re-tendered with new Contract Agreements commencing 1st September 2019.

2. Key Issues for Consideration

2.1 The Consultation Report for Fare Paying School Transport is attached at Appendix A.

2.2 At the outset, it should be noted that 26% of respondents to the consultation are issued with a Council free school bus pass and will therefore not be affected by this proposal. The vast majority of respondents are residents of the Vale of Glamorgan, with 43.13% living in West Barry and Rhoose, 27.41% living in Penarth and surrounding areas, 13.20% in East Barry and 5.33% in Cowbridge and surrounding areas.

Issues raised by Consultation:

2.3 The main concerns raised as part of the consultation can be categorised as follows:

2.3.1 **Safety concerns for pupils:** It is the responsibility of parents/guardians to ensure the safety of their child/children getting to/from school, as is the case for those that currently make their own transport arrangements either by private transport, public transport, cycling or on foot.

2.3.2 **Will increase traffic and pollution:** It is likely that the proposal will lead to increased traffic and possible increase in pollution, but this is entirely dependent on the modes of transport that parents/students subsequently opt to use. For example walking and cycling will not lead to increased traffic and pollution and will assist in the Vale of Glamorgan's Corporate Plan to encourage an Active and Healthy Vale, as well as assisting the Council's climate change commitment.

2.3.3 **Discriminate against low income households:** The proposal will provide a balanced approach to such service provision, as the provision of fare paying school transport is currently ad-hoc to those students who are not entitled to free home to school transport and do not currently have access to a fare paying service, and this is regardless of household income.

2.3.4 **Discriminates against children:** It is acknowledged that this proposal specifically targets service provision that predominately caters for children. However, it should be noted that the Council is undertaking the rationalisation of a number of services, especially within the Directorate for Environment and Housing Services and such changes could affect all age groups, in order to achieve the financial savings required.

2.3.5 **Discriminates against St Richard Gwyn pupils:** It is acknowledged that this proposal will affect children from St Richard Gwyn R/C High School that currently use fare paying school transport services. However, this proposal also affects children who attend other schools, not just St Richard Gwyn R/C High School. Therefore the proposal is not discriminatory. It should also be noted that following on from a recent reassessment of the walking route from Dinas Powys to St Richard Gwyn, pupils who previously paid a fare now qualify for free school transport.

- 2.3.6 **Affect attendance:** It is the responsibility of parents/guardians to ensure that their child/children attend school, as is the case for those that currently make their own transport arrangements.
- 2.3.7 **Discriminates against pupils in rural areas:** It is acknowledged that this proposal will affect children in rural areas that currently use fare paying school transport services. However, the proposal also affects children from urban areas alike. Therefore the proposal is not discriminatory. It should also be noted that pupils who are not entitled to a free bus pass are considered to have an available walking route to get to and from school, where the distance is under the qualifying threshold for free school transport.
- 2.3.8 **Pupils should be forced to go to local schools:** This remains a matter for parental choice depending on school place availability. However, it should be noted that where parental/guardian choice is exercised and the chosen school that is not the nearest suitable school, exceeds the 2 mile for primary schools, or 3 mile for secondary schools walking distance from the child's home address, then it is the parents/guardians responsibility to make their own home to school transport arrangements. This is currently the case for many parents that exercise this choice and do not have access to a fare paying school transport service.
- 2.3.9 **Discriminates against parents /guardians without a car:** It is acknowledged that options for parents without access to a car are less compared to those that do. However, if the children are using the fare paying school transport service because they are not-entitled to free home to school transport by virtue of distance then they are within the accessible walking distance to their school, an option undertaken by many other students that do not currently have access to either fare paying school transport or private transport. Therefore this proposal is not discriminatory.
- 2.3.10 **Discriminates against Welsh medium school pupils:** It is acknowledged that this proposal will affect children attending Welsh medium schools that currently use fare paying school transport services. However, the proposal also affects children attending English medium schools alike. Therefore the proposal is not discriminatory.
- 2.3.11 **Increase fares:** It is acknowledged that should an existing or alternative service provider decide to retain the service and register it as a commercial fare paying school service without any support from the Council, then it is likely that they will apply higher charges reflective of the cost of the service to those currently applied on the Council supported service.
- 2.3.12 **Discriminates against disabled children:** It is acknowledged that some children with certain disabilities may be affected by this proposal. However, where there are such issues, parents/guardians can apply to the Council's Additional Learning

Needs and Wellbeing Department to assess their child for free home to school transport under Additional Learning Needs (ALN). In addition and dependant on meeting specific criteria with regard to disability, the child can also apply for a concessionary bus pass that would entitle them to use any local bus service in Wales. Therefore the proposal is not discriminatory .

- 2.4** Cabinet is reminded that children entitled to free home to school transport by virtue of distance, inaccessible walking route and/or certain additional learning needs criteria will continue to receive free home to school transport.
- 2.5** Cabinet is also advised that a number of schools in the Vale of Glamorgan do not have fare paying school bus services. The existing fare paying services are historic in nature. While the consultation does cover some areas, such as traffic build up around the school gate, encouraging active travel to ALL schools, bearing in mind the Future Generations and Wellbeing Act, should be a priority.
- 2.6** It should also be noted that while withdrawal of funding for these services is being proposed, the services may remain in place, but this will be entirely dependant on the interest in the bus market to do so and will rely on individual bus operators continuing to provide the service without subsidy from the Council.
- 2.7** Services and schools that could be affected by the withdrawal of funding for fare paying school transport are:
- 2.8** 351 (St Athan Primary) and the S40 (Llantwit Major Comprehensive) is run as a linked bus service with operators providing a reduced price for running two services on one bus. This is possible due to the start and finish times of these schools. The cost of this service is £164 a day from September 2019. The fare paying element of the linked service is solely the 351 bus service. Operating this service as just the S40 would save the Council approximately £30 per school day (£5,700 per school year).
- 2.9** The P122 (Llangan Primary) and the S22 (Cowbridge Comprehensive) is run as a linked bus service with operators providing a reduced price for running two services on one bus. This is possible due to the start and finish times of these schools. The cost of this service is £149 a day from September 2019. Due to only a small element of this service now being fare paying there is no saving to be made from splitting these bus services. However, the Council could generate income by selling spare seats on this service as opposed to operating a fare paying service.
- 2.10** The P125 (Ysgol St Curig & St Baruc) and the S2 (Pencoedre High /Whitmore High / Ysgol Bro Morgannwg) is run as a linked bus service with operators providing a reduced price for running two services on one bus. This is possible due to the start and finish times of these schools. The cost of this service is £189 a day from September 2019. Reducing the fare paying element on these linked

services would mean a reduction in vehicle size and journey length which could save the Council approximately £50 per school day (£9,500 per school year).

- 2.11** The P132 (Ysgol Pen Y Garth) and S57 (Stanwell Comprehensive) is run as a linked bus service with operators providing a reduced price for running two services on one bus. This is possible due to the start and finish times of these schools. The cost of this service is £238 a day from September 2019. This route could be split into a taxi service (P132) and a large coach (S57) which could save the Council approximately £35 per school day (£6,650 per school year).
- 2.12** The S10 (Pencoedtre High / Whitmore High / Ysgol Bro Morgannwg) is run as a standalone service and from September 2019 will cost £89 per day. Withdrawal of funding for this service could save the Council £89 per school day (£16,910 per school year).
- 2.13** The S14 (Pencoedtre High / Whitmore High) is run as a standalone service and from September 2019 will cost £92 per day. There are a small number of pupils who qualify for free school transport allocated to this service who would require a 6 seat taxi. Reducing the fare paying element on this service would mean a reduction in vehicle size and journey length which could save the Council approximately £45 per school day (£8,550 per school year).
- 2.14** The S49 (St Richard Gwyn) is run as a standalone service and from September 2019 will cost £89 per day. Withdrawal of funding for this service could save the Council £89 per school day (£16,910 per school year).
- 2.15** The P133 (St Joseph's Primary) is run as a standalone service and from September 2019 will cost £75 per day. There are a small number of pupils who qualify for free school transport allocated to this service who would require a 5 seat taxi. Reducing the fare paying element on this service would mean a reduction in vehicle size and journey length which could save the Council approximately £35 per school day (£6,650 per school year).
- 2.16** The P138 (St Illtyds Primary) is run as a standalone service and from September 2019 will cost £80 per day. Withdrawal of funding for this service could save the Council £80 per school day (£15,200 per school year).
- 2.17** The P139 (Ysgol Pen Y Garth) and S58 (Stanwell Comprehensive) is run as a linked bus service with operators providing a reduced price for running two services on one bus. This is possible due to the start and finish times of these schools. The cost of this service is £228 a day from September 2019. Due to only a small element of this service now being fare paying there is no saving to be made from splitting these services. However, the Council could generate income by selling spare seats on this service as opposed to operating a fare paying service.
- 2.18** The P97 (Llansannor Primary) and S31 (Cowbridge Comprehensive) is run as a linked bus service with operators providing a reduced price for running two

services on one bus. This is possible due to the start and finish times of these schools. The cost of this service is £159 a day from September 2019. Due to only a small element of this service now being fare paying there is no saving to be made from splitting these services.

- 2.19** The S51 (St Richard Gwyn) is run as a standalone service and was previously a fare paying service. Due to a reassessment of the walking route from Dinas Powys to the school, the pupils who previously paid a fare for this service now qualify for free school transport. There is no saving to be made on this route.
- 2.20** The P135 (St Andrews Primary) is run as a standalone service and was previously a fare paying service. Due to a reassessment of the walking route from Barry to the school, the pupils who previously paid a fare for this service now qualify for free school transport.
- 2.21** Attached at Appendix C to this Report are the current timetable and route maps for these services.
- 2.22** The current average numbers of fare paying pupils only using these services is in the table below:

			AM	PM
P97	Peyton Travel	Llansannor CiW	1	1
P122	Peyton Travel	Llangan Primary	0	0
P125	Watts	Ysgol St Curig/St Baruc	10	15
P132	Creigiau	Ysgol Pen y Garth	18	18
P133	Peyton Travel	St Josephs	0	10
P138	Watts	St Illtyd		
P139	Creigiau	Ysgol Pen y Garth	21	25
351	Peyton Travel	St Athan Primary	45	45
S2	Watts	Pencoedtre High/Whitmore High/Ysgol Bro	37	30
S10	Watts	Pencoedtre High	57	55
S14	Watts	Pencoedtre High/Whitmore High/Ysgol Bro	29	42
S40	Peyton Travel	Llantwit Major Comprehensive	5	5
S49	Watts	St Richard Gwyn	44	44

- 2.23** Following detailed consideration of the issues, it is considered appropriate to delay the proposed withdrawal of fare paying school transport services until the end of the 2019/20 academic year (i.e. with effect from 31st July 2020), which in turn will enable parents/guardians time to make alternative arrangements and for our officers to provide the required notice to contracted service suppliers.
- 2.24** A lead in to the proposed withdrawal of this funding will also allow officers time to work with operators to look at the possibility of setting up some of the fare

paying school transport services on a commercial basis. Certain operators have already expressed an interest in running some of the services on a commercial basis, as previously reported to Cabinet in the report dated 18th February 2019. These are currently as follows:

S10 - Pencoedtre High School, Whitmore High School and Ysgol Bro Morgannwg

S14 - Pencoedtre High School and Whitmore High School

S49 - St Richard Gwyn RC High School

- 2.25** Of the responses received to the consultation 64% were from those using secondary school fare paying services. As part of the Council's commitment to encouraging and promoting Active Travel throughout the Vale of Glamorgan the Transport Services department has allocated part of its Welsh Government Core Active Travel funding to commission school engagement sessions which will develop pupil knowledge around Active Travel and feed into the production of Active Travel maps for every secondary school in the Vale of Glamorgan. The Active Travel maps will be produced in conjunction with pupil feedback with 10,000 copies of each map being produced and given to pupils. This will assist in promoting more active travel to and from secondary schools with less reliance on private cars and school buses.
- 2.26** If this proposal is accepted the Passenger Transport team will communicate this information to affected schools as soon as a decision has been made. Schools can then filter this information through to parents/carers/pupils using their communication methods, such as parent mail. The Passenger Transport Team will also use the social media platforms to inform, in conjunction with the Council's Communications team.

3. How do proposals evidence the Five Ways of Working and contribute to our Well-being Objectives?

- 3.1** The Well-being of Future Generations (Wales) Act 2015 ('the 2015 Act') sets out new ways of working – of planning and making decisions – for local authorities and other public bodies it lists. The aim is that, by improving these things, the overall well-being of Wales will be better improved by the things public bodies collectively do. The 2015 Act and the statutory guidance makes it clear that local authorities must, in the course of their corporate planning and their delivery against those plans:
- balance short term needs against the ability to meet long term needs; think about the impact their objectives have on other organisations' objectives, and on the well-being of Wales, in an integrated way; involve in those processes people who reflect the diversity of the population they serve;

- work together collaboratively with other organisations to better meet each other's objectives; and
 - deploy their resources to prevent problems from getting worse or from occurring in the first place.
- 3.2** The Vale of Glamorgan's Corporate Plan seeks to encourage an Active and Healthy Vale which seeks to encourage active travel for all residents long term.
- 3.3** Encouraging Active Travel with less reliance on regular transport will improve health and well-being and lessen the burden on medical services.
- 3.4** By undertaking the public consultation on this proposal, it has enabled involvement from all interested parties including service providers with regard to potential opportunities for collaboration on potential solutions (i.e. use of commercial bus services to cater for the potential loss of support for stand-alone fare paying school bus services).
- 3.5** This proposal fits in with the following Council Well-being objectives:
- 3.6** Well-being Outcome 2: An Environmentally Responsible and Prosperous Vale
- Objective 4: Promoting sustainable development and protecting our environment.
- 3.7** Well-being Outcome 4: An Active and Healthy Vale
- Objective 7: Encouraging and promoting active and healthy lifestyles.

4. Resources and Legal Considerations

Financial

- 4.1** The Council can make an overall saving of approximately £151,000 per school year with this proposal. The £151,000 would be made up of the £65,000 underspend and £86,000 savings by withdrawing funding for the fare paying school services.
- 4.2** It has been assumed that an additional £80,000 will be required to provide transport for pupils who qualify for free school transport and who have been allocated to fare paying school services. This would need to be funded from the Education school transport budget, although, it could be reduced if operators run some of these services on a commercial basis.
- 4.3** £80,000 should be transferred into the education transport budget to ensure eligible pupils continue to be provided with free school transport. This budget

was overspent by £98, 517 in 2018/19 and is currently forecast to overspend by £177,000 in 2019/20. The remaining £86, 000 saved through the implementation of this proposal as well as the £65 000 underspend will go towards the current £1.5m shortfall in the budget for the Council's Neighbourhood Services and Transport service area. Therefore, these savings of £151 000, which represent approximately 10% of the overall savings required by Neighbourhood Services and Transport, are required in order to assist in the reduction of the service area's current spending commitments.

Employment

4.4 There are no employment implications in this report.

Legal (Including Equalities)

4.5 In order to notify parents/carers/pupils that the funding for these services may be withdrawn information has already been published on the Council school transport webpage and included on the timetables for the affected services. As there is no change in the School Transport policy but the timetables are published, the Council has fulfilled its duty of informing parents/carers the funding for these services may be withdrawn after July 2020, notifying by October (2019) before the following September (2020) to ensure any new school admissions are aware of this when making choices of where to send their children.

4.6 'The Education Act 1996 (as amended) sets out the law in Wales for the attendance of pupils at school. The Learner Travel (Wales) Measure 2008 (as amended) ('the Measure') sets out the legal framework specifically related to travel and transport provision for learners travelling from home to school in Wales. The Statutory guidance published by Welsh Ministers pursuant to section 15 of the Learner Travel (Wales) Measure 2008 ('the Guidance') can be found via the following link;

<https://beta.gov.wales/learner-travel-statutory-provision-and-operationalguidance>

4.7 The statutory guidance recommends that in assessing the travel needs of learners, a local authority should consider; who the learners are in their area, where learners currently attend or are due to attend school, which learners they are under a duty to provide with transport under section 3 and 4 of 'the Measure', which learners they want to provide with travel on a discretionary basis under section 6 of 'the Measure', what other arrangements already exist/ will exist for those for whom they do not provide transport.

4.8 A Local Authority is also required to have regard to the needs of disabled learners and learners with learning difficulties, any particular needs learners who are 'looked after' or formerly 'looked after' by the local authority, the age of the

learner, the nature of the route that the learner is expected to take between home and the places where they receive education or training. In assessing the travel needs of learners a local authority must take into account the fact that the travel arrangements they make in light of the assessment must not cause unreasonable levels of stress, take an unreasonable amount of time or be unsafe.

- 4.9** Section 2 of 'the Measure' places a duty on a local authority to assess the travel needs of learners under the age of 19. This includes those learners who have reached 19 but started a course before 19 and continue to attend that course who receive education or training and who are ordinarily resident in the local authority area.
- 4.10** Section 3 of 'the Measure' places a legal duty on a local authority to assess the travel needs of its learners. In addition a Local Authority must; provide free home to school transport for learners of compulsory school age who attend primary school who live 2 miles or further from their nearest suitable maintained school, pupil referral unit, or non-maintained special school; provide free home to school transport for learners of compulsory school age who attend secondary school who live 3 miles or further from their nearest school; learners of compulsory school age and who are in receipt of a statement of special education needs, which names an independent school, then should that school be 2 or more miles from the learners home in the case of a primary school learner, or 3 or more miles in the case of a secondary school learner, a local authority will have to provide free transport; assess and meet the needs of 'looked after' children; promote access to welsh medium education and promote sustainable modes of transport.
- 4.11** Section 4 of the Measure sets out the circumstances in which a Local Authority has a duty to make other travel arrangements' for those pupils who do not qualify for free school transport. Section 4(1)(c) of 'the Measure' places a duty on a Local Authority to make other travel arrangements for children of compulsory school age if; "the Local Authority consider that travel arrangements are necessary to facilitate the attendance of the child each day at the relevant place where the child receives education or training".
- 4.12** Assessing the travel needs of learners does not mean providing free transport. Learners will only qualify for free transport provision if they meet the entitlement criteria outlined above.
- 4.13** Where learners are not entitled to free transport, a local authority has a power to provide school transport on a discretionary basis under section 6 of 'the Measure'.
- 4.14** Section 6(3) of the Measure states that a local authority may charge pupils of compulsory school age for travel arrangements made under Section 6, but any charge must be in accordance with Sections 455 and 456 of the Education Act 1996 ("the 1996 Act").
- 4.15** A number of the fare paying school services serve pupils attending Welsh medium schools. The Council has a duty under Section 10 of the Learner Travel (Wales) Measure 2008 ('the Measure') to 'Promote access to education and

training through the medium of the Welsh language'. Powers exist under section 6 of 'the Measure' to provide discretionary transport arrangements for learners not attending their nearest suitable school because of language preference.

- 4.16** The Council must comply with the public sector equality duty (section 149 of the Equality Act 2010) when coming to a decision on the proposal to withdraw funding for non-statutory fare paying school transport services. Section 149 requires the Council to have due regard to the need to:
- 4.17** Eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- 4.18** Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- 4.19** Foster good relations between persons who share a relevant protected characteristic and persons who do not share it: Equality Act S149 (s1).
- 4.20** The relevant protected characteristics are: age, disability, gender assignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation: section 149 (7) of the Equality Act.
- 4.21** Section 149 (3) of the Equality Act states that having due regard to the need to advance equality of opportunity involves due regard, in particular, to the need to:
- 4.22** Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to the characteristic;
- 4.23** Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
- 4.24** Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low;
- 4.25** The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.
- 4.26** Section 149 (5) of the Equality Act states that having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to tackle prejudice, and promote understanding. Compliance with the duties in this section may involve treating some persons more favourably than others.
- 4.27** To discharge the public sector equality duty the decision-maker must analyse all the relevant material with the specific statutory consideration in mind. This includes considering whether the proposed decision is capable of having adverse impact on persons who have any of the relevant protected characteristics. If it is, consideration should be given to whether there are any steps that could be taken (by way of modification of the proposed decision) to avoid or mitigate that

impact. If there are such steps, consideration must be given to whether or not to adopt any of them as part of the final decision.

- 4.28** In reaching their decision on the withdrawal of funding for non-statutory fare paying school transport services, Cabinet members must satisfy themselves:
- (a) that they understand the proposed decisions are capable of adversely affecting persons who have any protected characteristics (and have sufficient information before them to reach a decision on this, one way or the other); and
 - (b) that they have conscientiously and rigorously addressed whether there are steps that could be taken to remove or mitigate any such disadvantages identified for particular equality groups. Cabinet members should then consider whether or not to modify the proposed decision to incorporate such steps (if there are any). In addition, Cabinet members should scrutinise the decision against the other public sector equality duty criteria (i.e. advancing equality of opportunity, and fostering good relations). Here too if the proposed decision provides the opportunity to serve either of these objectives (in its proposed form, or if any modification were made to it), this should be considered.
- 4.29** An Equality Impact Assessment on the proposal to withdraw funding for non-statutory fare paying school transport is attached at Appendix B.
- 4.30** The previous Equalities Impact Assessment (EIA) that was undertaken for this proposal has been updated following the public consultation and is attached as Appendix B to this report. The original EIA noted a number of protected characteristics that would be affected by this proposal which were backed up by feedback from the consultation. A number of mitigating measures have been put in place which have the intention of reducing the impact on those affected and are listed below:
- 4.31** Age – the withdrawal of funding for these services will have an impact on school aged children (5 to 18 years old). The affected pupils will live in what Welsh Government state an acceptable distance from their school to actively travel to and from school. This is 2 miles or under for primary aged pupils and 3 miles or under for secondary aged pupils. It should also be noted that the Council is undertaking the rationalisation of a number of services within the Directorate for Environment and Housing that affect all age groups, in order to achieve financial savings.
- 4.32** Disability – potential with some pupils who have obtained a concessionary bus pass due to disability unable to access a bus service to and from school. Parents/carers of pupils with disabilities can apply to the Council’s ALN and Wellbeing Department in order to be assessed for free home to school transport. Dependent on the needs of the pupils the aforementioned distance limits (2 and 3 miles) can be waived and transport provided. However, it should be acknowledged that a number of schools in the Vale of Glamorgan do not currently have fare paying school services and thus have been unable to access this provision. It should also be noted that dependant on meeting specific criteria with regard to disability, the pupil can also apply for a concessionary bus pass that would entitle them to use any local bus service in Wales.

- 4.33** Religion and belief – there is a noted reduction in fare paying school services to St Richard Gwyn Roman Catholic High School. However, these services are provided at the discretion of the Council and other schools have not been afforded the same services. It should also be noted that these pupils will live within the 3 mile walking distance that means they do not qualify for free school transport and they have the potential to actively travel to school. Since the proposal was put forward a number of requests were put to the Passenger Transport team to reassess the walking route from Dinas Powys to St Richard Gwyn. This was undertaken and the walking route was deemed unavailable. The pupils who live in Dinas Powys now get free transport to school. This has negated the impact this proposal will have on St Richard Gwyn with pupils living in mid and West end Barry are now the only pupils attending the school affected by this proposal.
- 4.34** Welsh language – some of the services that are funded operate to Welsh medium primary schools and as such their withdrawal could affect access. However, it should be noted that these pupils will live with the 2 and 3 mile walking distance that means they do not qualify for free school transport and they have the potential to actively travel to school. The affected pupils will live, in what Welsh Government state is, an acceptable distance from their school to actively travel to and from school. This is 2 miles or under for primary aged pupils and 3 miles or under for secondary aged pupils. It should also be noted that the Council is undertaking the rationalisation of a number of services within the Directorate for Environment and Housing that affect all age groups, in order to achieve financial savings. It should also be acknowledged that a number of schools in the Vale of Glamorgan do not currently have fare paying school services and thus have been unable to access this provision.
- 4.35** The impact on all other protected characteristics are either unknown or considered to be neutral with this proposal.

5. Background Papers

None.

July 2019

Consultation report -Fare Paying School Transport

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CONTENTS

1 Introduction	2
1.1 Background	2
Fare Paying school bus services	2
Services under consideration	2
1.2 Aims of the Public Consultation	3
2 Public Survey	3
Profile of respondents.....	4
Equality monitoring.....	6
2.1 Survey Results.....	10
2.1.1 Schools affected.....	10
2.1.2 Fare paying Services	11
2.1.3 Paying to use the service	11
2.1.4 Opinion on withdrawal of non-statutory fare paying school bus services.....	12
2.1.5 Comments and suggestions for School Transport.....	13
Appendices	16
Appendix A – Fare Paying School Transportation Survey	16
Appendix B – Survey Comments.....	19
Do you have any other comments or suggestions for School Transport?.....	19



1 Introduction

1.1 BACKGROUND

FARE PAYING SCHOOL BUS SERVICES

Fare paying discretionary school bus services are provided to cater for pupils who live less than the eligible qualifying distance for free school transport. These services are historic in nature and are not consistent in their provision.

The qualifying distances for free school transport are set by Welsh Government with free school transport offered to primary aged pupils who live **two** miles or more from their catchment/local area school and secondary aged pupils who live **three** miles or more from their catchment/local school.

Councils are currently facing major budget pressures and need to make savings of £3.7million in the 2019/20 financial year. A number of possible savings options are being put forward and being consulted on.

One suggested option is the withdrawal of funding for discretionary fare paying school transport services. Pupils entitled to free school transport will not be affected by this proposal.

The 2018/19 financial year budget to fund fare paying school transport services was £242,191.00 the forecast spend is slightly less than the allocated budget in 2019/20

Financial support for fare paying school transport services is not a statutory duty of the Council. The proposal to withdraw this funding could save the Council in the region of £180k per academic year.

The Councils Corporate Plan seeks to encourage an Active and Healthy Vale. The creation of Active Travel routes to and from schools, particularly for those pupils who do not qualify for free school transport as they do not meet the required distance criteria, have made it easier for pupils to walk and cycle to school which reflects the Welsh Government Wellbeing of Future Generations Act 2015.

Below is a list of services that the Council currently subsidises for some pupils. Please note that this proposal will not affect pupils who are eligible for free school transport services.

SERVICES UNDER CONSIDERATION

- 351 - St Athan Primary School
- P122 - Llangan Primary School
- P125 - Ysgol Sant Curig & Ysgol Sant Baruc
- P132 - Ysgol Pen Y Garth
- P133 - St Josephs R/C Primary School



- P135 - St Andrews Major C/W Primary School
- P138 - St Illtyd Primary School
- P139 - Ysgol Pen Y Garth
- P97 - Llansannor C/W Primary School
- S10 - Pencoedtre & Whitmore High School / Ysgol Bro Morgannwg
- S14 - Pencoedtre & Whitmore High School
- S2 - Whitmore High School & Ysgol Bro Morgannwg
- S49 - St Richard Gwyn R/C Secondary School
- S51 - St Richard Gwyn R/C Secondary School
- S53 - St Richard Gwyn R/C Secondary School

1.2 AIMS OF THE PUBLIC CONSULTATION

The aims of the Public Consultation were as follows:

- To ensure the views of the relevant Scrutiny Committees are considered prior to a decision being taken by Cabinet on the future of fare paying school transport services.
- To contribute to the savings that Neighbourhood Services and Transport is expected to achieve in the financial year 2019/20 and beyond.
- To continue to provide statutory free school transport to those pupils who qualify on distance/unavailable walking route grounds who are currently allocated to a fare paying school transport service in accordance with statutory requirements.
- To consider of the results following the public consultation and determine the next steps.

2 Public Survey

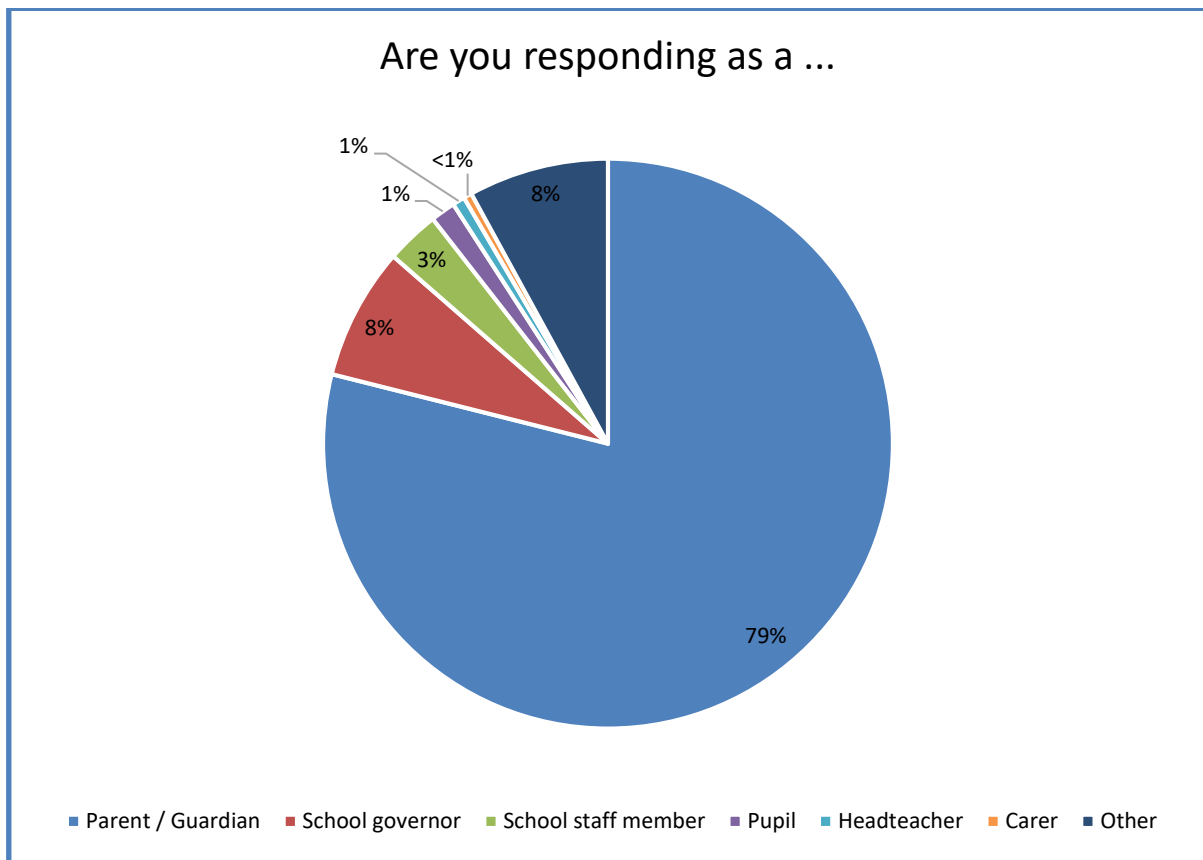
The survey ran for 8 weeks, from 2nd April 2019 until 28th May 2019.

There were 411 responses to the survey. A copy of the survey is contained at [Appendix A](#). The survey included an opportunity for respondents to leave their comments and suggestions.

Due to the volume of responses, this consultation report summarises the main issues raised but full details of every comment received can be found at [Appendix B](#).

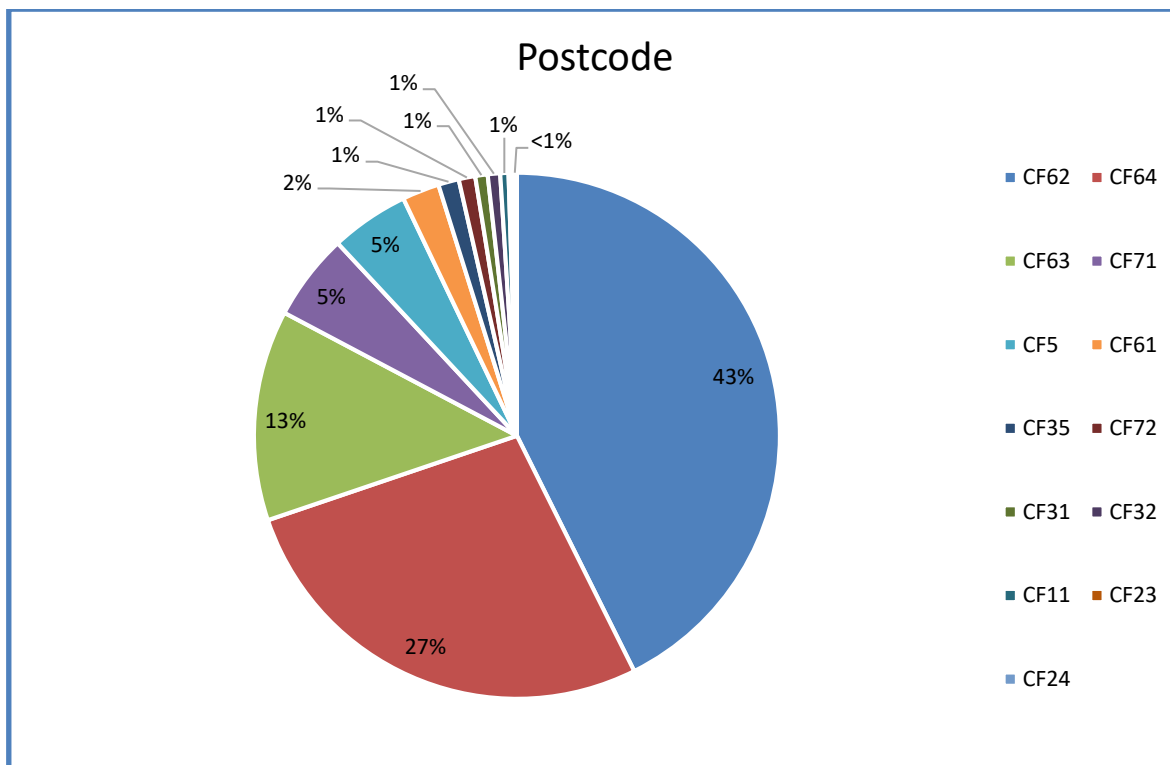


Profile of respondents



79% of the respondents were Parents/ Guardians, whilst 8% identified as School Governors. Others are School staff members (3%), Pupils (1%), Headteachers (1%) and Carers (<1%). 8% of respondents selected other, some of which indicated Grandparent and Council Tax payer.

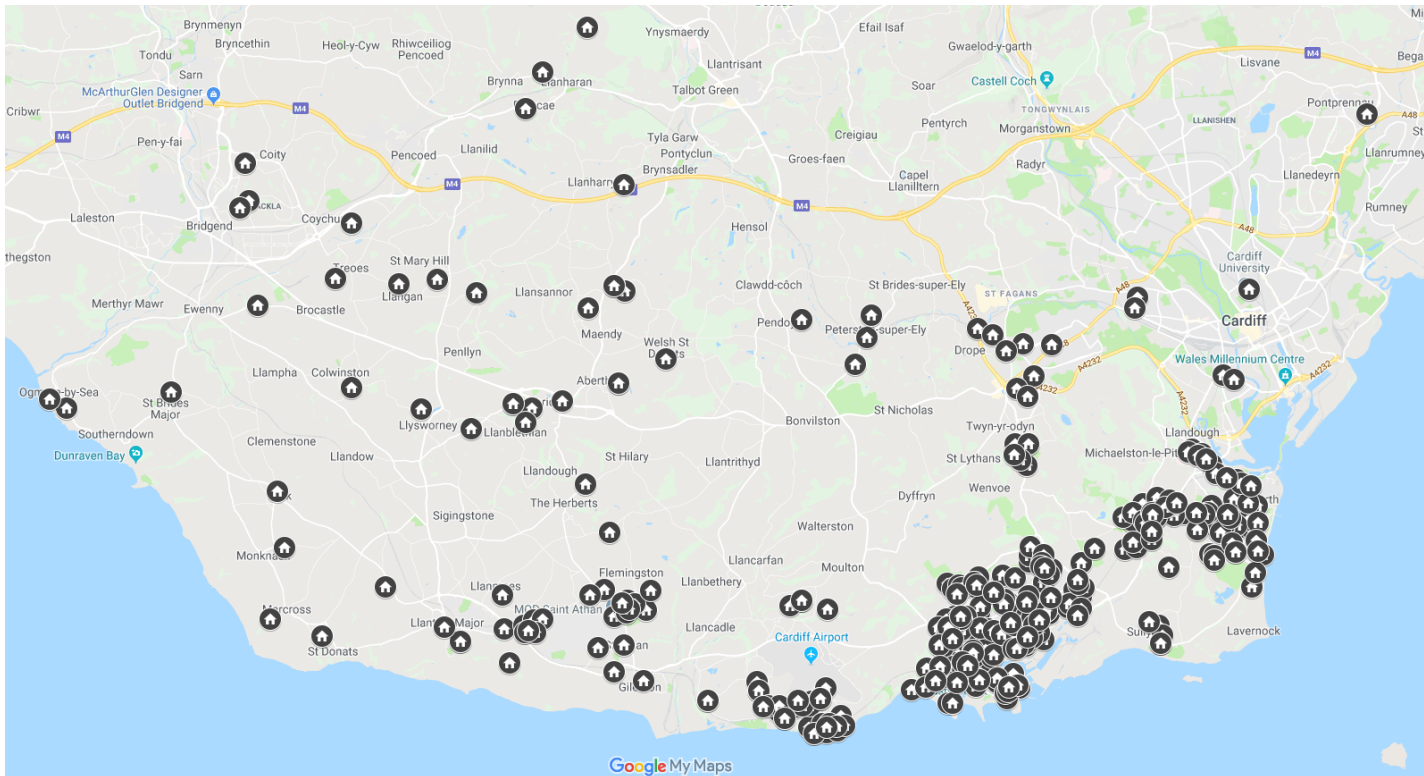




Postcode	Area	count	%
CF62	West Barry & Rhoose area	166	43.13
CF64	Penarth & surrounding area	108	27.41
CF63	East Barry	52	13.20
CF71	Cowbridge & surrounding area	21	5.33
CF5	Cardiff West (inc. Wenvoe, Bonvilston & Peterston-super-Ely)	19	4.82
CF61	Llantwit Major & surrounding area	9	2.28
CF35	East of Bridgend (inc. Corntown, Ewenny & Treoes)	5	1.27
CF72	Llantrisant & surrounding area (inc. Hensol)	4	1.02
CF31	Bridgend	3	0.76
CF32	Surrounding areas of Bridgend (inc. St Brides Major & Ogmore-by-Sea)	3	0.76
CF11	Cardiff Central & Cardiff South	2	0.51
CF23	Cardiff North East	1	0.25
CF24	Cardiff Central	1	0.25

The vast majority (94%) of respondents are residents of the Vale of Glamorgan. When asked to provide their home postcode, all of the responses were in the CF (Cardiff) postcode area. 43.13% of respondents live in CF62 (West Barry & Rhoose area), 27.41% in CF64 (Penarth & surrounding area) and 13.20% in CF63 (East Barry). Other responses included 5.33% for CF71 and CF5 areas each, 2.28% for CF61, 1.27% each for CF35, CF72, CF31, CF32 and CF11 whilst CF23 and CF24 amounted to less than 1%.





Map 1. Postcode location of respondents

EQUALITY MONITORING

As part of the survey's Equality Monitoring, respondents were asked a range of questions relating to their ethnicity, gender, disability, marital status and religion.

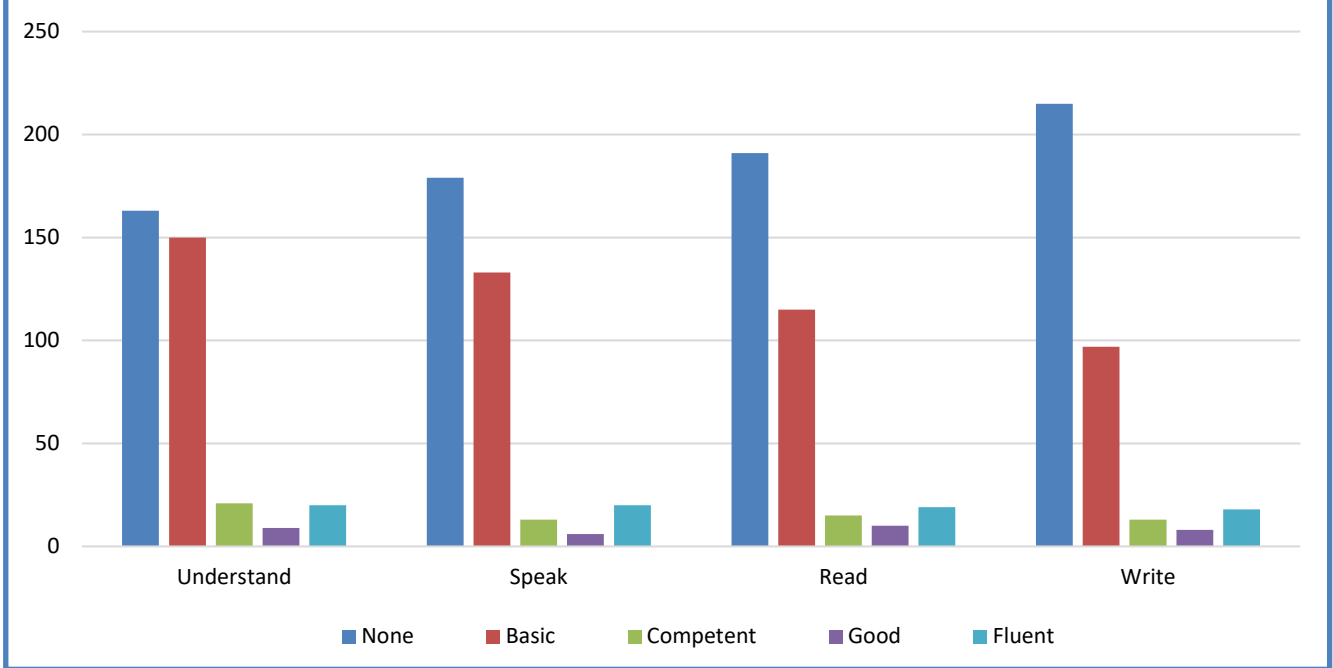
99% of respondents completed the survey in English whilst 1% responded in Welsh.

Regarding the gender of responders, 78% identified as female, 22% as male.

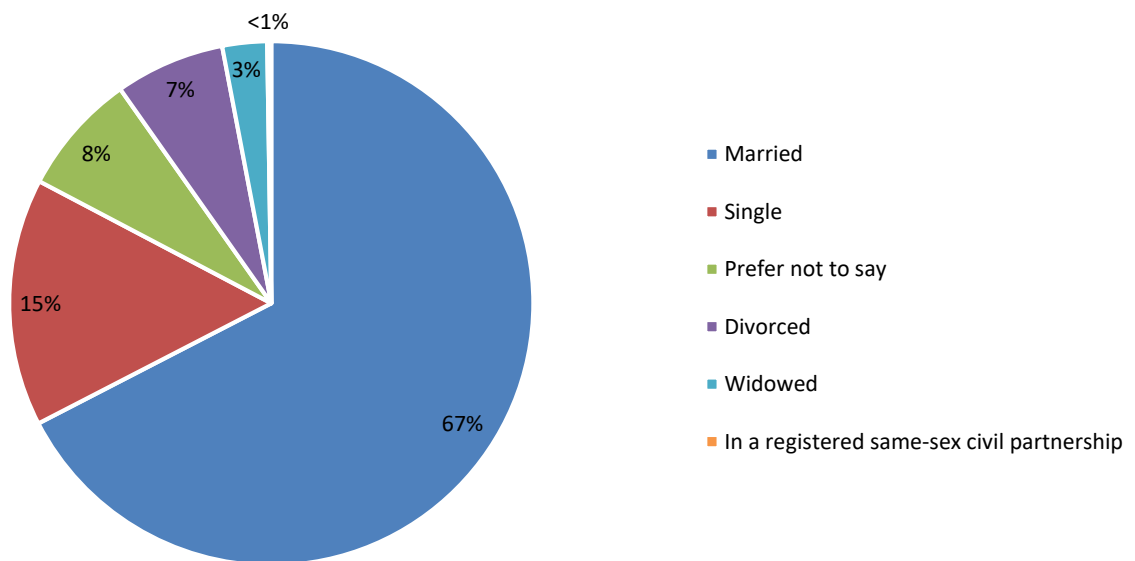
The chart below shows respondents' Welsh language ability.



Please describe your Welsh language ability



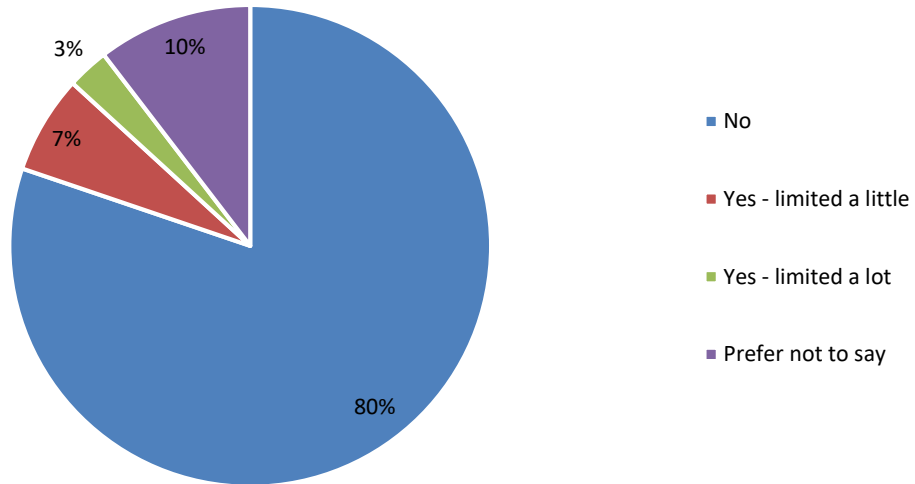
What is your legal marital status?



When asked about legal marital status, 67% of respondents were married, 15% were single, 7% divorced, 3% widowed and <1% in a registered same-sex civil partnership. 8% of respondents preferred not to say.

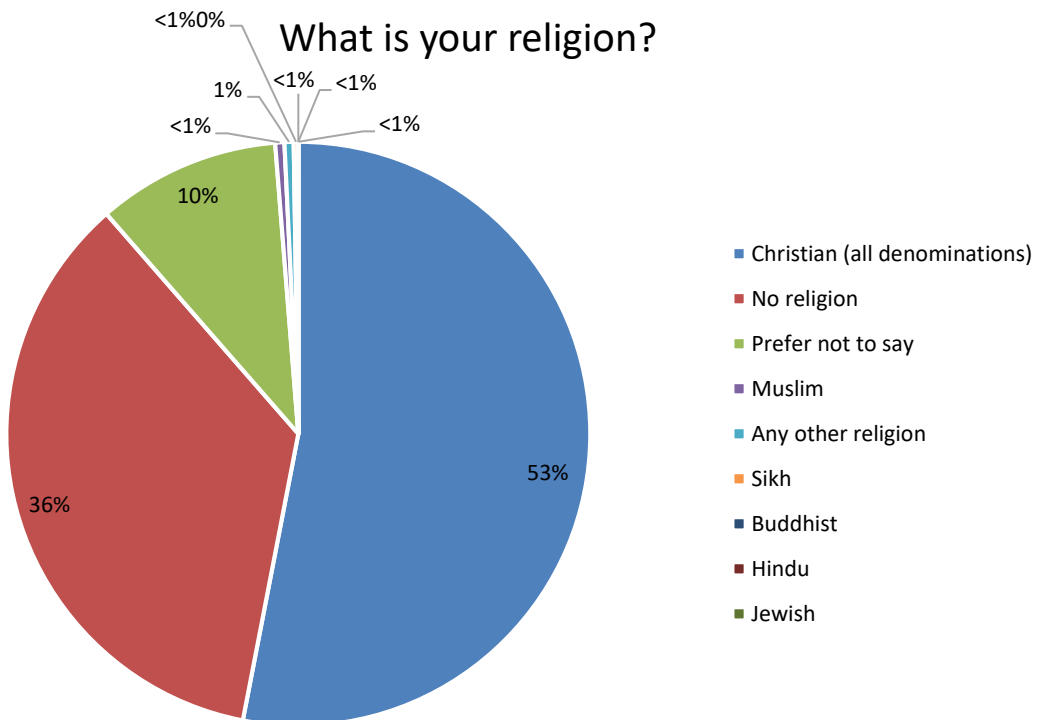


Are your day-to-day activities limited because of a physical or mental health condition, illness or disability which has lasted, or is expected to last 12 months or more?



Regarding physical or mental health, illness or disability which has lasted, or expected to last 12 months or more, 80% of respondents stated that their day-to-day activities were not limited. 7% stated that were limited a little and 3% limited a lot. 10% preferred not to say.

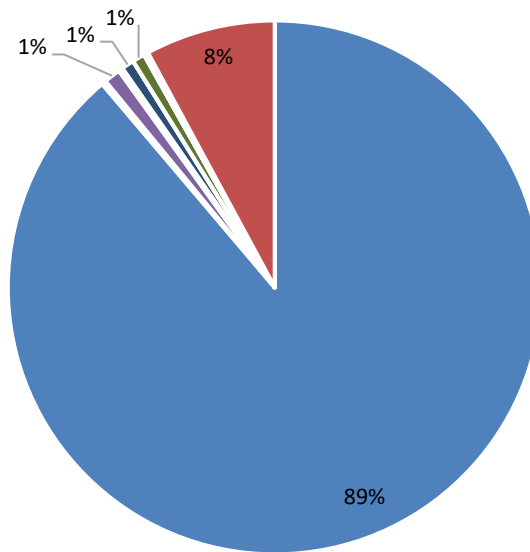
What is your religion?



53% of respondents stated Christian (all denominations) when asked what is their religion. Buddhist, Jewish, Muslim, Sikh and Hindu amounted to less than 1% of responses. 36% stated no religion and less than 1% stated any other religion whilst 10% prefer not to say.



How would you describe your ethnic group?



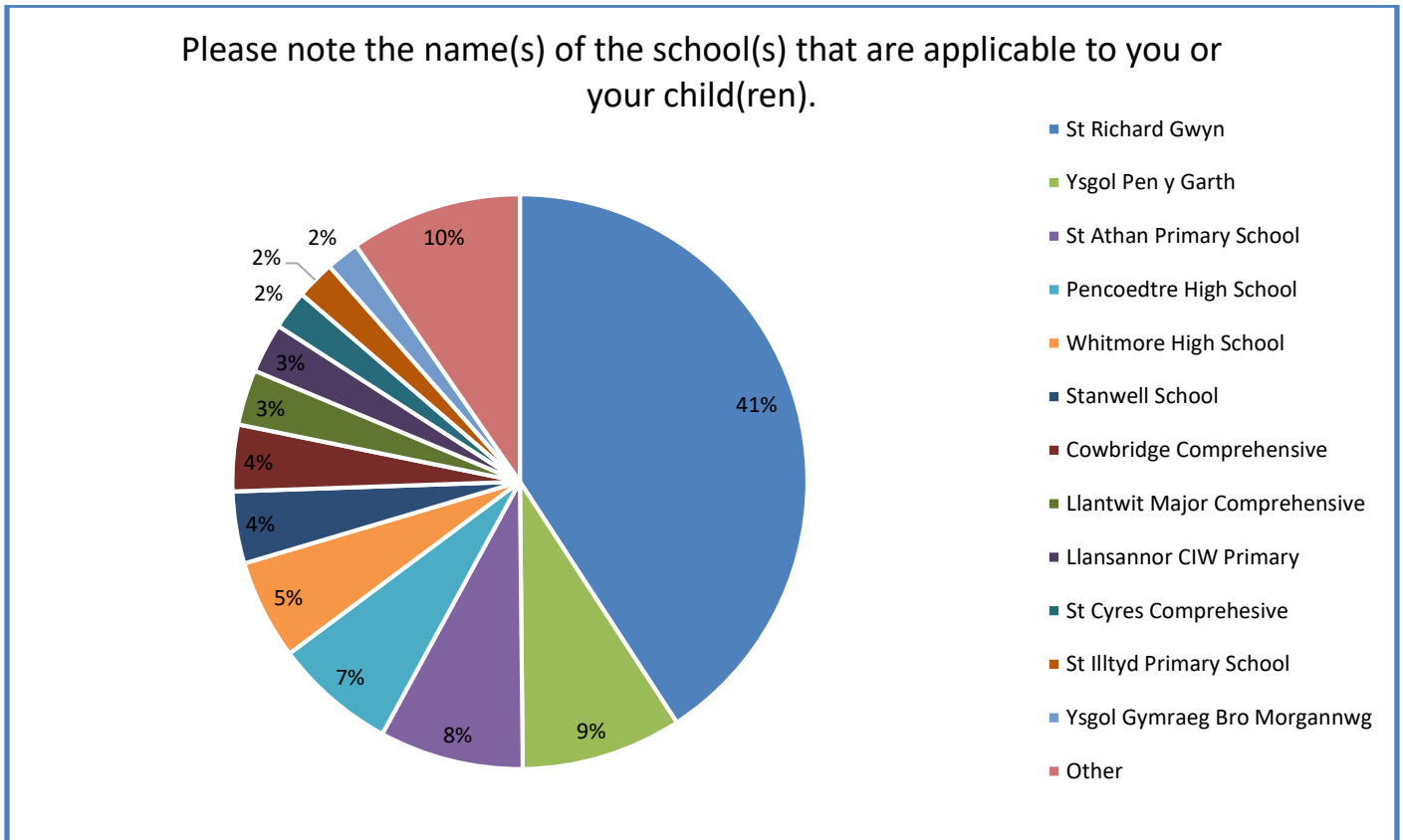
- White -Welsh/ English/ Scottish/ Northern Irish/ British
- White - Irish
- White - Gypsy or Irish Traveller
- Any other white background
- Mixed/multiple ethnic groups - White and Black Caribbean
- Mixed/multiple ethnic groups - White and Black African
- Mixed/multiple ethnic groups - White and Asian
- Any other Mixed/multiple ethnic background
- Asian/Asian British - Indian
- Asian/Asian British - Pakistani
- Asian/Asian British - Bangladeshi
- Asian/Asian British - Chinese
- Any other Asian background
- Black/African/Caribbean/Black British - African
- Black/African/Caribbean/Black British - Caribbean
- Any other Black/African/Caribbean background
- Other ethnic group - Arab
- Any other ethnic group
- Prefer not to say

When asked to describe ethnic group, 89% of respondents stated White -Welsh/ English/ Scottish/ Northern Irish/ British. 8% preferred not to say whilst the remaining 17 ethnic groups and respondents that selected other amounted to 3%.



2.1 SURVEY RESULTS

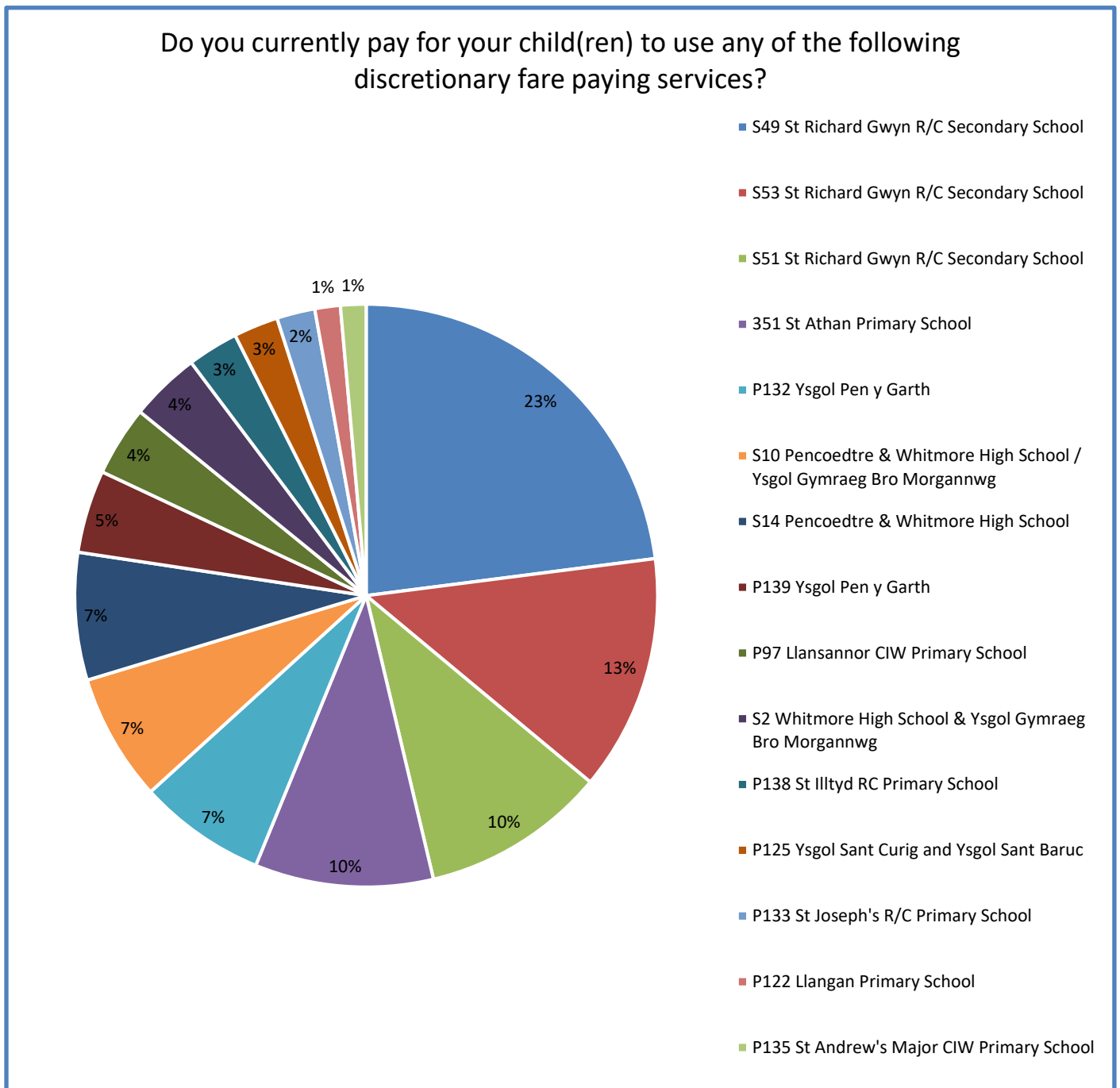
2.1.1 SCHOOLS AFFECTED



When asked to note the name of the schools that are applicable to respondents and their children, St Richard Gwyn with 41% of responses was mentioned most. The other schools mentioned included Ysgol Pen y Garth with 9% of responses, St Athan Primary School (8%), Pencoedtre High School (7%), Whitmore High School (5%), Stanwell School (4%), Cowbridge Comprehensive (4%), Llantwit Major Comprehensive (3%), Llansannor CIW Primary (3%), St Cyres Comprehensive (2%), St Illtyd Primary School (2%) and Ysgol Gymraeg Bro Morgannwg (2%). 10% of responses included other schools.



2.1.2 FARE PAYING SERVICES

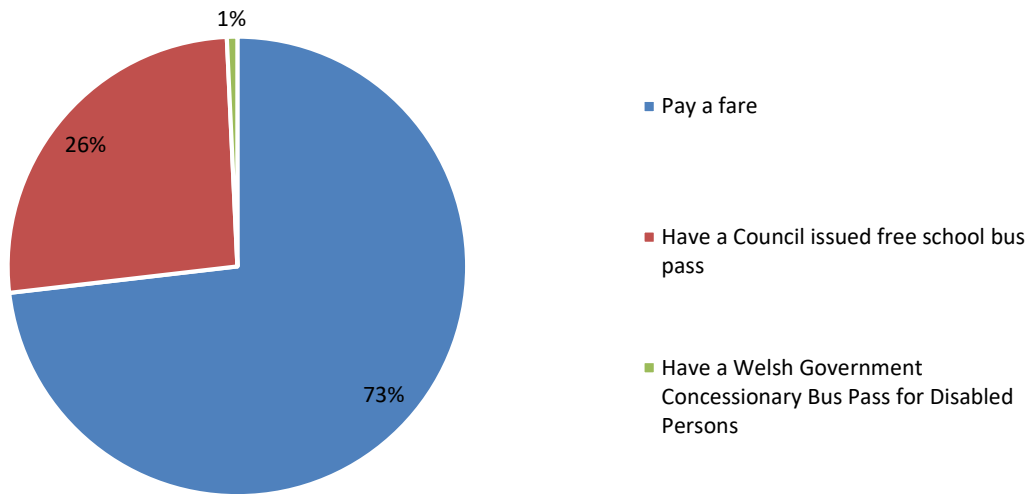


Respondents were asked which discretionary fare paying services their children use. The 3 most popular services mentioned were for St Richard Gwyn with the S49 (23%), S53 (13%) and S51 (10%) amounting to 46% of responses. Other services mentioned include the 351 (10%), P132 (7%), S10 (7%), S14 (7%), P139 (5%), P97 (4%), S2 (4%), P138 (3%), P125 (3%), P133 (2%), P122 (1%) and the P135 (1%).

2.1.3 PAYING TO USE THE SERVICE



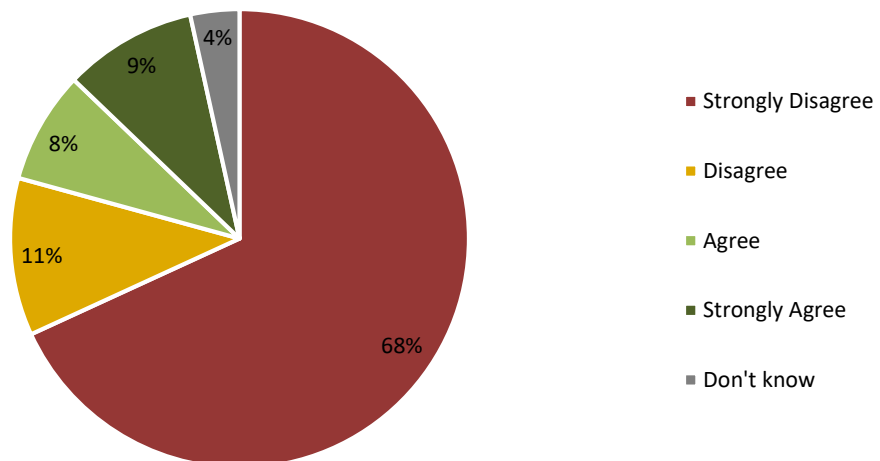
When your child(ren) use the service(s) ticked above, do they ...



Regarding paying for the service, 73% (199 responses) of responders stated that their child, or children, pay a fare. 26% (71 responses) of children have a Council issued free school bus pass and 1% (2 responses) said that they have a Welsh Government Concessionary Bus Pass for Disabled Persons.

2.1.4 OPINION ON WITHDRAWAL OF NON-STATUTORY FARE PAYING SCHOOL BUS SERVICES

With regard to the financial pressures on the Council, do you agree or disagree with the proposal for the Council to withdraw non-statutory fare paying school bus services in order to meet the required savings?



Over threequarters (79%) of responders either disagreed or strongly disagreed with the proposal for the Council to withdraw non-statutory fare paying school bus services. 8% and 9% of responders agreed or strongly agreed respectively whilst 4% chose don't know.

2.1.5 COMMENTS AND SUGGESTIONS FOR SCHOOL TRANSPORT

The survey allowed respondents to voice their opinions and 243 separate comments were received from respondents relating to the proposals and suggestions for School Transport. Of the 243 comments, 14 separate themes were identified and mentioned on 298 occasions, i.e. some comments containing multiple themes. Full details of every comment can be found in [Appendix B](#).

Comments	no of mentions	%
Safety concerns for pupils	78	26
Will increase traffic & pollution	57	19
Discriminates against low income households	40	13
Discriminates against children	20	7
Discriminates against St Richard Gwyn pupils	16	5
Affect Attendance	11	4
Discriminates against pupils from rural areas	7	2
Pupils should be forced to go to nearest school	7	2
Discriminates against parents/guardians without car	6	2
Discriminates against Welsh medium schools pupils	5	2
Increase fares	5	2
Discriminates against disabled children	4	1
Agree with proposals	2	1
No comment	2	1
Other	38	13
Total	298	100

Table 1 – Main comments and suggestions for School Transport

The main comment received from respondents, with 26% of all responses, was related with safety concerns for pupils where proposals to go ahead. These included concerns for pupils who will walk or cycle to school and issues relating with increased congestion around the school gates.

19% of responses were related with increased traffic and pollution because of the proposals as parents/guardians will become more likely to transport their children to school in cars.



13% of responses commented that the proposals discriminate against low-income households and 7% said that it unfairly discriminates against children/ young people as opposed to the whole population.

Comments stating that proposals specifically discriminate St Richard Gwyn pupils amounted to 5% and 4% of responses suggested that pupils' school attendances would be affected with one reasoning being that those choosing to walk might not attend school on a rainy day.

Responses included comments stating that the proposals discriminate against pupils from rural areas (2%), parents/ guardians without a car (2%), Welsh medium school pupils (2%) and disabled children (1%).

2% of comments suggested that pupils should be forced to go to their nearest school to help relieve dependence on school buses, 2% suggested an increase in fares and 1% agree with the proposals.

The remaining responses included other comments that fell outside of these categories (13%) and no comments (1%).



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Appendices

Appendix A – Fare Paying School Transportation Survey



Fare Paying School Transportation Survey

The Council is currently facing major budget pressures and as such is looking to make savings of £3.7 million in the 2019/20 financial year. A number of savings options are being put forward and have been or are being consulted on with residents.

One suggested option is the withdrawal of funding for **discretionary** fare paying school transport services

This is not a statutory duty therefore the Council is considering withdrawing this funding. Doing so would save the Council approximately £180,000 per year.

This proposal would not affect any pupils who are eligible for free school transport.

Before a decision is taken, the Council needs to understand how this proposal will affect residents of the Vale of Glamorgan.

1. Are you a resident of the Vale of Glamorgan?

- a. Yes
- b. No

2. Please provide your postcode?

3. Are you responding as a;

- Pupil
- Parent / Guardian
- Carer
- School staff member
- Head teacher
- School governor
- Other (please state)

4. Please note the name(s) of the school(s) that are applicable to you or your child(ren).

5. Do you currently pay for your child(ren) to use any of the following discretionary fare paying service?

Please select all that apply

- 351 St Athan Primary School
- P122 Llangan Primary School
- P125 Ysgol St Curig & Ysgol St Baruc
- P132 Ysgol Pen y Garth
- P133 St Joseph's R/C Primary School

- P135 St Andrews Major C/W Primary School
- P138 St Illtyd R/C Primary School
- P139 Ysgol Pen y Garth
- P97 Llansannor CIW Primary School
- S10 Pencoedtre & Whitmore High School/Ysgol Bro Morgannwg
- S14 Pencoedtre & Whitmore High School
- S2 Whitmore High School & Ysgol Bro Morgannwg
- S49 St Richard Gwyn R/C Secondary School
- S51 St Richard Gwyn R/C Secondary School
- S53 St Richard Gwyn R/C Secondary School

6. When your child(ren) use the service(s) ticked above, do they:

- Pay a fare
- Have a Council issued free school bus pass
- Have a Welsh Government Concessionary Bus Pass for Disabled Persons

7. With regard to the financial pressures on the Council, do you agree or disagree with the proposal for the Council to withdraw non-statutory fare paying school bus services in order to meet the required savings?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree
- Don't know

8. Do you have any other comments or suggestion for school transport?

About You

In order for us to ensure we are meeting the needs of service users, we would be grateful if you could answer the following questions about yourself.

What is your gender?

- Male Any other gender identify
 Female

If other gender identity, please specify.

What is your legal marital status?

- Single Widowed
 Married In a registered same-sex civil partnership

Divorced

Prefer not to say

Are your day-to-day activities limited because of a physical or mental health condition, illness or disability which has lasted, or is expected to last 12 months or more?

Yes – limited a lot

No

Yes – limited a little

Prefer not to say

What is your religion?

No religion

Hindu

Sikh

Christian (all denominations)

Jewish

Any other religion

Buddhist

Muslim

Prefer not to say

If other, please specify.

In order for us to ensure we are meeting the needs of service users, we would be grateful if you could answer the following questions about yourself.

How would you describe your ethnic group?

White -Welsh/ English/ Scottish/ Northern Irish/British

White - Irish

White - Gypsy or Irish Traveller

Any other white background

Mixed/multiple ethnic groups - White and Black Caribbean

Mixed/multiple ethnic groups - White and Black African

Mixed/multiple ethnic groups - White and Asian

Any other Mixed/multiple ethnic background

Asian/Asian British - Indian

Asian/Asian British - Pakistani

Asian/Asian British - Bangladeshi

Asian/Asian British - Chinese

Any other Asian background

Black/African/Caribbean/ Black British - African

Black/African/Caribbean/ Black British - Caribbean

- Any other Black/African/Caribbean background
- Other ethnic group – Arab
- Any other ethnic group
- Prefer not to say

If other, please specify.

Please describe your Welsh Language ability

Understand

- None Basic Competent Good Fluent

Speak

- None Basic Competent Good Fluent

Read

- None Basic Competent Good Fluent

Write

- None Basic Competent Good Fluent

Thank you for your time.

Appendix B – Survey Comments

Do you have any other comments or suggestions for School Transport?

1.

Whilst it is sad that the Vale of Glamorgan Council is being forced to consider so many ways of making savings, I do feel the cuts in services should affect all members of the population and that no one section of the community can be exempt. If these discretionary fares continue, then cuts will have to be made in other services.

2.

My daughter travel on the bus and we have to paid it . As single Parent And only work time

3.	While understanding the need for the council to look at savings due to funding pressures and feeling that the savings asked for are unrealistic due to the year on year savings the council has been asked to find . I have every sympathy with the council with the difficult decisions they have to make but feel that there are many reasons to keep funding the buses.anything which keeps up attendance is worth its weight in gold as that road on a wet and windy day is horrendous to walk
4.	These school buses are essential for rural areas especially for small children. The roads do not always have safe walking areas plus the school in question has extremely limited parking so the addition of cars if the bus were to be removed would make the school area an extremely dangerous place for young children. Surely a child's safety should be paramount????
5.	Yet again it's the people who can just about manage that will have to pay more. This proposal will just encourage more parents (including myself) to drive their children to school, adding more traffic to an already overcrowded road network. The current bus is often late in the morning and afternoon, so if anything the cost should be going down. Maybe some of the overpaid council leaders could take a pay cut (lol) rather than cutting yet another service
6.	I just don't understand where you get you figures from i was told by someone who spoke to councillor John Thomas that on 28 children use it when. it up in the 40s. I use the bus as I don't drive and the walk in the winter rain and summer is a hard walk for children of primary age. we have to walk past a airfield where the wind and rain blows you all around then we soaked by cars on a very narrow path. in the summer where the council don't trim back nettles with children get stung. so either they soaking wet through before they go in to school or they crying in pain because the have been stung. I do the journey every day with my nursery age child and did before my eldest went up to full time. I happy to pay for the bus I have never moaned about because I know of the rules but don't say it's not being used when it is
7.	We do not have an alternative means of transport due to the distance from the school being 6 miles.It is disgusting you would withdraw transport services for children especially how busy and dangerous the drop off and pick up at school already is and sever lack of parking.
8.	No
9.	Whilst I understand that removing this would ease the financial burden I strongly believe that traffic problems around primary schools in particular are significant. By bringing children in on a bus it removes some of the congestion caused by inconsiderate parking of parents.
10.	If cuts need to be made I would prefer they were aimed at the wealthy old folk rather than children.
11.	We try and encourage our children to use the school bus in order to reduce the number of cars which come to the school because the traffic around this area is very heavy

12.	Cardiff bus isn't reliable enough and the S10 is a perfect service for the children around the top end of town, these kids aren't entitled to much I.e flying start etc so it would be nice if one thing was kept for them. A walk to the high school is a good half hour, not nice in the rain , the school don't like the kids wearing coats around the building and many don't take one so they ll be a lot of kids getting soaked etc. Plus it may encourage more parents to pick up at the school which will result in congestion around Methyr Dyfan rd
13.	Need to support tiered means tested and also consider financial hardship awards
14.	This would make it very difficult for me to go to work and increase my costs greatly.
15.	Given the congestion on the roads, and it's impact on the environment, I believe the removal of this form of public transport will make things matters worse. If anything, increasing the fares will be a better solution than simply removing the bus services all together. Moreover, the council needs to run certain services for those pupils with free school bus passes anyhow, so surely paying pupils should be able to use these services? However, I do agree that smaller busses for underused lines might be a solution to the problem.
16.	Getting to the school on public transport without the school service would be extremely difficult as the school is so difficult to access. A bike or walking is not a safe option and public transport does not go near enough to the school gate. I do not wish for my child to be waiting around on bus stops in the dark. For this reason the service should remain.
17.	To be honest. Half the people are on more money than us that work. So why shouldn't they pay. They don't work and say they struggle. We work and do struggle as we have to pay everything in between. Maybe we are dumb and their the clever ones. Their are severely ILL. And people that really need to be with but half of this society get away with a lot. Thats why half the council is in this position in the first place.
18.	Surely it is the responsibility of the parents, if they have chosen to send their children to a school that is not the closest to them, to pay for them to travel there! I don't believe other Vale residents should subsidise that choice.
19.	if you can afford to pay - you pay. ideally you would live closer to school and walk or ride.
20.	This service is essential for my two children and they go to the nearest comp. if you add a bus fare I will be forced to drive them in to school. Increasing pollution traffic and impacting safety of cars parking outside of school. More traffic will further impact road surfaces, roads with pot holes which the council is also responsible for?
21.	For the environment and school health and safety reasons and children's independence and allows working parents an hour extra a day - I strongly believe school buses should be available to all.
22.	It would depend on whether this would create an equality issue and cause disadvantage for specific groups of Young People.

23.	Save money on disabled minibuses and utilise taxis better for multi drops because I think that asking children to walk from Dinas and Penarth to Richard Gwyn is dangerous and asking 11 year old children to walk from Barry island all the way to whitmore and pencoytre schools is just to far especially in the society we live in today! If this goes ahead it will cause more political unrest than brexit!!!!
24.	Children should be attending their nearest school, this would reduce transport costs and potentially reduce the number of times learners from outside catchment are late, therefore improving their learning.
25.	Decisions have been made by parents to send their children to schools based on a number of factors. Ease of access is likely to have been one of the factors. The removal of this school transport may have an adverse effect on families, with additional costs or possibly additional time - to ensure children safely attend the school of choice, for which historically transport has been provided. Have the council carried out an impact assessment on parents and children who may have additional needs. Do the savings take account of the costs that will be required to transport children who have free school transport? Can you please provide me with answers to these questions?
26.	Discriminatory against Welsh language and people of religion
27.	I feel that making charges for school transport maybe a barrier for some families and therefore may affect attendance
28.	Isn't this going to add to the already insurmountable barriers to education for the children of st athan village? Many of which live in an area of deprivation. They already endure the adverse childhood experiences that come with living in a deprived area (google aces in childhood and educate yourselves from your ivory towers) I implore you not to affect the ability to attend education in any form. It is criminal to even suggest it! Surely there are laws in place to protect these children-even if you don't?
29.	This move will benefit the environment if it is linked to requiring people to send their children to their nearest school but not if it now just leads to more parents driving their children to school.
30.	We rely heavily on school transport as I am unable to drive for medical reasons. We pay a fare for this service which should cover the cost. The bus also reduces the amount of vehicles on the road, pollution and regular parking problems at school. It is too far to walk.
31.	Rydym eisioes yn talu i ddefnddio'r bws ysgol. Ydy'r cyngor yn cadw cyfrif o'r incwm yma yn eu cyllid?
32.	Taking from young people in the community is disgraceful, especially as council tax went up! This will effect many parents and children and reduce their ability to access their legal right to education. Taking this money away when counsellors still get their pay rises is disgusting

33.	I strongly disagree with the proposal to withdraw non-statutory fare paying bus services. My daughter travels daily on the P132 to Ysgol Pen y Garth. Whilst we are in receipt of a free bus pass due to the distance from home to school, the bus also provides a valuable service to many fee paying pupils from Dinas Powys. The provision of the bus has a positive environmental impact, lessening the number of cars travelling from Dinas Powys to Penarth at peak times on both Cardiff and Sully Roads both of which are congested at peak times. Removing the bus facility would therefore have a negative impact on the environment and cause more congestion on these already overcrowded roads. The removal of the buses would also increase the risk of accidents to pupils with more vehicles travelling near the vicinity of the school.
34.	Use of more economical and environmentally friendly buses. Ensuring safe and adequate parking for potential increase in school car drop offs.
35.	Many children use the school bus service to attend Ysgol Pen Y Garth. The catchment for the school is quite wide (the whole of Penarth, Sully, Dinas). Therefore many children do not live with walking distance. Having a bus service makes it significantly easier for children to attend YPYG. By stopping the service to YPYG you will make it significantly harder for pupils in these areas to attend Welsh medium education. The car park at YPYG is very small, to add more vehicles to the school run would be very difficult, the surrounding area would become more congested (there are already problems especially on Norris Close) and this also has a negative impact on the environment. Many pupils start using the bus to increase their independence and in preparation for when they attend secondary school. If you cancelled the bus service you would remove this option from them as walking home is truly not an option (unlike with other primary schools and their catchment areas). I am aware that there are some parents with medical conditions who cannot drive. They can independently look after their children if they access a school bus. However without a school bus you take away their ability to independently look after their children and they would become reliant upon others. This is disabling. Looking at the Vale wellbeing objectives I believe maintaining a bus service ticks many items on this agenda. Objective 1: Reducing poverty and social exclusion - allowing pupils without a car to access Welsh medium education. Objective 3: Promoting regeneration, economic growth and employment. - keeping key people in our community in employment. Objective 4: Promoting sustainable development and protecting the environment - by using one school bus instead of many cars. Objective 8: Safeguarding those who are vulnerable and promoting independent living - a bus service enables disabled parents to independently get their children to school and promotes some early independence skills in our pupils. I would be very disappointed to see the school bus service to YPYG cancelled. The staff on the bus are lovely too.
36.	Build safe walking/cycle routes for children to get to school. Removing the buses will increase traffic and congestion and lower air quality. All against the aspirations of the Wellbeing of Future Gnerations Act which all public bodies have to demonstrate they have considered. You also need to complete a health impact assessment of a decision such as this.
37.	Subsidise and pay for part of the service before removing it completely.
38.	An easier to understand survey

39. Without access to a school bus my son could not have attended St Joseph's. The original company that ran the service, Flight link were much better than the company that took over and I think more cost effective. I would suggest one way for you to save money would be to devolve the organisation of the bus services to the primary schools. I think they might be able to do this in a more cost effective way, because they know there pupils needs. Some schools even have minibuses and might be able provide the service themselves (and could generate funds for the school in doing so). It might be worth exploring how the private school who operate bus services work for example St Johns run a bus service, they seem to be successful. Cutting the service is likely to result in extra cars on the roads which does result in additional problems to the economy and raises the risk of injury to children walking to school.
40. The school is in the lanes, it is extremely hard to park as there is not enough room in the Country Lanes, therefore it is an accident waiting to happen, ie children could get run down even getting to their cars. It is also not possible to walk to school, as in the past the council has said could happen, even after building concrete pull in's for children to step into when traffic is coming in the very narrow lanes. Therefore the withdrawl of the bus transport service to the school is not a viable or sensible option!!!!
41. I think the council needs to look at ways children can walk to school more safely (where possible). For example, at St Andrew's, it is not a particularly safe walk. The pavements are very narrow, meaning it is difficult to walk even two abreast, and traffic can be an issue at the crossings (ridiculously). I think this is a bigger issue at primary level where parents have to take their children if public transport is not used; this is less the case at 11+. There is a general encouragement for parents to seek alternative transport, but that requires some investment. Bike racks at more schools would be useful.
42. The P139 is a full size coach and it isn't full. The service is used by people but perhaps you could supply a slightly smaller coach if this would help save money?
43. Instead of withdrawing MORE funding for education, find somewhere else to cut it. EWS will be wondering why more pupils are late/ do not attend school if this is passed. Alun Cairns has already attacked low income families with his vote on Free School Meals and now this. Just because this cut is not aimed at low income families (free school transport) this will affect many other families who just about survive.
44. It would be nice to see a school bus. Run and funded by the VOG, rather than paying Cardiff bus/ private bus companies to run the routes throughout the vale.
45. If children were to walk from east camp to the school although it is a safe route it is very exposed with no protection via houses from the wind and rain. Although walking would keep children fit & healthy it this case the con side would be detrimental to their health as they would be arriving cold wet & with muddy shoes. There is a NAT bus, one an hour but, with 50 children with mothers & babies in pushchairs would be a problem for the bus drivers & trouble for the bus stops/shelters. Also, the cost would be a problem for some people having to find money for a ticket for a parent & child.

46. The pupils of Barry Island have always had a spilt , those who travel to the previous school (Barry Comprehensive) and currently Whitmore High have always paid a fare, whereas pupils studying at Bryn Hafren have always had a free bus pass. To withdraw transport altogether is ridiculous , this will have a great impact with school attendance. Weather , times of day will all need to be considered as to whether pupils make the effort to get to school. Not all parents have the means to transport their child / children. When children reach secondary school they are placed in a catchment area, the nearest from Barry Island is just under 3 miles, up hill!
47. You need to look at the bigger picture. Families that pay for their children to use the bus are helping reduce traffic congestion, and air pollution. Perhaps you could come up with a way of encouraging even more people to use the bus to make it as cost and energy efficient as possible. For Ysgol Pen-y- Garth there are no safe cycling routes to the school, and even walking is not ideal as there are no traffic calming measures around the school, and there isn't even an safe crossing point to cross Redlands Road.
48. Where families access schools under 3 miles and where there is no safe practicable walking route, the legislation sets out it is the parents responsibility to arrange transport. There is no reason that parents cannot support and where appropriate train their children to either access using active modes of transport (walk or cycle) or teach them how to use the public transport routes which may or may not need to be combined with walking at either or both ends of their school journey. The over reliance on subsidised transport is costly and does not teach young people the appropriate skills with regard to becoming increasingly resourceful and independent. As the parent of a Year 7 child that commutes by bus and train to Stanwell School I am very clear with regard to the developmental benefits it has and continues to give to my son. I appreciate that there is the argument regarding the potential likely increase in car traffic to schools as parents resist their children travelling independently but it is my view the funds currently being used to subsidise transport could be better spent on appropriate and safe routes to school to support active transport. It is also for the Council to apply appropriate pressure to bus companies to ensure an appropriate number and frequency of buses on agreed routes. Active transport should be the preference both for sustainability and for overall health of pupils.
49. There is severely limited parking provisions at St Athan Primary school. At school drop off and pick up, it's extremely busy and dangerous for the children due to the amount of vehicles. If the bus is stopped, this will increase the amount of traffic using the road increasing the danger. My child is unable to walk the distance from our home to the school due to physical difficulties so without the bus, I would be forced to take the car. In order to park safely, I have to be at school more than an hour before school ends or there are no parking spaces.
50. Due to drivers not observing the speed limit and failing to stop at the pedestrian crossing by MoD St Athan East Camp entrance which I have witnessed more than once, I do not feel that there is an adequately safe route to walk children to school.

51.	We have significantly more pupils using our bus service than you realise and I honestly think more research needs to go into this rather than "we can save money in this category". How can it be costing the council money when our school makes roughly £90 in the morning and £140 in the afternoon surely the council does not pay £1000+ to run the bus a week?!
52.	We live just outside the border eligible for a free bus pass. I would be interested to know how bus pass children will be transported to school if the decision to scrap the bus is made. A couple of years ago the cost of travel over doubled, which we accepted. Aside from this the school car park is not big enough to host every parent taking their child to school (we live too far away to walk) and residents often complain about the parking difficulties they experience. Surely taking the school bus away will exacerbate this? I strongly disagree with this cost cutting exercise. The Dinas bus is not a busy bus but there are regular users of this bus who have been using and paying for this service for many years. Maybe a much smaller bus would suffice.
53.	This will increase the amount of traffic on the roads having a major impact on the environment and many people will not be able to start work on time affecting jobs and places to live
54.	It is just awkward for some of the parents of pupils to get their children to school any other way
55.	Your own impact assessment indicates that the negative effects of these proposals fall disproportionately on Welsh medium and faith schools. The proposal is consequently prejudicial to pupil recruitment and retention in these schools. I further believe that special consideration should be given to primary school pupils, some as young as 5, given that for them, a journey of several miles on foot each day is clearly not a practical alternative to the current provision.
56.	As parents we are struggling to pay for extra curriculum activities, dinners, uniform etc as it is Why should we be penalised even more when the council has provided a free bus pass to children within our village who are not within walking distance to school Not only that why clog up the roads with more cars when free buses could carry more children Ridiculous idea ! I will NOT be penalised for having children whom live within the catchment area and NEED transportation to high school
57.	There are many children who use the bus service who's parents do not drive. Without the service they will have to walk in all sorts of weather and children will be starting their day cold, wet and miserable.
58.	Children travelling a distance for welsh medium schools usually do so due to insufficient local provision. Removal of the service/subsidy runs entirely counter to the principle and aim of providing equality and provision of welsh language education.
59.	I cannot afford to pay for transport, I also do not drive so have no other way of getting my child to school.
60.	It is essential for VOG local authority to support children to access their school when they do not have access to private transport and / or cannot access public transport due to financial hardship
61.	Disagree as this is the only support for travel for fare paying parents which or could already be under finance pressure. All transport for under 16 should be free. Why in wales is it so expensive

62.	If the Bus service is removed for my sons then there is NO alternative method for them to get to school. It is NOT possible for them to walk as this would entail either walking down the Westra Lane or walking down Cardiff Rd and then the Sully Link Rd. ALL of these routes DO NOT have footpaths and are extremely dangerous roads at anytime let alone PEAK TIME TRAFFIC times! If the transport is being laid on for the pass holders then fare paying students contribute to the overall cost of the transport!
63.	Vog won't be happy till every service it has is stoped. You just keep taking and selling every thing that is good about my town.
64.	I have to pay for my child to go to the above school due to being told that I'm not quite in the 3 miles for a free pass with only being two streets from this 3 miles if the service cuts back my daughter will have to use public transport which means I will be having to pay more money a week.
65.	As there is no safe walking route from Dinas Powys to St Richard Gwyn if you cannot take your child by car to school then you have no choice but to use the bus. It is expensive enough with the subsidy.
66.	Public transport is not good enough to support a huge amount of pupils..it would affect elderly and commuters not getting seats due to large number of children..some of which their behaviour is a problem
67.	Safe, secure and reasonable school transport is essential. I disagree with the council's current distance limit of 3miles, but accept it and am currently willing to purchase a pass for my son to travel to school. Should the costs rise this would seriously impact on my family A's by September I will ah e 2 children at the school. I live just within the 3 mile radius, with the suggested walking route from the council cutting through back lanes and via the cemetery. I don't believe this is a reasonable journey for a school child to take, especially during the short winter days, and therefore school transport is essential. In addition this allows me to go to work to be able to pay for the transport.
68.	Whilst I understand that due to austerity savings need to be made it seems very unfortunate to give our children the idea that they are less important than their predecessors. The roads around our high schools are already very congested and this will increase as many children will be driven to school if no bus is available. This also leaves the children who will have to walk at greater risk of road traffic accidents.
69.	Parents should not have to pay for their child to get an education I pay over £100 a year when children who live at the bottom of my lane get it for free
70.	I agree that service provision for schools with suitable parking and drop off areas should be reviewed. However, my children attend Llansannor Primary school which is located on a mountain, with no parking and is only accessible via lanes, it is not within walking distance for any pupil. At the moment, parents and children, mainly the younger ones have to walk down a road with no pavement and with cars passing very closely, this makes it dangerous and it would become impossible for parents to drop off and pick up with that many vehicles trying to park.

71.	Many of the children at st richard Gwyn don't have the option to walk to school because of it's position off a busy link road where the other option, the lanes, are far too dangerous. I would have to pay for taxis to transport my child each way every day and the sheer volume of cars that would result from the removal of a bus service would surely have an environmental impact and the congestion would increase road traffic volume/ accidents etc.
72.	I don't understand the difference between statutory fare paying services and non-statutory. Perhaps you could make it clearer before asking parents. Currently we do not pay for my daughter to attend school, if this cost is passed onto me as a parent, this would be prohibitive and I would have to consider applying to change schools, except there are no places at schools within walking distance. If you wish to discuss this please contact me. [REDACTED] [REDACTED]
73.	I have 2 children in St Richard Gwyn, I would not be able to afford to send them to school if the fair doubles. That's £40 a week I would have to find and we live too far away for them to walk to school.
74.	No
75.	I do not drive and I live the other end of barry to the school, i am a working single parent family who struggles to make ends meet as it is, if you raise the fayre to and from school then I won't be able to afford to send my son to school.
76.	I am astonished with this proposal, and further astonished that the pupils eligible for free school transport will not be affected, especially when those eligible are financially better off than those who are not eligible. The eligibility of free school transport needs to be seriously looked at. I am a single parent family, with only one income. I am on a fairly decent income and receive no other benefits other than a reduction in council tax. Whilst my income is healthy, budgeting approximately £100 a term is difficult. The subsidised rate makes the budgeting a little easier and without it, the financial burden would be significantly greater. It is completely unfair that a single parent family with one income living 2.8 miles from the school doesn't qualify, however a two parent family with double the income living 2 streets away (taking her to 3 miles) does qualify. Option 1 - abolish free bus passes and make everyone pay for a bus pass at a discounted rate. Option 2 - re look at the qualifying criteria for of free bus pass. I.E take into consideration parents with only one income.
77.	Still cannot believe that the children of Dinas Powys do not get a free bus pass. They are expected to walk an extremely dangerous route or currently pay £2 per day. Now you are considering withdrawing this.
78.	If people live in Barry and choose to send their children out to the leafy vale then yes pay ! I am a practising Catholic and I have no option in my mind to send my children to SRG . I agree with paying a pound each trip but two pound is shocking especially as you are totally aware how disgusting the state of the buses are and how frequently they are late .

79.	To make savings within the council, withdraw the free bus passes and make all pupils pay the fare, unless parents can prove they are on benefits. I am unaware that parents have lied about the residency of their children, by using other family members addresses, in order to have a free pass. The majority of my child's friends live in Westward Rise, Marine Drive, The Knap and therefore get free passes. Their parents are all earning a good income and can afford to pay the fare. At least three of my child's friends live within the 3 mile radius, but have provided false addresses to get their free pass.
80.	Yeh if I pick my son up I go cold Brooke Rd and barry Rd jenner Rd then saulsbury Rd into wale Street it's just over 3 mile the council say its not as they go bus root
81.	My council tax has just increased once again. We as full time working parents so this as the one token gesture giving us something back. Don't ask for much compared to those that choose not to work and will continue to get this for free.
82.	With more than one child in the school having the funding withdrawn would dramatically increase our transport costs. We are just out of the free catchment area which means it would take my children an hour to walk home which is not safe or fair to add this time to their school day (before and after). Increasing the bus fare would put even more financial pressure on our family as the Vale have increased our council tax dramatically this year too!!
83.	The bus from Dinas powys to st richard gwyn should be free as there is no safe walking route
84.	The school bus should be free not go up in price for the pupils living in dinas powys as I feel very unsafe walking down the lane to the school from Dinas village this is by no means a safe waking route
85.	For residents of Dinas Powys there is NOT a safe route along any road to SRG, especially not Argae Lane. On many occasions the Council have deemed this a safe walking route when it is extremely dangerous and the reason that nobody has been killed or injured is because nobody would ever walk that route if you valued your safety. To expect school children aged 11 to walk that route on dark mornings or evenings is reckless. All children in Dinas Powys should be given free transport passes. Savings should not be taken from school/transport budgets, other areas should be looked at.
86.	My parents couldn't afford to send me on the bus to school if the fare went up to £2 each way so this would mean in bad weather like we had to day iwould have had to walk and I would have been really wet for part of the day which isn't nice when you are trying to learn
87.	The route to st richard gwyn from Dinas powys is very unsafe so this route should be classed as a free route. You are under an obligation to make sure every child arrives at school safely. They should not be made to feel unsafe and scared on the way to school because the council doubles the fare resulting in them having to walk to school because they can no longer afford to catch the bus
88.	There is no safe walking route from Dinas Powys to st Richard Gwyn school, no pavement, very dangerous for children to be expected to walk this route. I could not afford to pay any more bus fare than I pay now with 2 children in the school

89.	Rather than costs being doubled for those who already pay for their children to attend school, why isn't every child charged for example 50p per day regardless if your on the free bus or fare paying bus, how can you double the fare for some pupils and others NOTHING!!! Spread it out equally. Please Stop crippling those who already work hard and get no help !!!!! School is compulsory and being charged not far off what a adult with a wage would pay to access Cardiff is so so unfair!!!!!!!!!!
90.	This is not a lot of money to save in the grand scheme of things. It will increase pressure on working families and increase traffic in an already congested area more emissions etc
91.	The decision to send my son to St Richard Gwyn was in part influenced by transport availability/cost. To double this will impact on us as a family severely. Work patterns make it impossible for us as a family to provide transport. After school activities for my son will need to stop as he will not get home in time if he walked. Hasn't the ale depleted enough from young people.
92.	Is there a plan for the families who will not be able to afford the fees if they just fall shy of the eligibility criteria for free school transport?
93.	I have 2 children on the S49 bus so it currently costs me £20 a week for them to attend school! With the new proposal it would cost double that! At the moment I don't feel the service I receive warrants the £20 I pay so certainly shouldn't be paying twice as much!! The bus is late on a regular basis and the driver could do with learning some manners the way he speaks to the children (I have witnessed this myself so not relying on pupils say so!) Unfortunately I have no choice but to use the service at the moment as I have a younger child too so can't do 2 school runs and get to work myself in time. Surely rather than making the people that already pay for transport pay double, to save money you could take the free travel away and get everyone paying the same!
94.	I'm not quite sure I understand how the decisions to subsidise the schools is reached. Why are other schools not receiving subsidies? I think it should be all or nothing, the above feels like a half-way position, which for parity and for the purpose of savings, seems appropriate. It does however feel like a drop in the ocean and would maybe more meaningful if presented alongside the other proposals for savings.
95.	If transport is removed my children will no longer be able to attend this school
96.	There are excessive cars parked around the school, with heavy plant often in the lanes (Farm equipment) means there is limited safe parking/crossing areas. The school is a long walk to and from the home for small children during hot / poor weather. This coupled with the fact that there is no safe paths along the most direct route from the school to the home and there are no safe places to cross the road with cars often travelling through the village in excess of the speed limit.
97.	I wanted to comment as I we have very good public transport that can be and should be used. We use public transport for my daughter to get to school sometimes and we just make sure we have the funds to get her to school. We are by no means a 'rich/well off' family but a small thing such as public transport to get my daughter to school is something we plan and make sure we have the funds for.
98.	I do not think it is fare that the children should suffer, maybe the council can save some money if they paid the councillors less!??

99.	If children live a reasonable distance from school (eg more than 3miles), I believe transport should be funded by the council (as in line with other counties). If less than this,then parents should foot the cost.
100.	I don't really understand what you are saying. The way it is worded is confusing. Are you saying that only pupils entitled to free transport will be able to use the bus service? If so then there will be a lot of empty spaces & possibly more pollution from cars being used to pick pupils up when there is already a gridlock at these times. It's unfortunate that my address is not quite entitled to free bus fares & when on benefits (not by choice) I can barely afford the bus fare as it is. Not all mobility issues are visible or entitled to DLA/PIP.
101.	While this is unlikely to affect me as I was already strongly considering buying a Cardiff Bus pass for my daughter for next year, I think it will negatively impact a lot of families who have children who rely on these buses
102.	Find the money to cover the cost of transport for children to attend a high school that is 2miles away or more. This cost saving exercise not only puts additional pressure on families in the Vale, it is also a smack in the face to propose this cut after another unjustified increase to council tax and it is also potentially putting children's lives at risk.
103.	I had to pay £10 a day to get 5 children to school on the bus all last year. £50 a week, because we are just outside the boundary for a free pass, I cannot fit them all in the car and it is too far to walk. I literally couldn't afford anymore! If that is subsidised, how much would it cost without? How is this fair! School is compulsory therefore transport there should be free!
104.	If parents put there child in nearest school rather than school of choice would cut a need for transport for schools which also help environment.
105.	Although we now don't make use of the school bus, we used to before we moved house. I don't believe that it should be the responsibility of the council to pay for transporting our children to school. Society has become far too reliant on the council doing many things for them. My parents used to car share with neighbours to transport us to school. If this proposal goes ahead however, the issue in Cowbridge School when then be that there isn't a suitable safe drop off area for parents.
106.	I don't believe that we should place any hurdles in the way of education. To my mind the withdrawal of discretionary fare paying is discrimination to already deprived section of society who should be offered every advantage to continue their education
107.	The report accompanying the consultation appears to me to have conducted insufficient analysis of the likely impacts of the withdrawal of services. I think it should have included detailed analysis of how journeys would be made by the children in future and the impacts on families e.g. cost increases, under a number of operating assumptions e.g. 1) bus company continues service when funding withdrawn 2) bus service withdraws service when funding withdrawn etc. etc. I also think it has not considered legislative equality duties fully, because the impact cannot be known without more rigorous modelling of the impacts on affected protected groups I have referred to above. I therefore think that taking a decision is premature without this information. I suspect, particularly for families with a disabled child, that the impacts of the cuts will be severe.

108.	<p>This issue should not be decided on simple economics as there many additional factors, both social and economic. IMHO this council should not be happy to be the footsoldiers of austerity politics. If you be creative enough to raise Council Tax so far above inflation and wage increased, then you should be equally creative in finding the savings you require. If not, perhaps councillors and council staff do not warrant the salaries, expenses etc. they are being paid. Now that would be a creative saving.</p>
109.	<p>Why is this not in the Public domain why the reluctance to put this information to press ? You have already asset stripped youth community projects and this is now an attack on the right to a stress free education. I already know that to qualify for free transport a pupil has to live over 3MILES away making a round trip of 6 miles minimum a day for less well off families in all weather conditions as well as negotiating routes which are dangerous for pedestrians ! a car almost hit a child just yesterday while swerving to avoid a pot hole. I will be raising a petition and making my views clear in the press next week . As a freedom of information request I would like to know the size and structure of the bus and public transport team in the Vale of Glamorgan and the cost in wages to council tax payers . There is no respect for or regard given by the council with reference to the educational and safe travel arrangements of children. More people will use private transport where available resulting in further degradation of roads higher levels of pollution and congestion during times when pupils are exposed and absence. A community campaign is now required and heads must roll!! this is pathetic disgraceful theft and penny pinching from those already struggling and must be resisted and exposed.</p>
110.	<p>An absurd suggestion to make a financial cut that directly impacts children accessing their education. Please consider the social economic state of those children most likely to get the bus to school, whos parents dont drive or own a car. This will impact the already vulnerable. We need these children to access their education and have a responsibility to do everything we can to enable that.</p>
111.	<p>I pay £2.250 a year for my three children to go to Cowbridge Comp from Rhoose by bus. How can this be right?</p>
112.	<p>Can you not charge the same price for school bus as with normal bus ie child £1.20 Also in England children travel free on all transport so I think this is a wider issue School bus ensures their safety as it ensures the children are picked up and dropped off where as public buses have the choice not to take them if they are full up or too many children waiting Surely there are other alternatives we have a beautiful coast line why are we not utilising this to generate income for our council by promoting tourism and building on this vital industry that could provide income and a lot of needed jobs need to think outside the box here why are we not building hotels and resorts to replace our flagging high streets and bring people in every year we get coach loads from all over we need to stop thinking about cheap hits and be more dynamic</p>

113.	<p>I am not sure of which children are eligible for free transport or those that are not. There are no other buses that run through our village (due to cost cutting). I am unable to transport my children to and from school due to work commitments. Children have a right to education and should not be penalised due to the fact that they live in a rural area. I am concerned if charges are put in place and less children use the service then the costs will increase to cover the bus companies costs. You have made no mention of the costs that will be passed onto parents if you stop the bus service. I think that this is an important factor when people need to make informed decisions. I think that this survey has not been very well thought out.</p>
114.	<p>I would not be able to afford for my child to attend the school should this occur. We live to far away for him to walk and as working parents we are not around to support him with lifts. This will affect us greatly!</p>
115.	<p>I currently pay £300 per school year for my 12 year old daughter to have a school bus pass from the Vale of Glamorgan Council, although I don't agree that I should have to pay this amount - I understand why I have to pay it, without this bus pass it would be difficult for my daughter to attend school as I don't drive and also I have a child who is still in primary school and I also work full-time so it would be impossible for me to try and get both my children to school and myself to work for the same time. I have peace of mind that my daughter can get a direct school bus from Barry Island to Pencoedtre High and vice versa. I am asking the council to seriously consider the implications of withdrawing this bus service, bearing in mind that I am paying for the service and therefore am not reliant on the council to fund it - what I am reliant on is the fact that she can get a school bus easy without the worry!</p>
116.	<p>My child was bullied at primary school and had to change schools in year 5 hence the reason for going to a comprehensive outside of catchment as she was frightened to meet up with this child if she went to cowbridge comp I am a single parent on working on a low income and am now very worried about how I will be able to financially afford transport home from school. My worry is families on low income being affected by this. My child should be entitled to attend the school most suited to her needs which I firmly believe is llantwit major and this option should not be affected by financial issues. I am sure there are other families that will feel the same as me. Maybe people on high incomes that receive free bus passes should contribute towards them if the council is in need of cutting transport costs.</p>
117.	<p>We have just had a massive increase in our council tax I have 3 children in secondary school any cost increase will push to far</p>
118.	<p>To be saving money on children's schooling is not acceptable. Perhaps if you looked for better service providers who can deliver an acceptable service at a radonsble cost would be advisable. We pay a considerable amount for a service where the drivers smoke and where we have no idea of the bus will turn up or break Down. How do you expect the children to get to school. I assume this move is due to the developments going on around Cowbridge and therefore the lack of interest in those who are out of catchment for the future! My child is an exceptional asset to the school and withdrawal of this service or increased costs could result in us having to remove him from the school and the disruption affecting his education. Again I would appeal for your services to be cut elsewhere than our children's education. We are consistently paying increase costs and getting less and less for our money. I am considering taking this to the local minister!</p>

119.	While my children do not attend the schools listed above, I am concerned that withdrawal of these services will lead to more congestion on our roads as parents have to make other arrangements to get their children to and from school. Many schools have limited space for dropping off and picking up, and understandably have to enforce restrictions on this as childrens' safety is paramount. I think cutting the funding for these services will exacerbate these difficulties. I feel the projected saving of £180k is actually money well spent in this area and doubt the Council would actually be able to spend it better elsewhere.
120.	I personally think that parents should all contribute a nominal sum to school (statutory and non-statutory) transport if they use it and they are able to.
121.	Keep schhol transport, and cut out the fat cat salarirs you pay your bosses, it's crazy senior managers get more than MP, s. Cut funding for gypsie sites as all they do is thieve, make bin collections every 3 weeks
122.	Very unfair that pupils who live in next street get a free pass and I am already paying £200 per term for my sons to attend and our will go up again!! Maybe start charging all pupils on free buses a small fee to share out the costs. The 3 mile rule is crazy!
123.	If we have to use Cardiff bus that will still require quite a walk to the school and children Beeing wet all day in school when raining as I'm a none driver will the pupils previous rates be honoured
124.	I think it's dangerous for children to walk in this area due to the nature of the docks link road
125.	The underpass is not safe enough for more children to be using. Argle lane is not a safe walking route
126.	To remove the facility for children living in the Dinas Powys area is basically subjecting the child risk their life in having to walk to school either along Cardiff Rd (no footpath and people have been killed on that route) or via Arga Lane/Westra - single track in places with no footpath - this is NOT a feasible route. Previously the Local Authority has deemed this as "safe" - this defies logic of any sort! Should the decision be made for the buses to remain but prices go up - I would suggest the proposed charges of £4 return per day for a CHILD from Dinas to School be revisited. It costs £2 (one way) for an ADULT from Barry to Cardiff Central!!
127.	Proposal contravenes the Learner Travel Wales Regulations - VoG would need to have consulted before October 2018 to implement in academic year 2019/20. This consultation is therefore illegal. Proposal disproportionately impacts pupils attending faith schools and is therefore indirect discrimination. Again the proposal is therefore illegal. Proposal is the worst possible cost saving option in terms of sustainability and road safety. As a transport planning professional I believe that promoting good quality public transport at school age is the best way to ensure that future generations will make sustainable transport choices. This decision will simply encourage more parents to drive their children to school, as there are no safe walking and cycling routes available to St Richard Gwyn. This will increase congestion and pollution, and increase the risk of harm from road safety incidents.

128.	<p>How do you suggest children from Dinas get to school without the bus service bearing in mind the world must take climate control seriously and your latest preposterous suggestion will result in more cars on the road as parents (for those that are able) will have no option but to drive children to a school at already has significant congestion issues which in turn poses a high risk to childrens/parents/road users health and safety. This would be in addition to extra traffic in the area that will be created to the Councils constant willingness to continue housing development with 0% investment in the road/public transport infrastructure - unless its to put in a useless bus or cycle path! Please explain how a child from Dinas is excepted to get to school without a) increasing traffic/congestion/pollution and b) without putting a significant risk to their life? Rumour has it that the buses may continue but fares increase - I would challenge the fact that the current £2 each way/£4 return from Dinas Powys to the school cannot possibly be a subsidised fare for a child.</p>
129.	<p>There is no safe walkable route from pencoedtre village to St. Andrews major dinas powys without attempting to walk through westra lane at peak hours with lots of traffic. You are putting young children's lives at stake in an attempt to save money. How much will it cost when a child is killed on these busy roads and the council are blamed!!!! Parents are also facing financial difficulties and once again the council are not offering us the services that we already pay for in council taxes. I am ashamed at the council for even putting this proposal forward. It does seem that money is more important than our children's lives.</p>
130.	<p>i pay over £700 per year for my children to get to school dont withdraw these services as it will only add more pressure how about the coucil cut its employee bonuses for a year or 2 and see how much funding youll have to use on essential things like children being able to get to school...robbing [REDACTED]!</p>
131.	<p>The withdrawal of the subsidy will increase traffic around an already congested school access and encourage more pupils to walk via unconventional routes to school. There can be no justification of even considering this as the safety of our children and Grandchildren is paramount. This really is one of the most ridiculous ideas that I have ever heard a council even consider - SAFETY, SAFETY, SAFETY.....!</p>
132.	<p>it's too far to walk every day come rain, snow or sun. I think it's a disgrace to take funding from school transport, health and safety of our children is important.</p>
133.	<p>Safety of our children is paramount, and considering the location of St Richard Gwyn I cannot understand why the council would even consider such a ridiculous move. There is limited access to safe walking routes, and the roads are already congested enough without the addition of the invariable additional traffic this would cause. Really VOG, if you used the money spent on this consultation i'm sure it will mostly cover the transport deficit for the year.....!</p>
134.	<p>Provide public transport that travels directly from link road or near to culverhouse cross! my son currently has to get 2 buses to get home!</p>

135.	<p>We have serious health and safety concerns regarding the repercussions of the decision. Access to St Richard Gwyn is not easy by road or by foot. Argae Lane at peak times is a serious concern and this has been raised on a number of occasions with the local authority. Despite agreeing that work should be carried out to alleviate the congestion they admit they are unable to carry out any alterations as they are not able or willing to commit to it financially. Furthermore, if places on the buses are removed, this will increase the traffic due to families driving students to school exacerbating the situation and adding to an already hazardous situation. It is perceived that students who live within a three-mile safe walking distance from school are encouraged to walk or cycle. I have very strong reservations about this for our students. There is only one suitable walking route to school and that is via the underpass. There is no 'safe' walking route for students approaching the school from both directions on the A4055 or Argae lane. Additionally, the local authority are adamant that Argae Lane is also safe as a walking route. Another highly contested issue that again defies any logical reasoning</p>
136.	<p>St Richard Gwyn is a difficult location to access. There is already so much congestion with the current number of cars travelling to the school campus. This will only be exacerbated if this mode of transport is lost. I would strongly encourage a re-think here as so many families will be adversely affected if funding is cut. My understanding is that there will be 267 students affected across the Vale and that 117 of these students are attending St Richard Gwyn. This seems very unfair indeed.</p>
137.	<p>Transport is needed. Subsequently subsidised means children get to therequired school safely</p>
138.	<p>You could never expect a child to walk along the main Barry Road nor can they walk down Argae Lane . Neither of these routes is SAFE</p>
139.	<p>By the time this proposal is implemented, I will have two children at St Richard Gwyn. As we are marginally within the 3 mile area, my children do not get a free bus and I cannot expect them to walk 45-60 minutes to get to school, especially in the winter months. Both of my children have severe asthma, and it is far too dangerous to let them cycle, especially at peak times. Therefore, I will be forced to remove my children and place them in a school where they don't know anyone. If this is implemented, my older child will be taking his options and I feel that it would be disgusting that he is made to leave school at a crucial time in his education due to lack of transport. I feel that it is disgusting and extremely dangerous to remove transport for SRG as the school road and underpass is already heavily congested.</p>

140.	<p>Firstly, you are consulting on removing three routes from St Richard Gwyn, how is that fair when it is the only religious secondary school in the entire Vale. It is staggering that none of your secondary schools in Penarth are having routes earmarked for removal. This is unfair and should be considered discriminatory. Secondly, given the location of St Richard Gwyn, how do you expect children to get to school from Dinas Powys if not by bus. Please do not suggest, as you have in previous consultations, that it is safe to walk along Argae Lane, it is not, particularly in the dark. Even if you do consider it safe, parents don't and you will force them into their cars to make the trip twice a day in and out of school. This will cause a significant increase in traffic at the school entrance. The impatience from drivers who are already exasperated waiting for buses going in and out the turning circle will just increase. Your proposal will only aggravate that and cause more irritated drivers to take overtaking risks and compromise road safety. Your proposal is short sighted, ill thought out and does not appear to be a fair appraisal across all schools in the Vale of Glamorgan.</p>
141.	<p>This consultation does not follow statutory guidance as outlined in Welsh Government's Learner Travel Statutory Provision and Operational Guidance June 2014, Page 25 1.105. which states "If a local authority decides to change or remove the discretionary transport provision it provides, it must publish the information before 1 October of the year preceding the academic year in which the changes will come into force" This would mean that if the proposals are due to be enforced for September 2019, then the consultation period should have been completed by 1 October 2018. As such, I will be contacting Welsh Government to ensure that they are aware that statutory guidance has not been followed in this instance. I also have concerns regarding the disproportionate number of St Richard Gwyn students that will be affected as a result of the proposal. From the Cabinet notes there will be 267 students affected by the proposal of which 117 will be from St Richard Gwyn, around 43%. The highest proportion for any school. Furthermore, the Cabinet Environment and Regeneration meeting on 18-2-19 minutes, Agenda item 16 point 6.14 states that "Powers exist under section 6 of 'the measure' to provide discretionary transport arrangements for learners not attending their nearest suitable school because of language preference" Under law, one cannot 'fetter discretion', i.e. state that one form of choice will be supported and not another. If choosing to provide transport to schools on the basis of parental choice, all parental choices must be treated equally this includes faith as well as Welsh language.</p>
142.	<p>If any buses stop, there will be more traffic around school causing more pollution and higher chances of accidents and it could even affect attendance if any families can not afford the bus fare one week</p>
143.	<p>This is the thin edge of the wedge. While it does not currently affect my children, cost cutting such as this never stops at just one item. I believe that all funding to school transport would be cut if the current proposal is allowed. I also have health and safety concerns for those who don't have access to free transport. The warrants more consultation.</p>
144.	<p>There needs to be safer walking routes so that pupils, particularly those at St Richard Gwyn, living in Dinas Powis may walk to school. This would alleviate pressure on transport services and on the current traffic situation outside the school at peak times At present Argae Lane is wholly unsuitable for children to walk along in view of the the speed limit on this road, the many blind bends and in places narrowing of the road - only allowing one vehicle to pass. Not somewhere I would want my children to walk at any time but, especially on dark winter afternoons.</p>

145.	I would consider paying a higher fare rather than losing the service. Their bags are extremely heavy and I not want to walk that far with such a heavy bag.
146.	My daughter will have no other way of getting to school if y look where I live I not on a good bus route so I rely on this service can't they all share 1 bus as I know the none paying bus is not full ????
147.	Cuts to services should not be made to schools. You are seriously putting the health and safety of children at risk. If the S49 is withdrawn, my child will have no way of getting to school, other than walking just under 6 miles a day there and back. We are 5 metres short of qualifying for a free bus pass. My child's walking route would be via Barry Road, where cars notoriously speed, and there are numerous blind spots. The school is located in a very busy area with no pelican crossing or footpaths, and the Link Road itself has an extremely high flow of traffic. I suggest that you turn all school buses into fare paying services, regardless of the distance from the school. Lots of children qualify for a free bus pass when their families can more than afford to pay. This will also stop parents from using false addresses to get these free passes. This is a known issue at the school as there are no checks in place to ensure that the children are actually resident at the address supplied.
148.	The safety of our children must be the councils first priority and savings need to be found from an alternative source. Not practical to treat all schools the same as access varies considerably
149.	The school is not easily accessible from Dinas Powys and other areas safely
150.	St Richard gwyn is quite a difficult school to walk to and a large amount of pupils will be affected by this proposal. The health and safety of all children must be considered carefully as the council must have a duty of care.
151.	It will just cause a huge increase in traffic where parents/carers will be forced to have to take pupils to school.
152.	Children can not walk from dinas Powys to Barry for school.
153.	Although my daughter lives close to St Richard Gwyn, I work the other end of Barry at another school, this means my daughter relies on this transport in the evening (the mornings I drop her to school before work), to take her to my place of work, where she is able to wait until I finish. The alternative would be for her to walk alone to home, where she would have to wait alone until I arrived home. This I'm sure is not an isolated instance and this service is essential to many working parents, with the same dilemma !
154.	Safe transportation of children in the vale to and from school is vital. The proposed change will mean hundreds of children walking to school or being transported in cars the later of which will have a huge impact on the number of additional cars on the school run and a detrimental effect on the environment at a time when were being told to use public transport.

155.	<p>At St Richard Gwyn, there is one accessible way to it and that's through the underpass. Regardless of what higher authorities are adamant with it being safe from the link road and Argae Lane, having been a pupil and used the S49 I can confirm this is incorrect. Argae Lane (coming from St. Andrews) is dangerous. There are no pathways and cars are speeding through the lane. So if a child was to walk through there it would be dangerous. Plus getting rid of the free paying routes puts more pressures on families to drop their children to school, creating more traffic which is again difficult for the students who live in Llandough area what want a Catholic education. Expecting any child to walk to school in the rain is wrong, I certainly wouldn't have done it. I live in Barry. How can anyone expect students who live further away to make their way to school. St Richard Gwyn is an amazing school - it's reducing the amount of children who can have a good education simply because they can't get there. Shame on you!</p>
156.	<p>I feel it is important for children to be able to get to St Richard Gwyn school, and by withdrawing these buses means an increased danger for the children using these services. The only direct walkable route is via the underpass which I feel is highly unsuitable without adult supervision. There is no direct safe cycle path for them to use either. The link road is already congested for commuters in the morning, by withdrawing the bus services this will get much worse by more parents dropping their children off. I really believe the services should stay the same as they are currently.</p>
157.	<p>I feel that withdrawing these services for St Richard Gwyn would be unsafe for pupils as there is not really a 'safe path to school and if parents are forced to drop children to school the number of cars will increase and be a danger to students</p>
158.	<p>Some family's will. To be able to send their children to school if this happens</p>
159.	<p>If the busses are picking up using the same size bus on the same route, the cost of the journey can't be any more with people paying fares on it. There may only be a very slight delay due to extra stops but surely fares will outweigh this.</p>
160.	<p>1. St Richard Gwyn seems to be disproportionately affected by these proposals. Why? 2. Pedestrian access to the school is difficult. It is located in an isolated location off a lane. Also the docks link road has no pavements. This move greatly increases the chances of student injury or death. This is particularly so in the winter months when it's dark. 3. Public transport in this area is very poor. 4. I accept that budgets need to be balanced from elsewhere. The council should look to stop wasting money. 5. I assume these buses are free to students? Could students be asked for a contribution to keep the services afloat. The Wenvoe bus to the school costs £100/term and the service is excellent. 6. Despite my child not being directly affected I will have no hesitation in asking my MP to intervene if this proposal becomes more than that - student safety MUST be your priority.</p>
161.	<p>There is not a Cardiff bus route from the Colcot to Coldbrook area. My son suffers from cystic fibrosis and often finds long walks a struggle. It's a massive help having a school but only a ten minute walk from home</p>
162.	<p>If bus travel is too expensive people will drive. More cars means pressure on roads already too congested. It increases wear and tear on the road and pollution. I think this is shortsighted and the savings made will not be impactful. In the long term it could cost more.</p>

163.	That you think the lanes between At Richard Gwyn and Dinas Powys are safe to walk is beyond me Argee lane is not safe even in a car so children walking them have no chance. Cornwall County Council tried this.... It did not end well for them. They were publicly humiliated. People who cite that as children they walked miles to school also forget that traffic has increased exponentially since "Their day" and should not be so provincial.
164.	Absoloute disgrace to assume that children are expected to walk over 3 miles to reach school over extremely busy roads. Unsafe & would extend their school day by hours. As full time working parents who pay for every service, facility & are taxed already so heavily, we cannot afford another cost to allow our child to reach her school. As we are full time employed we would be unable to drive her to school as we leave early & also no way of picking up at 3.20pm. The roads surrounding SRG are horrendously busy & would only serve to increase congestion at peak times if you force more cars to pick students up. This also creates more environmental damage when you should be encouraging "greener" options. The routes serve St Richard Gwyn from the West End of Barry & there are no other alternatives. This is just another example of hitting hard working parents not only monetary but logistically.
165.	I am extremely disappointed that my council are targeting and aiming to disadvantage Catholic school children and families in this way, with over 40% of the children affected by this proposal coming from SRG, this proposal is a disgrace. I am appalled to think that this council is willing to put the safety of children at risk in order to save a fraction of the proposed savings. Considering the location of SRG and existing congestion during peak times, this proposal will only add to the current condition or force children to take an extremely dangerous walk to school. Considering the council already recognises that work is required to improve the conditions around the school, but are unwilling to spend any money to ensure the safety of our children, this proposal clearly demonstrates the prejudice this council shows to this school and its children.
166.	We would be unable to pay towards travel
167.	Extremely distressed that pupils will have no option but to walk a very unsafe route to this school if no other option i.e. parents or carers unable to drive etc.
168.	children use catchment schools, or ask adults to car share , or walk part the way, healthy too. offer assistance to children/families with learning difficulties/mental illness.
169.	I have had to pay for all of my children to get to school. Currently paying £2.50 A day for my daughter to get to school so I do not see the withdrawal and transport funds as the funds would be better used for education purposes.
170.	It's unfair that those who get free bus passes live in the wealthier end of the town. If EVERY pupil paid a nominal fare each day this would surely help the council's budget cuts and not cause such an unfair division. Or else means test the fares??
171.	We live over three miles from the school and my son would be unable to attend school without transport.

172.	The current service is already below par both for students who receive free travel or pay. Poor quality buses, late to and back from school constantly...this week alone bus from Rhoose arrived at 8.45 to get to Argae Lane for 8:55 and return journey bus arriving at school at 3.50! The dual carriage towards St Richard Gwyn is already a regular site for accidents and children having to pay additional fares will be left to walk s extremely dangerous roads and you will certainly be looking at a fatal injury occurring!
173.	It's about time Education had its fare share of budget cuts being greatly imposed on other services in comparison!
174.	St Richard Gwyn is in a dangerous area for students to walk safely to school. There is also very limited parking within school and none outside of school. The amount of congestion this will cause would paralyse Argae Lane for other users, that's not to mention the Health and Safety aspects the withdrawal of funding will cause. As a council, you will be leaving yourself open to a plethora of expensive legal claims should anything happen which results in injury or worse to one of our students. Finally, the amount of disadvantaged students who would be unreasonably penalised is high at this school and this needs to be taken into account.
175.	some families already struggle to get their children to attend school and without transport provision this exacerbates the situation further. long and maybe rain drenched walks - through winter months particularly will become even more of a deterrent and will have further impacts on standards across the vale. The Rights of the child must not be negated through poverty or lack of access - school transport in many cases is the only way families can get their children to school. This will drive NEETs figures even higher and impact the vALESvALES
176.	It is impossible to expect anybody - never mind numerous school children to walk from Dinas to st Richard gwyn high school along a lane in which many cars drive far too recklessly
177.	It is the parents responsibility to get their children to school not the councils. However, providing a bus service reduces traffic congestion so it is a good idea, however it should be paid for by those who can afford it
178.	Smaller vehicle? This bus is never full, not even half full but so many rely on it because of work etc
179.	If we do not have access to using the school bus, there is no other way for me to get to school to learn. The roads I would have to take are dodgy and my parents are unable to take me to school. What's worse, I live 2.9 miles from the school and the free bus pass it 3 miles. They say it is "as the crow flies" but I don't fly like a crow, I take normal routes to school which would take over 3 miles. Thanks.
180.	Absolutely disgusting how this can even be brought to anyone's attention, parents struggle enough as it with childcare etc this bus is a godsend, my child uses it every single day to and from school!
181.	I as a grand parent rely on this service for my granddaughter twice a week whilst her parents are in work, the amount of traffic on Redlands road is absolutely horrendous early in the morning and by taking this service off you're going to be adding to that traffic, I physically cannot leave my house until 9.20 by cardueto traffic on that road otherwise I'm sat in it for 30-40 minutes.

182.	I strongly disagree because the Vale interpretation of available routes as affecting the route I drive every day seems unsafe and illogical I have no knowledge of the other routes but if the interpretation is the same for other routes they must be open to question . . The Argae lane route may be available in the sense it exists but the speed of traffic , lack of lighting, bends and rural nature means that I certainly won't consider walking so would not agree to any of our pupils doing so
183.	School bus service always helped to minimise the traffic conjunction in the morning and evening . Where the school stays it's a very narrow road .stopping the school bus service will add to end up so many cars on the road and it will make traffic jam worse in that area and the main road .
184.	I would recommend changing this company that provides this service as the driver and his wife are both very rude and passive aggressive and have caused a lot of people to steer away from using the service
185.	I currently pay £10 per child per week x2 for this service. I didn't even realise it was subsidised. My concern is that the bus service will be taken away and we currently have no safe route fory wife to walk my children to school each day as some of the route has no paths at all and my wife has medical reasons as to why she can't drive. I would be happy to pay more, just don't force the service to stop completely.
186.	Faith school transport part funded by the diocese
187.	Schooling children is of the utmost importance. We firmly believe that none of the services should be withdrawn and that savings should be made from elsewhere within the council budget. Speaking for our child and our circumstances, it will make attending St Illtyds from our location nigh on impossible in adverse weather. And as all of us are aware, we live in Wales where the weather is primarily adverse. Our boy is 6 yrs old, and if the weather were very bad, as we don't drive, he would NOT be able to attend school. We sincerely hope that you all do what is best for ALL OF OUR CHILDREN and leave the bus services well alone. Kindest regards, hopefull parents.
188.	There are a few of us that rely on the bus services home from school, I personally do not drive and have other small children. To walk from st athan to llantwit and back everyday in all weathers with the children would be a struggle, we should keep the school transport, may I suggest a slight increase in fares instead?
189.	There should be absolutely NO charge for a pupil to get to school over a 3 mile radius or if there's an unsafe route.
190.	It seems that St Richard Gwyn has disproportionately been affected by the withdrawal of this transport by the withdrawal of 3 buses when no other school is affected in this fashion. Also the S49 is a double decker so the equivalent of 2 buses. The location of the school means there is only one direction the students can safely walk to school so parents will drive their children to school exacerbating an already difficult situation in the road. The safety of the children will then be put at risk.

191.	Every day the bus service is packed, the up take on getting to school on the bus is huge taking this away adds a great strain on parents on how to get their children to school safely and easily. Do you expect the pupils to get to school in the car with parents causing absolute chaos outside school. The buses provide a safe and covenant access to school for all pupil giving then their independence. I am very annoyed that the council thinks that they can save that much money, with an increasing council tax and amount of houses that are being built in the Vale where is all this money going. We need to look after our children and ensure that they are getting to school safely and with the school being in an area that is quite hard to access.
192.	It is important that pupils get to school so transport to and from school for pupils who have to pay should not be removed as the service would continue anyway. For families on low income this will cause additional hardship and for patents who work they rely on the school bus as hours of working cannot always be altered. Shame on the council looking to cut this provision.
193.	School transport should be free fior children living in Dinas Powys as dispite the reduculous decision there is no safe route fior the children to walk to school.
194.	St Richard Gwyn is situated in a location not supported directly by public transport, cycle paths or suitably safe walking routes. I do not drive. It is important to my family that our child attends a faith school. If the council withdraws the school bus service our child and many others would not be able to get to & from this school without great difficulty. Indeed, one of the deciding factors in choosing this school was the school bus service. I'm happy to pay a fare for my child to use it but if the service itself is withdrawn it will impact our family - and many others - greatly.
195.	Withdrawal of funding will lead to increased traffic congestion in the area. There is no safe, cyclable or walkable route from Dinas Powys to St. Richard Gwyn so alternative options to cars are not available.
196.	We are incredibly isolated on west camp, majority of pupils that use this service have no other transport available to get to school. The roads to get to st iltyds are busy and dangerous and can take over half hour to get to school by foot, could take longer if you have younger children to take also. Please take into account the weather, alot of mothers who have husbands that work away in army on this estate do not drive and heavily rely on this service. The bus service also saves the environment as we are always reminded to car share etc, and helps with road congestion, and the parking facilities for the school are bleak. I would appreciate that you take these facts into consider when it comes to decision making.
197.	My son has ADHD and goes to a child minder after school, hence why he catches the S10 bus. If this service was withdrawn it would mean that he would have to walk to her home as I work full time and have no other way of picking him up. I am happy for him to catch a bus after school as he is met at the other end, but at present, I do not feel he would have the confidence or knowledge to walk home each day. If the service were continued to be provided, I would be happy to pay extra on the fare
198.	Who makes the decision whether a walking route is safe or not safe in line with the measure. There are plenty of ways to access the above schools but not many safe walking routes. What happens if a "safe walking route" becomes unavailable by road works or developments? How will this be addressed?

199.	The 351 is a useful service for those who live outside the village, especially in the winter. Parking near the school is very poor and limited even for those who have cars. The proposed new estate near Eglwys Brewis will increase the school age population considerably and thus the parking difficulties.
200.	Have you assessed whether this will have a perverse effect of encouraging more people to drive their children to school?
201.	The council will still need to provide the bus service for pupils living in sully to take them to ysgol pen y garth. It makes sense to stop and take fare paying pupils to help subsidise the overall cost. I fail to see how a saving would be made on this route by stopping fare paying pupils living within 2 miles. The bus, driver and escort will still be required on this route.
202.	The new combined sixth form. Of whitmore and pencoedtre teaches pupils on the site most appropriate for their lessons. If the council provided bus through Rhoose to pencoedtre is not planned how are the unfortunate pupils who's base school is pencoedtre actually get to school? A minibus from whitmore will result in them being permanently late. The council seems completely blind to the fact that the post a level teaching is on BOTH SITES. Also, I've heard because whitmore is oversubscribed for 2019 year 7s, some are being offered places in pencoedtre. It will need to be looked at carefully and with more knowledge before school transport stop going to pencoedtre
203.	Increase the fare so it doesn't need to be subsidised and ask parents to pre-book days at start of term they wish to use the bus so it's not ad hoc. Also ensure the bus driver asks for the money as often they don't ask and people don't pay!
204.	I put my granddaughter on the bus And pick her up twice a week whilst her parents work, I'm terminally ill and rely hugely on this service to get my granddaughter to school.
205.	The learner travel Wales measure paragraph 1.105 requires you to consult before 1st October in the school year prior to changes to school transport being amended. Why does the Council feel they can ignore this legislation?
206.	At a time when environmental impact is such a pressing issue it really is surprising that a publicly funded body could be considering a change in policy which would serve to increase the amount of cars on the road. This, combined with the potential increase in traffic which will result from proposed & current housing developments in Cosmeston, Sully & Dinas Powys leaves me deeply concerned that those in positions of authority in the Vale really are failing the children & residents of the county.
207.	Let the council come up with another way of getting them there safely for the current cost or less.
208.	My daughter and my son go to St Athan primary, they use the bus daily. If the bus would go I would really struggle to get my children to school. I haven't got access to a car and also my health isn't the greatest. I know a few parents that would struggle without this bus service. I'm even happy to pay the stupidly priced £1 each way fare. I'm on income support and I'm paying £20 a week just to get my kids to school but the truth is I haven't got much option!

209.	Many parents will not be able to afford paying full fare prices which will be forcing these children to have to walk. Considering the council are incapable of keeping the streets safe they are now forcing vulnerable children to be put in dangerous situations. Congratulations local council you have failed the people again. How about cutting your ridiculous salaries instead of hitting people where it hurts
210.	It is vital that the council continue to support children to attend school.
211.	This in my view is a valuable service for parents especially working parents and with all the new housing estates being built surely the need for these services may increase.
212.	Keep the bus!!! It's a very long way to walk for my small children, I often don't have my car, I am not buying a second car just to do school runs as I can't afford it, if the weather was bad my children would NOT be attending school as I refuse to let them walk that distance in bad weather! The schools attendance over winter will drop dramatically, the children's education will suffer, there is a lack of paths, this is completely ridiculous!!!!!!
213.	Why not charge to cover the services? If after a or 2 term it remains unaffordable to the council then withdraw discretionary services. If transport is not filled by pupils in receipt of statutory free spaces then the council could charge for 'spare' capacity, thereby supplementing the 'free' travel costs
214.	Although not resident in the Vale, we regularly use this bus route to our childminder in Ystradowen. From September our other child will also need access to this route to the same childminder. We have no other childcare option - the proposed change would effectively mean at least one of us would no longer be able to work (we are both hospital Consultants who work long unpredictable hours). While I understand financial pressures (I work in the NHS!), it is completely unacceptable to simply cancel essential services such as school transport - these are working families who are contributing to the local (primarily Vale) economy, who are being affected, and in many if not all cases these services are being relied upon because there is literally no other option. Cancelling the bus is akin to me saying "we will no longer be performing operations on Tuesdays" or similar. Council should understand that their decisions have real-life impact beyond the budget, and these proposals would ultimately cost far more than the relatively small amount they intend to save.
215.	No safe walking route to Llansannor school from anywhere for ANY pupil. Calculate costs to council for providing footpaths, pavements, safe road crossings, signage, parking for extra vehicles, increase in breakfast club places, etc etc etc
216.	There is no safe walking route to Llansannor school, no matter how near pupils live (country lanes, no footpaths). Traffic congestion round the school is terrible with very little space for parking. If more pupils were forced to arrive by car (or increased numbers of taxi/mini buses), it would be utter chaos at drop off and pick up times. I suspect the cost of travelling on a commercially run service would be prohibitively expensive for many families.
217.	Although I use the service, it's not really needed as the school is only up the road and safe to walk.

218.	The Council should provide free public transport / school transport for all pupils for all schools. This would help tackle pollution, safety ,and congestion issues around schools at pick up / drop off times. It would also help to tackle transport poverty in the Vale by giving ALL children the same access to transport regardless of their family income. This could be a huge opportunity for the Council to demonstrate a commitment to future generations.
219.	People rely on this service . People who work People with multiple children who may finish at different times Children who live a fair distance from school so will get soaked going back and forwards Surely there has to be another way
220.	You need to be careful that you don't make existing safe routes unsafe by removing transport and increasing traffic on roads that are marginal in terms of light/medium/heavy traffic. By removing transport on these roads, you could make the routes unsafe, therefore, unintentional consequence of having to provide free transport anyway, therefore no savings to council and could cost more by having to provide free for entire areas
221.	Parents on low incomes will not be able to afford to send their children to school There will also be an environmental impact with more cars being used.
222.	I understand the need to make savings,but for some children, this difference in price (albeit only 30p one way for the fare increase) would mean some parents having to get the child to walk to school in all weathers, especially if they have more than one child in the school. At a time when child poverty is in the headlines, the suggestion of any sort of price increase for children reflects badly on the Council. Some parents would be willing to pay the extra, in order that those that truly need it, can stay at the same price HOWEVER this would only happen should the bus providers become better equipped in their dealings with the school. Children have a right to clean and safe buses, with drivers that care for them rather than treat them as a hindrance. Safer driving, ie not driving recklessly because the bus is late would be welcomed. We all understand that traffic is bad and can therefore accept lateness at peak times, but when this happens more than twice a week, it impacts on the children's learning, and can be seen as though our children are the last priority for the bus company. Rather than outsource to the cheapest bus company, why not outsource to a slightly more expensive one, that provides a better all-round service. Some of us would have no hesitation in paying extra for this. My other son attends St Joseph's R/C in Penarth, and almost every single day, that bus service is woefully late. This is a service that caters for children as young as 4. It is astonishing that you permit a bus company to do two different schools, in two different counties for the same day! It is no wonder why the bus is always late for the children when it has to do Bishop of Llandaff school first.
223.	This proposal discriminates against those pupils who access Welsh-medium and faith based education. We have chosen Ysgol Pen y Garth even though we live in the catchment for Victoria Primary School.
224.	In a time where we should be encouraging fewer short car journeys and encouraging people to walk, cycle and use public transport this proposal is incredibly short sighted. Especially as the bus service will still need to run for the pupils outside of the fee paying catchment area.
225.	This won't get cars off the road as more parents will end up taking their children to school instead. Why don't your consider dropping these ridiculous road proposals through pendoylan and using that money towards things needed instead!

226.	Shame on you all for even thinking this proposal is acceptable. You are putting even more barriers in the way for children living in St Athan village (a recognised area of deprivation) What do you think will happen if the parents are unable to afford to pay the school fares? On your heads be it!
227.	At a time when school budgets are stretched to the limit it is inequitable to use limited resources in this manner
228.	This consultation is unlawful and should be reconsidered. Savings for 2019/20 cannot be consulted upon in April/may 2019. Consultation should not be over a period of school holidays and bank holidays and should be so that a decision is made before 1st October the preceding school year before implementation; this cannot be implemented by September 2019. This proposal is discriminatory. Relevant considerations have been ignored, no alternative options have been considered. Coatings do not explain how savings will be made. If implemented I will be considering a legal challenge by way of judicial review.
229.	The Community Council at its meeting on 25 April, 2019 resolved that you be informed that funding should not be withdrawn from any pupil who currently qualifies for free or subsidised school transport
230.	Currently a disgraceful service My daughter is always late to school or getting home from school Despite weekly complaints nothing ever improves Seems the council are not concerned about the education of children travelling a few miles
231.	There is already severe congestion at St Athan school due to its location. St Athan is a prime site within the LDP with a projection of a considerable number of houses situated in the area which the current bus serves. Inevitably the removal of the bus service will impact upon local amenities/parking etc and create even more congestion and potential accident opportunities at a restricted site.
232.	Cuts have been applied to many services including local bus services that I use; it's about time the Education department took some of the burden.
233.	The issue is not just paying, it's the amount. The unsubsidised bus fare was £2. every school day, per child. It's cheaper to catch the public service bus! If the council need to make cuts, then please return to subsidised transport. Or offer passes for public transport to those not entitled to free transport. As things stand, we are not entitled to free transport, we're too close to school, but there is no safe walking route. The work being done locally may result in a safe walking route. But, just now, it's more dangerous than ever. If the council want to save money, then the new road needs to be finished more quickly
234.	I will be making further comments to this with a follow up. My son is currently in Yr8 and is reliant on the school bus taking him to and from his chosen catholic school. Where we live on South Road there is no a suitable lit path that my son can walk on to get to or from school. I would like to see the possible solution that you are offering me to get my son to school.
235.	I wish to raise objections to the decision to remove discretionary transport from students in the Vale of Glamorgan. The decision to remove the transport will affect around 400 families across the Vale of which 130 will be from St Richard Gwyn, this places the decision into perspective. This is a disproportionately high number when compared to those affected from other schools in the proposal and raises a question of 'fairness'. I have serious health and safety concerns regarding the repercussions of the decision. Access to St Richard Gwyn due to

topographical challenges is not easy by road or by foot. Argae lane is a serious concern and this has been raised on a number of occasions with the local authority. It has been agreed that work should be carried out to alleviate the congestion but then it is conceded that the Vale are unable to carry out any alterations as they are not able or willing to commit to it financially. This in its self is a worrying state of affairs. Furthermore, if you add the increase in traffic due to families driving students to school if places on busses are removed, then this will only exacerbate the situation and add to an already hazardous situation. It is perceived that students who live within a three-mile 'safe' walking distance from school are encouraged to walk or cycle. I have very strong reservations about this for our students. There is only one suitable walking route to school and that is via the underpass. There is no 'safe' walking route for students approaching the school from either direction on the A4055 or along Argae lane. Additionally, the local authority are adamant that Argae Lane is also safe as a walking route. Another highly contested issue that again defies any logical reasoning and quite frankly is laughable. Local authorities are bound by statutory guidance issued by Welsh Government when removing discretionary bus services from school communities. Welsh Government advice from Learner Travel, Statutory Provision and Operational Guidance June 2014, Page 25, point 1.105 states that "If a local authority decides to change or remove the discretionary transport provision it provides, it must publish the information before 1 October of the year preceding the academic year in which the changes will come into force in accordance with the Learner Travel Information (Wales) Regulations 2009" This means that the Vale should have finalised its consultation in October 18 if it wished to implement changes to discretionary services for September 2019. Opening a consultation now means that it cannot implement these changes for September 2019 and as such I will be writing to Welsh Government to ensure that they are aware that their guidance has not been adhered to on this occasion. There has been a clear and documented policy change regarding this decision. I have highlighted this fact to officers of the council. They deny that they have to follow the guidance as they have suggested that as they are not changing their 'policy' then they do not have to abide by this statutory guidance. Unfortunately, this information is also incorrect as I have a copy of their schools admission policy and their schools transport policy. Both documents were on the Vale website and available to families when making school choices at the time of applications for year 7 ready for September 2019. In the document A Parental Guide to School Admissions in the Vale, Page 29, Paragraph 3 states that "Certain schools are also served by a fare paying bus service which conveys non-qualifying pupils who pay fares to the driver. This relates to the discretionary service that the Vale is trying to remove. In the document issued by the Vale of Glamorgan Policy for the provision of Home to School /College Transport September 2017, Page 2, Paragraph 3 states "The Vale of Glamorgan Council currently provides transport to Welsh medium and faith based mainstream schools at its discretion. There is further reference to the provision of discretionary transport in a document issued by the Vale – Mainstream School transport 2018. In this document there is clear advice to families on page 2 paragraph 2 that states "Fare paying Services. Details regarding fare paying services can be found on the School Transport web page. From September 2018 fares will be £1 for a single journey, £2 for a return journey and £300 for a yearly season ticket (£100 per term). The information shared by the Vale has misled families at a time when they are making decisions about an appropriate school for their children. A situation that Welsh Government guidance was specifically designed to avoid."

236.	<p>I am very concerned that you will be charging for the s50 bus as I am a single parent and have two children at the school. I would not have chosen SRG if I had known I would have to pay for the bus as I can't afford it even though I am a Christian. We live too far away for my children to walk to school and I am unable to take them as I work full time for the council and am unable to leave work until 4pm and the school finishes at 3.20. I am aware that the council has to make savings but this is not fair to bring this in part way through their education. My daughter has GCSE's next year. It is too dangerous for my children to cycle so I am at loss as to how they will get there and back. I am a Christian and I feel this is discriminating against my faith as I may have to move my children to a non faith school</p>
237.	<p>Subsidised school transport is essential for St Richard Gwyn High School due to its location. Living in the west end of Barry, just under 3 miles walking distance from school my son relies heavily on the s49 to get to school. Having a subsidised service makes it affordable and allows my wife and I to go to work knowing that our son will get to school safely. If the cost rises, the service will be unaffordable as by September I will have 2 children travelling to SRG. I do not believe walking nearly a 3 miles route to and from school everyday, in what ever weather and in the dark in winter to be reasonable nor safe. Keep funding in place, to keep transport affordable, and most importantly to keep our Vale children safe!</p>
238.	<p>My grandchildren come to me every morning so my daughter and son-in-law can work. My grandson currently gets the s49 and in September my granddaughter will be joining him. If the subsidy is withdrawn using the bus will be unaffordable. I live over a 3 mile drive from school and the walking route is unreasonable, therefore I will be forced to add to the congestion on the roads by driving to and from school everyday. Not good for our already over used roads nor our environment. Please keep funding for the s49, it's a necessity for the SRG school community.</p>
239.	<p>I think by stopping the transport for SRG will massively impact pupils who's parents cannot afford to pay for public transport and dint drive as the lanes from dinas to SRG are not safe to walk through</p>
240.	<p>There is no public bus provision in this area so will force parents to either pay for taxis or drive pupils to school on an already dangerously congested route. The only option for other parents would be to withdraw pupils from the school, disrupting education and imposing additional costs on other schools. Why has charging more not been proposed? Services have to be provided in any case for non-fee paying students, what sense is there in effectively removing some children from the service? Please note my children live very locally and do not use the bus service but the form gave no option to state this and still express an informed opinion.</p>
241.	<p>If the fare-paying bus services are withdrawn, will there be a public bus service on similar routes so children can get back and forth to school just as easily?</p>

242.

We have two grandchildren attending St Richard Gwyn from September. Their mother is unable to take them as she is a single parent leaving for work too early. They live only a few yards inside the three mile limit. The 'safe walking route' specified when measuring the distance is patently unsafe. A third child was expected to join her siblings in two years. The total bus fare for three children at the proposed rate would be £1800 per annum. This removes choice for a hardworking single parent on benefits whose children need the security of a smaller school. When our grandson was accepted at St Richard Gwyn it appeared he qualified for a free bus pass. The other children on the same bus stop travel free. This family should qualify for help on grounds of income and emotional need as well as religious preference. Increase in their fares is unaffordable and unfair. The safe walking route needs urgent reassessment. Financial situation should also have a bearing.

243.

If you take away the subsidised bus services I think it will cause hardship on a lot of family's. I have 1 child in high school already using the bus service and my 2nd child starting in September. As it stands that's £20 per week which is already a lot of money for a family not earning high wages.

Equality Impact Assessment

Please click on headings to find [general guidance](#) or section guidance with an example. You will find supporting information in appendices at the end of the guidance.

When you start to assess your proposal, arrange to meet Tim Greaves, Equality Co-ordinator, for specific guidance. Send the completed form to him for a final check and so that he can publish it on our Vale of Glamorgan equality web pages.

Please also contact Tim Greaves if you need this equality impact assessment form in a different format.

1. [What are you assessing?](#)

The withdrawal of funding for fare paying school bus services

2. [Who is responsible?](#)

Name	Kyle Phillips	Job Title	Group Manager – Transport Services
Team	NS&T	Directorate	Environment and Housing Services

3. [When is the assessment being carried out?](#)

Date of start of assessment	27 th December 2018
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4. [Describe the proposal?](#)

What is the purpose of the proposal?

To withdraw funding for fare paying school transport bus services that are provided at the discretion of the Council which can contribute approximately £185,000 to the £1,000,000 savings that Neighbourhood Services and Transport need to make in the 2019/20 financial year.

Updated saving target is now £161,000.

Equality Impact Assessment

Why do you need to put it in place?

To achieve the saving as mentioned above and promote an active and healthy Vale by encouraging more pupils to walk to school.

Do we need to commit significant resources to it (such as money or staff time)?

Current resources in the Transport Services team will be able to undertake the work needed to consult and communicate with stakeholders about this change and promote active travel to and from the affected schools.

In addition to the Transport Services team an outside consultant will be undertaking a project which will produce active travel maps for each of the areas where the schools are situated. The consultant will work with secondary school pupils to produce maps that can be used to encourage active travel to and from school.

What are the intended outcomes of the proposal?

To withdraw financial support for fare paying school transport services and promote active travel to and from school.

Who does the proposal affect?

The withdrawal of this funding has the capacity to impact on a number residents and bus companies in and around the Vale of Glamorgan. The proposal also has an impact on a number of schools – mainstream, welsh medium, roman catholic and church in wales.

Note: If the proposal affects lesbian, gay, homosexual, or transgender people, ensure you explicitly include same-sex couples and use gender neutral language.

Will the proposal affect how other organisations work?

If bus operators make the decision that these services are not commercially viable there could be an impact on the various schools with increased vehicle drop offs and movements. The intention is to mitigate this by producing an active travel map for each area which will encourage active travel to and from school.

Will the proposal affect how you deliver services?

The Council will continue to provide free school transport, as a statutory function, with fare paying school services being operated by bus companies who see them as commercially viable. Instead of informing parents/carers/pupils of bus services that they can use to get to and from school members of the transport services department will inform how to actively travel to and from school and provide maps on request.

Equality Impact Assessment

Will the proposal impact on other policies or practices?

There should be minimum impact on other policies and practices – other than the aforementioned issues around increased traffic movements at the school gate **which will hopefully be mitigated by the active travel maps.**

Can you change the proposal so that it further promotes equality of opportunity and fosters good relations?

The proposal can only move forward and achieve its goals if the funding is withdrawn fully. Good relations can be maintained with bus operators as the proposal is to withdraw funding from September 2019 – this will mean bus operators will be able to tender for a number of free school transport services as part of a tender taking place in April/May 2019.

In order to give parents/carers/pupils/schools notice of this change the date of the proposed withdrawal of funding has been moved to September 2020. Operators have been fully briefed on the plans to withdraw funding and in September 2019 all fare paying services are continuing to run. The delay in the proposal has allowed ALL to get a full understanding of the proposal and allow mitigating measures to be put in place, such as the active travel maps.

How will you achieve the proposed changes?

Inform schools, pupils and parents of the withdrawal of funding, promote active travel to and from school and work with bus operators to set up commercially viable fare paying school services (where applicable).

Consultation on this proposal has already taken place and feedback received. Mitigating measures such as the active travel maps will be put in place to encourage other means of getting to and from school other than the private car.

Who will deliver the proposal?

The proposals will be delivered by the Council.

How will you know whether you have achieved the proposal's purpose?

The savings set out above will be achieved, pupils will transition from bus users to pupils who actively travel to school and the school "gate" will have minimal effect with the lack of fare paying bus services.

Equality Impact Assessment

5. What evidence are you using?

Engagement (with internal and external stakeholders)

Bus operators who currently undertake these services have been engaged with in order to find out if they would operate these services on a commercial basis (i.e. with no financial support from the Council).

Consultation (with internal and external stakeholders)

A full public consultation has taken place, meetings have been held with a number of schools who would be affected by this proposal and operators have been fully briefed and updated on the current and proposed situation.

National data and research

Local data and research

Surveys on the fare paying school transport services have been undertaken to inform how many pupils/residents will potentially be affected by this withdrawal of funding.

6. How robust is the evidence?

Does it show what the impact will be (positive and negative)?

Potentially negative with 324 school pupils no longer able to access a fare paying bus service to get to and from school.

What are the gaps?

Loss of fare paying school bus services

What will you do about this?

Allow market forces to dictate if any of these services can be run on a commercial basis.

Encourage active travel to and from school as mentioned above.

What monitoring data will you collect?

N/a

Equality Impact Assessment

How often will you analyse and report on this?

N/a

Where will you publish monitoring data and reports?

N/a

7. [Impact](#)

Is there an impact?

Yes – loss of services will have an impact on pupils, residents, schools and transport operators.

If there is no impact, what is the justification for thinking this? Provide evidence.

If there is likely to be an impact, what is it?

Age – the withdrawal of funding for these services will have an impact on school aged children (5 to 18 years old). The affected pupils will live, in what Welsh Government state is, an acceptable distance from their school to actively travel to and from school. This is 2 miles or under for primary aged pupils and 3 miles or under for secondary aged pupils. It should also be noted that the Council is undertaking the rationalisation of a number of services within the Directorate for Environment and Housing that affect all age groups, in order to achieve financial savings.

Disability – potential with some pupils who have obtained a concessionary bus pass due to disability unable to access a bus service to and from school. Parents/carers of pupils with disabilities can apply to the Council's "Achievement for All" team in order to be assessed for free home to school transport. Dependent on the needs of the pupils the aforementioned distance limits (2 and 3 miles) can be waived and transport provided. However, it should be acknowledged that a number of schools in the Vale of Glamorgan do not currently have fare paying school services and thus have been unable to access this provision. It should also be noted that dependant on meeting specific criteria with regard to disability, the pupil can also apply for a concessionary bus pass that would entitle them to use any local bus service in Wales.

Equality Impact Assessment

Gender reassignment, including gender identity (ensure policies explicitly include same-sex couples and use gender neutral language) - unknown

Marriage and civil partnership (discrimination only) - unknown

Pregnancy and Maternity - unknown

Race - unknown

Religion and belief – there is a noted reduction in fare paying school services to St Richard Gwyn Roman Catholic High School. However, these services are provided at the discretion of the Council and other schools have not been afforded the same services. It should also be noted that these pupils will live with the 3 mile walking distance that means they do not qualify for free school transport and they have the potential to actively travel to school. **Since the proposal was put forward a number of requests were put to the Passenger Transport team to reassess the walking route from Dinas Powys to St Richard Gwyn. This was undertaken and the walking route was deemed unavailable. The pupils who live in Dinas Powys now get free transport to school. This has negated the impact this proposal will have on St Richard Gwyn with pupils living in mid and West end Barry now the only pupils attending the school affected by this proposal.**

Sex - unknown

Sexual orientation (ensure policies explicitly include same-sex couples and use gender neutral language) - unknown

Welsh language – some of the services that are funded operator to Welsh medium primary schools and as such their withdrawal could affect access. However, it should be noted that these pupils will live with the 2 mile walking distance that means they do not qualify for free school transport and they have the potential to actively travel to school. **The affected pupils will live, in what Welsh Government state is, an acceptable distance from their school to actively travel to and from school. This is 2 miles or under for primary aged pupils and 3 miles or under for secondary aged pupils. It should also be noted that the Council is undertaking the rationalisation of a number of services within the Directorate for Environment and Housing that affect all age groups, in order to achieve financial savings. It should also be acknowledged that a number of schools in the Vale of Glamorgan do not currently have fare paying school services and thus have been unable to access this provision.**

Human rights - unknown

How do you know?

Explain this for each of the relevant protected characteristics as identified above.

Equality Impact Assessment

Age – withdrawal of this funding will affect the bus services available to school pupils (aged 5 to 18)

Disability – withdrawal of this funding could affect the bus services available to those pupils with disabilities who qualify for concessionary bus passes.

Religion/Belief – a number of church schools would lose the bus services available to pupils.

Welsh Language – a number of bus services that serve welsh medium schools would be discontinued.

What can be done to promote a positive impact?

Explain this for each of the relevant protected characteristics as identified above.

Age – promote active travel to and from school and work with bus operators to identify any of these bus services that could be commercially viable.

Disability - promote active travel to and from school and work with bus operators to identify any of these bus services that could be commercially viable.

Religion/Belief - promote active travel to and from school and work with bus operators to identify any of these bus services that could be commercially viable.

Welsh Language - promote active travel to and from school and work with bus operators to identify any of these bus services that could be commercially viable.

What can be done to lessen the risk of a negative impact?

Explain this for each of the relevant protected characteristics as identified above.

Age – promote active travel to and from school and work with bus operators to identify any of these bus services that could be commercially viable.

Disability - promote active travel to and from school and work with bus operators to identify any of these bus services that could be commercially viable.

Religion/Belief - promote active travel to and from school and work with bus operators to identify any of these bus services that could be commercially viable.

Welsh Language - promote active travel to and from school and work with bus operators to identify any of these bus services that could be commercially viable.

Equality Impact Assessment

Is there a need for more favourable treatment to achieve equal outcomes? (Disability only)

No

Will the impact be positive, negative or neutral?

Explain this for each of the relevant protected characteristics as identified above.

Age – lack of available fare paying school bus services could have a negative impact as access to education is reduced. However, the impact on these pupils lives could be positive as it would encourage active travel to and from school and create an active and healthy Vale.

Disability – Lack of bus services for concessionary pass holders would have a negative effect as users are unable to use the bus to get to and from school. **However, the impact on these pupils lives could be positive as it would encourage active travel to and from school and create an active and healthy Vale.**

Religion/Belief - lack of available fare paying school bus services could have a negative impact as access to education is reduced. However, the impact on these pupils lives could be positive as it would encourage active travel to and from school and create an active and healthy Vale.

Welsh Language - lack of available fare paying school bus services could have a negative impact as access to education is reduced. However, the impact on these pupils lives could be positive as it would encourage active travel to and from school and create an active and healthy Vale.

8. Monitoring ongoing impact

Date you will monitor progress

n/a

Measures that you will monitor

n/a

Date you will review implemented proposal and its impact

Equality Impact Assessment

n/a

9. [Further action as a result of this equality impact assessment](#)

Possible Outcomes	Say which applies
No major change	Yes
Adjust the policy	
Continue the policy	
Stop and remove the policy	

10. [Outcomes and Actions](#)

Recommend actions to senior management team

Withdraw financial support for fare paying school transport services as laid out in Cabinet Report

Outcome following formal consideration of proposal by senior management team

11. [Important Note](#)

Where you have identified impacts, you must detail this in your Cabinet report when seeking approval for your proposal.

12. [Publication](#)

Where will you publish your approved proposal and equality impact assessment?

The EIA will form part of the Cabinet Report to be presented and will be available on the Council website.

If agreement for the proposal is obtained communication will go out to schools, parents/carers (via parentmail) and be published on the School Transport webpage.

Equality Impact Assessment

In addition to anywhere you intend to publish your approved proposal and equality impact assessment, you must send a copy to Tim Greaves, Equality Co-ordinator, to publish on the equality pages of the Vale of Glamorgan website.

13. Authorisation

Approved by (name)	Emma Reed
Job Title (senior manager)	Head of neighbourhood Services and Transport
Date of approval	13 th September 2019
Date of review	

Service Number/Rhif Gwasanaeth: 351

Eglwys Brewis to St Athan Primary School

Morning / Y Bore

0830	Pinewood Square	<i>Route/Llwybr:</i>
0835	Flemingston Road by The Gathering Place	Pinewood Square to Cowbridge Road, Flemingston Road, Ringwood Crescent,
0840	Ringwood Square	Flemingston Road, Cowbridge Road,
0845	St Athan Primary School	Rectory Drive, Rock Road

Afternoon / Y Prynawn

1520	St Athan Primary School	<i>Route/Llwybr:</i>
1530	Ringwood Square	Rock Road, The Square, Rectory Road,
1535	Flemingston Road	Cowbridge Road, Flemingston Road,
1540	Pinewood Square	Ringwood Crescent, Flemingston Road, Pinewood Square

Fare table / Tocynnu teithio:

Single fare / Tocynnu sengl - £1.00

Return fare / Tocyn dwyffordd - £2.00

Termly pass / Tocyn bws bob tymor- £100.00 y tymor

IMPORTANT NOTICE:

This fare paying school transport service may be withdrawn after July 2020.

NODYN PWYSIG:

Gallai'r gwasanaeth cludiant ysgol â thâl hwn gael ei ddileu ar ôl mis Gorffennaf 2020.

Please note:

This bus can only be used by holders of a valid Vale of Glamorgan Council School Bus pass bearing the bus service number above. **Anyone not holding a valid pass for this service will be refused travel.** Please ensure that pupils are at the pick-up point at least 5 minutes before the times quoted.

Cofiwch:

Dim ond deiliaid tocyn Bws Ysgol Cyngor Bro Morgannwg dilys gyda'r rhif gwasanaeth bws uchod all ddefnyddio'r bws hwn. **Bydd unrhyw un heb docyn dilys ar gyfer y gwasanaeth hwn yn cael ei wrthod.** Sicrhewch fod y disgyblion ar y pwynt codi o leiaf 5 munud cyn yr amser a nodir.



valid from/yn ddilys o 02/09/2019

Contact details / Manylion Cyswllt

Vale of Glamorgan Council – 01446 700111

St Athan Primary– 01446 751480

Operator/Gweithredwr – Peyton Travel 01656 661221

Twitter - @PeytonLtd



You can ask us any questions on school or public transport via email - schooltransport@valeofglamorgan.gov.uk

Gallwch ofyn unrhyw gwestiynau ar drafnidiaeth ysgol neu gyhoeddu drwy e-bost - schooltransport@valeofglamorgan.gov.uk



Service Number/Rhif Gwasanaeth: P97

Cowbridge to Llansannor & Llanharry Church in Wales Primary School

Morning / Y Bore

0830	Cowbridge Town Hall	<i>Route/Llwybr:</i>
0835	Aberthin	High Street, Eastgate, Aberthin Road,
0840	Ystradowen	Maendy Road, Cowbridge Road
0850	Llansannor C/W Primary School	

Afternoon / Y Prynawn

1545	Llansannor C/W Primary School	<i>Route/Llwybr:</i>
1550	Ystradowen	Cowbridge Road, Maendy Road, Aberthin
1600	Aberthin	Road, Eastgate, High Street
1605	Cowbridge Town Hall	

Fare table / Tocynnau teithio:

Single fare / Tocynnau sengl - £1.00

Return fare / Tocyn dwyffordd - £2.00

Termly pass / Tocyn bws bob tymor- £100.00 y tymor

IMPORTANT NOTICE:

This fare paying school transport service may be withdrawn after July 2020.

NODYN PWYSIG:

Gallai'r gwasanaeth cludiant ysgol â thâl hwn gael ei ddileu ar ôl mis Gorffennaf 2020

Please note:

This bus can only be used by holders of a valid Vale of Glamorgan Council School Bus pass bearing the bus service number above. **Anyone not holding a valid pass for this service will be refused travel.** Please ensure that pupils are at the pick-up point at least 5 minutes before the times quoted.

Cofiwch:

Dim ond deiliaid tocyn Bws Ysgol Cyngor Bro Morgannwg dilys gyda'r rhif gwasanaeth bws uchod all ddefnyddio'r bws hwn. **Bydd unrhyw un heb docyn dilys ar gyfer y gwasanaeth hwn yn cael ei wrthod.** Sicrhewch fod y disgyblion ar y pwynt codi o leiaf 5 munud cyn yr amser a nodir.



valid from/yn ddilys o 02/09/2019

Contact details / Manylion Cyswllt

Vale of Glamorgan Council – 01446 700111

Llansannor C/W Primary– 01443 223545

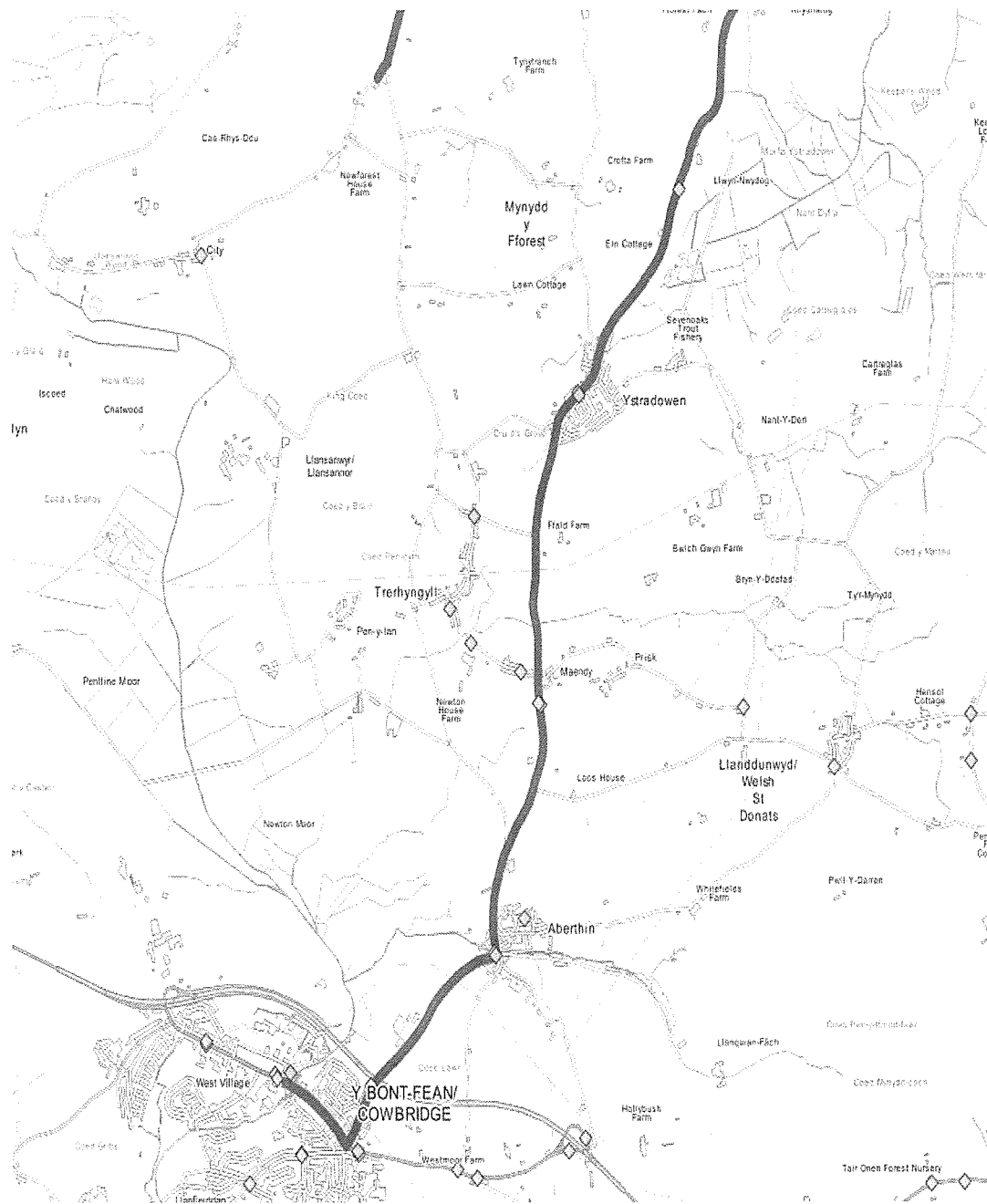
Operator/Gweithredwr – Peyton Travel 01656 661221

Twitter - @PeytonLtd



You can ask us any questions on school or public transport via email - schooltransport@valeofglamorgan.gov.uk

Gallwch ofyn unrhyw gwestiynau ar drafnidiaeth ysgol neu gyhoeddu drwy e-bost - schooltransport@valeofglamorgan.gov.uk



Service Number/Rhif Gwasanaeth: P122

Treoes to Llangan Primary School

Morning / Y Bore

0840	Glan y Nant, Treoes	<i>Route/Llwybr:</i> Glan-y-Nant, lane to Llangan
0842	Nant Canna, Treoes	
0846	Llangan Village	
0850	Llangan Primary	

Afternoon / Y Prynawn

1530	Llangan Primary (pupils catch the S22 Cowbridge Comp service)	<i>Route/Llwybr:</i> Lane to Llangan, lane to Treoes, Glan-y-Nant
1533	Llangan Village	
1536	Nant Canna, Treoes	
1540	Glan y Nant, Treoes	

Fare table / Tocynnau teithio:

Single fare / Tocynnau sengl - £1.00

Return fare / Tocyn dwyffordd - £2.00

Termly pass / Tocyn bws bob tymor- £100.00 y tymor

IMPORTANT NOTICE:

This fare paying school transport service may be withdrawn after July 2020.

NODYN PWYSIG:

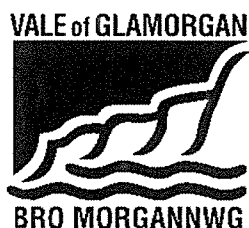
Gallai'r gwasanaeth cludiant ysgol â thâl hwn gael ei ddileu ar ôl mis Gorffennaf 2020.

Please note:

This bus can only be used by holders of a valid Vale of Glamorgan Council School Bus pass bearing the bus service number above. **Anyone not holding a valid pass for this service will be refused travel.** Please ensure that pupils are at the pick-up point at least 5 minutes before the times quoted.

Cofiwch:

Dim ond deiliaid tocyn Bws Ysgol Cyngor Bro Morgannwg dilys gyda'r rhif gwasanaeth bws uchod all ddefnyddio'r bws hwn. **Bydd unrhyw un heb docyn dilys ar gyfer y gwasanaeth hwn yn cael ei wrthod.** Sicrhewch fod y disgyblion ar y pwynt codi o leiaf 5 munud cyn yr amser a nodir.



valid from/yn ddilys o 02/09/2019

Contact details / Manylion Cyswllt

Vale of Glamorgan Council – 01446 700111

Llangan Primary– 01446 772403

Operator/Gweithredwr – Peyton Travel 01656 661221

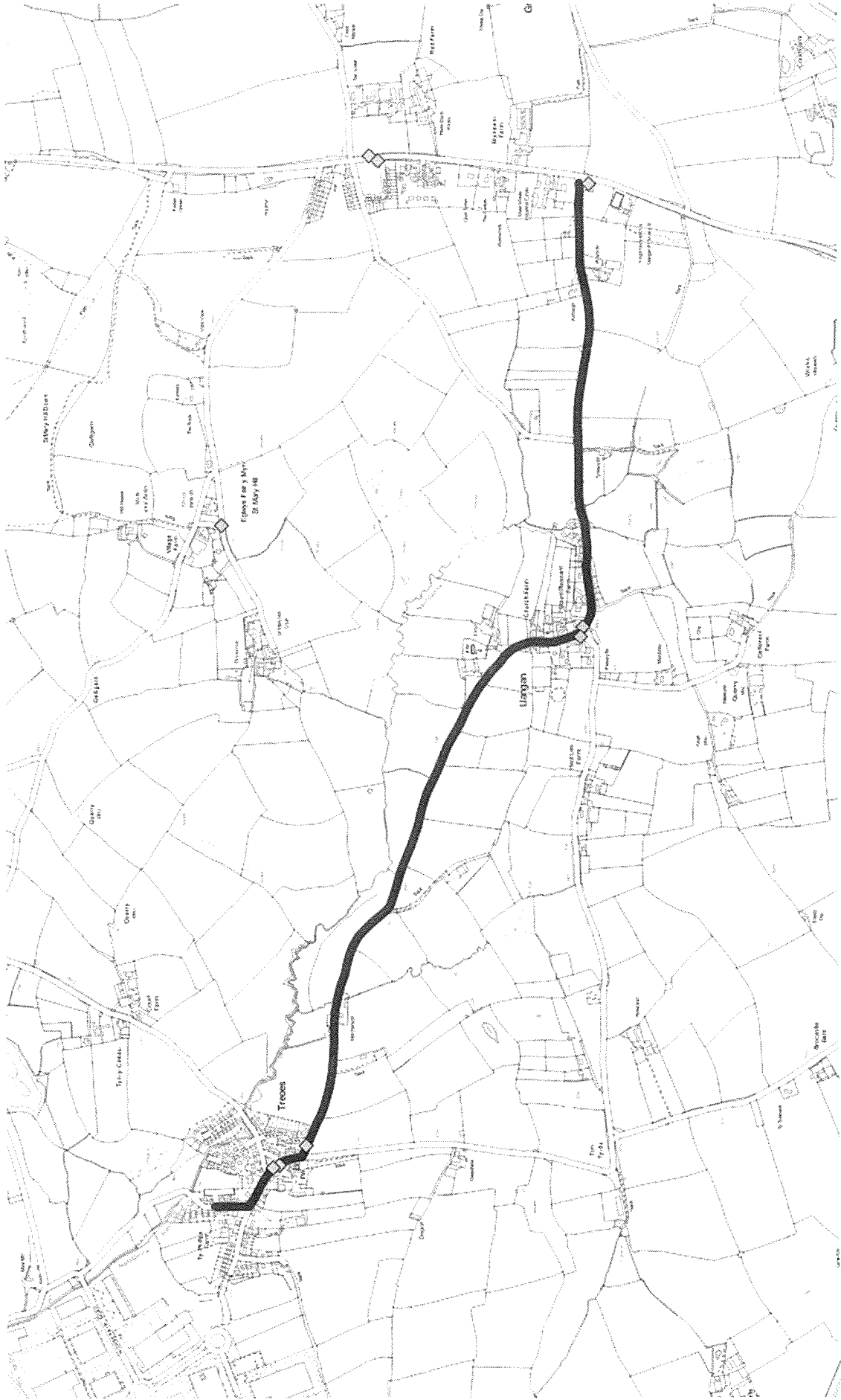
Twitter - @PeytonLtd



You can ask us any questions on school or public transport via email - schooltransport@valeofglamorgan.gov.uk

Gallwch ofyn unrhyw gwestiynau ar drafnidiaeth ysgol neu

gyhoeddus drwy e-bost - schooltransport@valeofglamorgan.gov.uk



Rhif Gwasanaeth / Service Number: P125

Barry to Ysgol Sant Baruc & Ysgol Sant Curig Primary School

Y Bore / Morning

0820	Colcot Arms	<i>Llwybr/Route:</i> Colcot Road, Winston Road, Merthyr Dyfan Road, Skomer Road, Pencoedtre Road, Bridge Street, Cowbridge Street, Coldbrook Road East, Langlands Road, Palmerton Road, Cardiff Road, Weston Square, Gladstone Road, Morel Street, Jewel Street, George Street, Dock View Road, Broad Street, Trinity Street, St Pauls Avenue to school bus stop outside Ysgol Sant Baruc, St Paul's Avenue, Buttrills Road, Barry Road, Jenner Road, College Road to school bus stop outside Ysgol Sant Curig.
0822	Winston Square	
0825	Skomer Road	
0827	Pencoedtre Road	
0829	Coldbrook Road East	
0830	Langlands Road	
0834	Weston Square	
0836	Barry Police Station	
0840	Morel Street	
0845	Ysgol Sant Baruc	
0850	Ysgol Sant Curig	

Y Prynawn / Afternoon

1530	Ysgol Sant Baruc	<i>Llwybr/Route:</i> School bus stop outside Ysgol Sant Baruc, St Paul's Avenue, Buttrills Road, Barry Road, Jenner Road, College Road to school bus stop outside Ysgol Sant Curig, College Road, St Paul's Avenue, around the roundabout to Gladstone Road (past Memorial Hall) to Broad Street, Dock View Road, Jewel Street, George Street, and continue from there as per the AM journey above in reverse order.
1537	Ysgol Sant Curig	
1542	Morel Street	
1545	Barry Police Station	
1548	Weston Square	
1551	Langlands Road	
1554	Coldbrook Road East	
1557	Pencoedtre Road	
1600	Skomer Road	
1603	Winston Square	
1606	Colcot Arms	

Tocynnau teithio / Fare Table:

Tocynnau sengl / Single Fare - £1.00
 Tocyn dwyffordd / Return Fare- £2.00
 Tocyn bws bob tymor / Termly pass- £100.00 y tymor

Cofiwch:

Dim ond deiliaid tocyn Bws Ysgol Cyngor Bro Morgannwg dilys gyda'r rhif gwasanaeth bws uchod all ddefnyddio'r bws hwn. **Bydd unrhyw un heb docyn dilys ar gyfer y gwasanaeth hwn yn cael ei wrthod.** Sicrhewch fod y disgyblion ar y pwynt codi o leiaf 5 munud cyn yr amser a nodir.

Please note:

This bus can only be used by holders of a valid Vale of Glamorgan Council School Bus pass bearing the bus service number above. **Anyone not holding a valid pass for this service will be refused travel.** Please ensure that pupils are at the pick-up point at least 5 minutes before the times quoted.

Manylion Cyswilt / Contact Details:

Cyngor Bro Morgannwg / Vale of Glamorgan Council – 01446 700111
 Ysgol Sant Curig 01446 744222
 Ysgol Sant Baruc – 01446 735595
 Gweithredwr / Operator – Watts Coaches – 01446 781277
 Twitter - @WattsCoaches

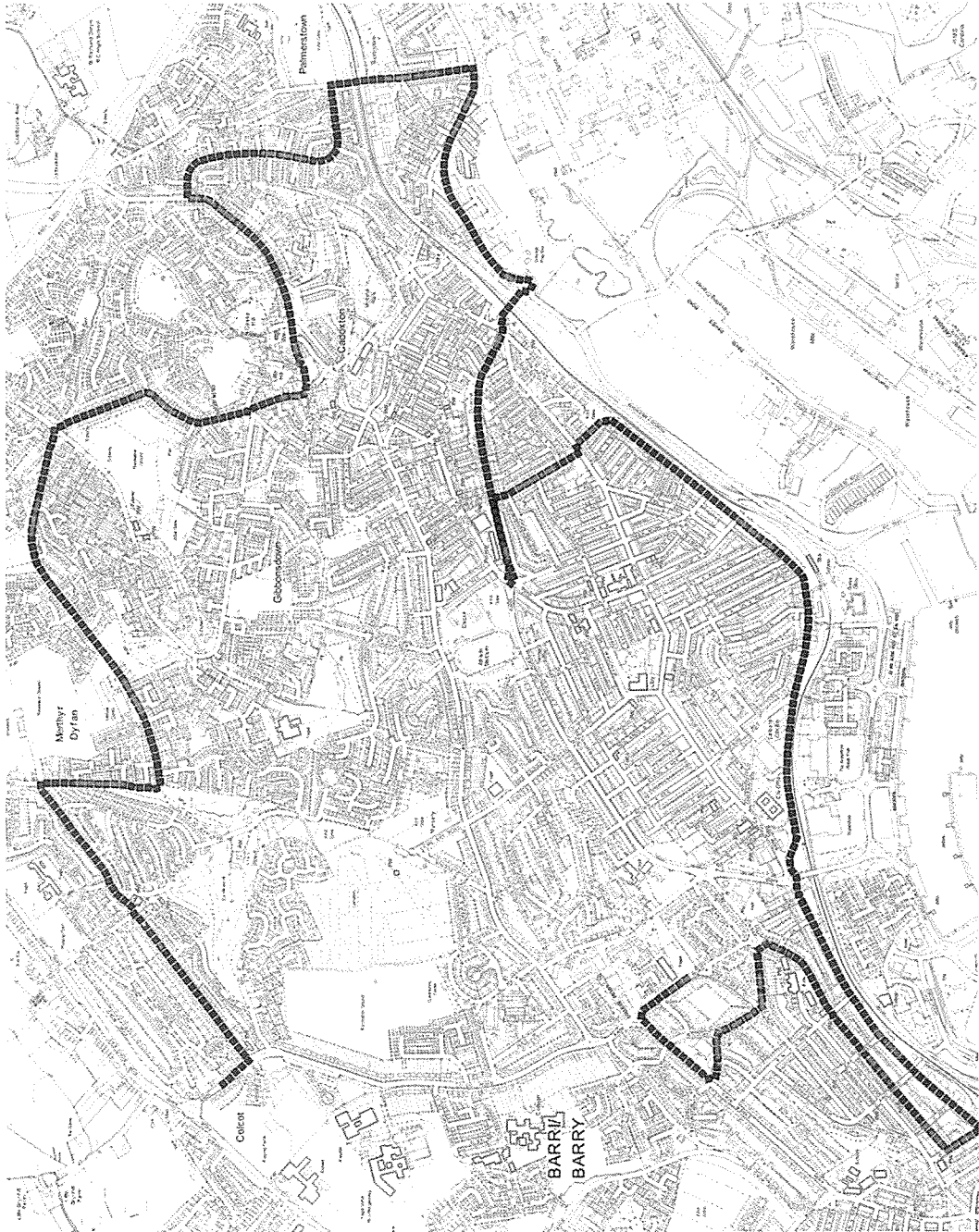


Gallwch ofyn unrhyw gwestiynau ar drafnidiaeth ysgol neu gyhoeddus drwy e-bost - schooltransport@valeofglamorgan.gov.uk

You can ask us any questions on school or public transport via email - schooltransport@valeofglamorgan.gov.uk



yn ddilys o / valid from 02/09/2019



Service Number/Rhif Gwasanaeth: P132

Dinas Powys to Ysgol Gymraeg Pen y Garth and St Joseph's Roman Catholic Primary School

Morning / Y Bore

0830	Dinas Powys Square	<i>Route/Llwybr:</i> Mill Road, Millbrook Road, Murch Road, Plas Essyllt, Longmeadow Drive, A4055 Cardiff Road, Sully Road, Redlands Road, Penlan Road, Dochdwy Road,
0832	Millbrook Road	
0836	Camms Corner	
0838	Longmeadow Drive	
0840	Southra Park	
0841	Petrol Station – Cardiff Road	
0858	Ysgol Pen y Garth	
0910	Dochdwy Road, Llandough	
0920	St Joseph's RC Primary	

Afternoon / Y Prynawn

1540	Ysgol Pen y Garth	<i>Route/Llwybr:</i> Sully Road, A4055 Cardiff Road, Longmeadow Drive, Plas Essyllt, Murch Road, Millbrook Road, Mill Road
1550	Eastbrook	
1552	Dinas Powys Infants School	
1555	Camms Corner	
1600	Longmeadow Drive	
1605	Southra Park	
1618	Dinas Powys Square	

Fare table / Tocynnau teithio:

Single fare / Tocynnau sengl - £1.00

Return fare / Tocyn dwyffordd - £2.00

Termly pass / Tocyn bws bob tymor- £100.00 y tymor

IMPORTANT NOTICE:

This fare paying school transport service may be withdrawn after July 2020.

NODYN PWYSIG:

Gallai'r gwasanaeth cludiant ysgol â thâl hwn gael ei ddileu ar ôl mis Gorffennaf 2020.

Please note:

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Cofiwch:

Dim ond deiliaid tocyn Bws Ysgol Cyngor Bro Morgannwg dilys gyda'r rhif gwasanaeth bws uchod all ddefnyddio'r bws hwn. **Bydd unrhyw un heb docyn dilys ar gyfer y gwasanaeth hwn yn cael ei wrthod.** Sicrhewch fod y disgyblion ar y pwynt codi o leiaf 5 munud cyn yr amser a nodir.

VALE of GLAMORGAN



valid from/yn ddilys o 02/09/2019

Contact details / Manylion Cyswllt

Vale of Glamorgan Council – 01446 700111

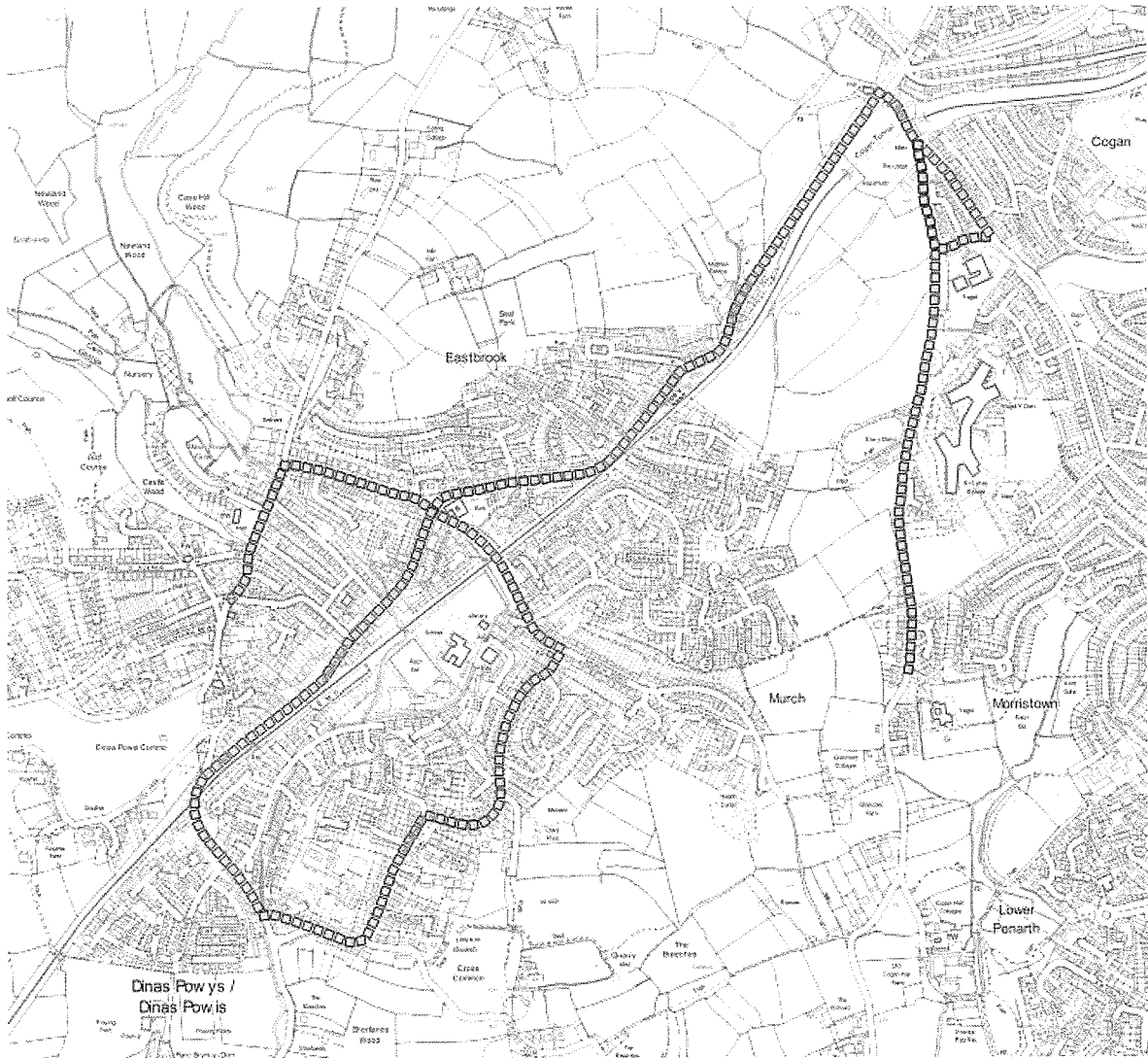
Ysgol Pen y Garth– 02920 700262

St Josephs R/C – 02920 702864

Operator/Gweithredwr – Creigiau Travel – 02920 890220

You can ask us any questions on school or public transport via email - schooltransport@valeofglamorgan.gov.uk

Gallwch ofyn unrhyw gwestiynau ar drafnidiaeth ysgol neu gyhoedus drwy e-bost - schooltransport@valeofglamorgan.gov.uk



Service Number/Rhif Gwasanaeth: P133

Sully to St Joseph's Roman Catholic Primary School

Morning / Y Bore

0840	Dinas Powys Happy Garden	<i>Route/Llwybr:</i> A4055 Cardiff Road, B4267 Sully Moors Road, South Road, Lavernock Road, Stanwell Road, Plassey Street, Cogan Hill, Barry Road, Sully Road
0850	Post Office, South Road Sully	
0855	Bus stop Cosmeston Lake	
0900	Cefn Mably	
0901	Stanwell Road	
0903	Albert Road	
0908	Plassey Street	
0910	Cogan Hill	
0920	St Joseph's RC Primary	

Afternoon / Y Prynawn

1600	St Joseph's RC Primary	<i>Route/Llwybr:</i> Sully Road, Barry Road, Cogan Hill, Plassey Street, Stanwell Road, Lavernock Road, South Road, B4267 Sully Moors Road, A4055 Cardiff Road
1610	Dochdwy Road, Llandough	
1615	Cogan Hill	
1616	Plassey Street	
1618	Albert Road	
1620	Stanwell Road	
1623	Cefn Mably	
1627	Bus stop Cosmeston Lake	
1637	Post Office, South Road, Sully Dinas Powys Petrol Station	

Fare table / Tocynnau teithio:

Single fare / Tocynnau sengl - £1.00

Return fare / Tocyn dwyffordd - £2.00

Termly pass / Tocyn bws bob tymor- £100.00 y tymor

IMPORTANT NOTICE:

This fare paying school transport service may be withdrawn after July 2020.

NODYN PWYSIG:

Gallai'r gwasanaeth cludiant ysgol â thâl hwn gael ei ddileu ar ôl mis Gorffennaf 2020.

Please note:

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Cofiwch:

Dim ond deiliaid tocyn Bws Ysgol Cyngor Bro Morgannwg dilys gyda'r rhif gwasanaeth bws uchod all ddefnyddio'r bws hwn. **Bydd unrhyw un heb docyn dilys ar gyfer y gwasanaeth hwn yn cael ei wrthod.** Sicrhewch fod y disgyblion ar y pwynt codi o leiaf 5 munud cyn yr amser a nodir.



valid from/yn ddilys o 16/10/2019

Contact details / Manylion Cyswllt

Vale of Glamorgan Council – 01446 700111

St Joseph's – 02920 702864

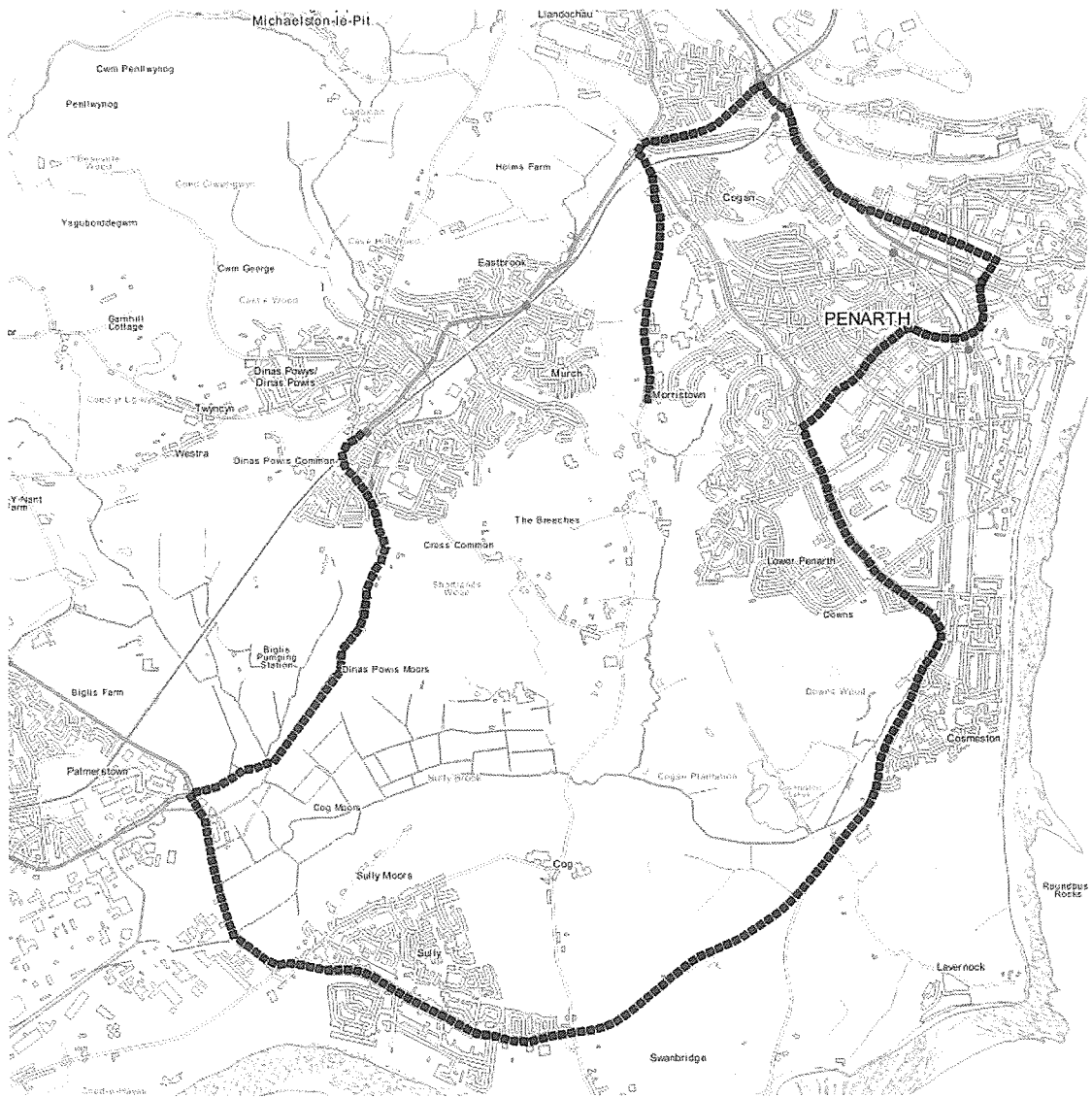
Operator/Gweithredwr – Peyton Travel – 01656 661221

Twitter - @PeytonLtd



You can ask us any questions on school or public transport via email - schooltransport@valeofglamorgan.gov.uk

Gallwch ofyn unrhyw gwestiynau ar drafnidiaeth ysgol neu gyhoeddus drwy e-bost - schooltransport@valeofglamorgan.gov.uk



Service Number/Rhif Gwasanaeth: P138

Eglwys Brewis to St Illtyd Primary School

Morning / Y Bore

0820	Walnut Grove	Route/Llwybr:
0828	Starling Road	
0830	Woodpecker Square	
0840	St Illtyd Primary School	

Afternoon / Y Prynawn

1520	St Illtyd Primary School	Route/Llwybr:
1530	Woodpecker Square	
1532	Starling Road	
1537	Walnut Grove	

Fare table / Tocynnau teithio:

Single fare / Tocynnau sengl - £1.00

Return fare / Tocyn dwyffordd - £2.00

Termly pass / Tocyn bws bob tymor- £100.00 y tymor

IMPORTANT NOTICE:

This fare paying school transport service may be withdrawn after July 2020.

NODYN PWYSIG:

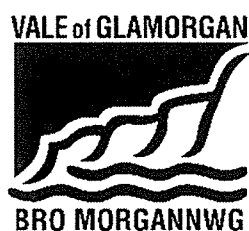
Gallai'r gwasanaeth cludiant ysgol â thâl hwn gael ei ddileu ar ôl mis Gorffennaf 2020.

Please note:

This bus can only be used by holders of a valid Vale of Glamorgan Council School Bus pass or valid bus ticket bearing the bus service number above. **Anyone not holding a valid pass or ticket for this service will be refused travel.** Please ensure that pupils are at the pick-up point at least 5 minutes before the times quoted.

Cofiwch:

Dim ond deiliaid tocyn Bws Ysgol Cyngor Bro Morgannwg dilys gyda'r rhif gwasanaeth bws uchod all ddefnyddio'r bws hwn. **Bydd unrhyw un heb docyn dilys ar gyfer y gwasanaeth hwn yn cael ei wrthod.** Sicrhewch fod y disgyblion ar y pwynt codi o leiaf 5 munud cyn yr amser a nodir.



valid from/yn ddilys o 30/09/2019

Contact details / Manylion Cyswllt

Vale of Glamorgan Council – 01446 700111

St Illtyd Primary– 01446 796335

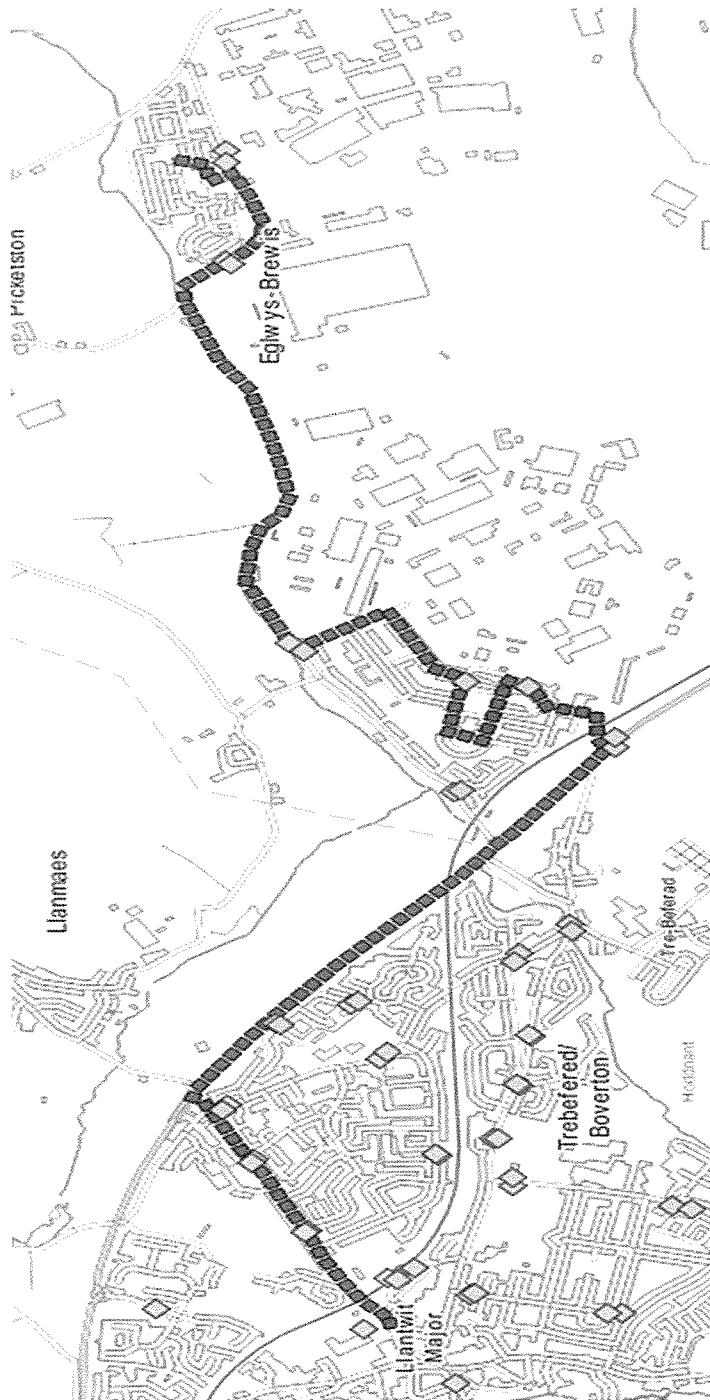
Operator/Gweithredwr – Watts Coaches – 01446 781277

Twitter - @WattsCoaches



You can ask us any questions on school or public transport via email - schooltransport@valeofglamorgan.gov.uk

Gallwch ofyn unrhyw gwestiynau ar drafnidiaeth ysgol neu gyhoeddus drwy e-bost - schooltransport@valeofglamorgan.gov.uk



Service Number/Rhif Gwasanaeth: P139

Sully to Ysgol Gymraeg Pen y Garth

Morning / Y Bore

0825	Bendricks Road	<i>Route/Llwybr:</i> Hayes Road, South Road, Lavernock Road, Dinas Road, Redlands Road, Sully Road
0830	Sully Church	
0831	South Road	
0835	Swanbridge	
0842	Dinas Road	
0855	Ysgol Gymraeg Pen y Garth	

Afternoon / Y Prynawn

1535	Ysgol Gymraeg Pen y Garth	<i>Route/Llwybr:</i> Sully Road, Redlands Road, Dinas Road, Lavernock Road, South Road, Hayes Road
1542	Dinas Road	
1550	Swanbridge	
1554	South Road	
1555	Sully Church	
1600	Bendricks Road	

Fare table / Tocynnau teithio:

Single fare / Tocynnau sengl - £1.00

Return fare / Tocyn dwyffordd - £2.00

Termly pass / Tocyn bws bob tymor- £100.00 y tymor

IMPORTANT NOTICE:

This fare paying school transport service may be withdrawn after July 2020.

NODYN PWYSIG:

Gallai'r gwasanaeth cludiant ysgol â thâl hwn gael ei ddileu ar ôl mis Gorffennaf 2020

Please note:

This bus can only be used by holders of a valid Vale of Glamorgan Council School Bus pass bearing the bus service number above. **Anyone not holding a valid pass for this service will be refused travel.** Please ensure that pupils are at the pick-up point at least 5 minutes before the times quoted.

Cofiwch:

Dim ond deiliaid tocyn Bws Ysgol Cyngor Bro Morgannwg dilys gyda'r rhif gwasanaeth bws uchod all ddefnyddio'r bws hwn. **Bydd unrhyw un heb docyn dilys ar gyfer y gwasanaeth hwn yn cael ei wrthod.** Sicrhewch fod y disgyblion ar y pwynt codi o leiaf 5 munud cyn yr amser a nodir.



valid from/yn ddilys o 02/09/2019

Contact details / Manylion Cyswllt

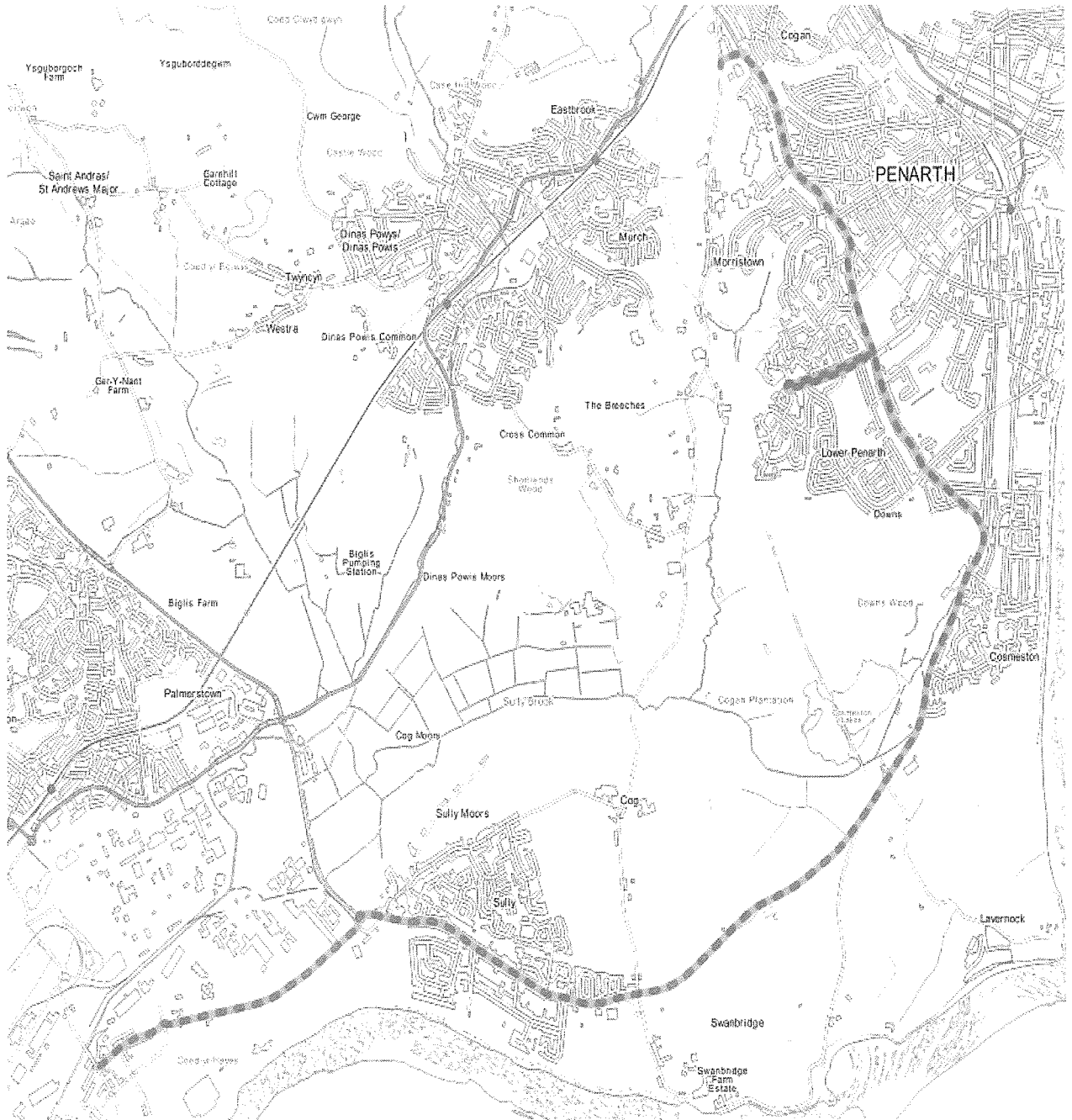
Vale of Glamorgan Council – 01446 700111

Ysgol Pen y Garth– 02920 700262

Operator/Gweithredwr – Creigiau Travel – 02920 890220

You can ask us any questions on school or public transport via email - schooltransport@valeofglamorgan.gov.uk

Gallwch ofyn unrhyw gwestiynau ar drafnidiaeth ysgol neu gyhoedus drwy e-bost - schooltransport@valeofglamorgan.gov.uk



THE VALE OF GLAMORGAN COUNCIL / CYNGOR BRO MORGANNWG

Service Number/Rhif Gwasanaeth: S2

Barry Island to Pencoedtre High, Whitmore High and Ysgol Bro Morgannwg

Morning / Y Bore

0755	Asda Barry Island	<i>Route/Llwybr:</i>
0800	Plymouth Road	
0802	Barry Island Community Centre	Ffordd y Mileniwm, Plymouth Road,
0805	The Ship Hotel	Redbrink Cres, Breaksea Drive, St
0807	Park Crescent	Nicholas' Road, Park Crescent, Jenner
0815	Ysgol Bro Morgannwg & Whitmore High (Colcot Road – Barry Hospital)	Road, Colcot Road, Port Road East,
0825	Pencoedtre High	Merthyr Dyfan Road

Afternoon / Y Prynawn

1505	Pencoedtre High	<i>Route/Llwybr:</i>
1515	Ysgol Bro Morgannwg & Whitmore High (Colcot Road – Barry Hospital)	Methyr Dyfan Road, Port Road, East,
1522	Park Crescent	Colcot Road, Jenner Road, Park Crescent,
1523	The Ship Hotel	St Nicholas' Road, Park Avenue, Harbour
1530	Barry Island Community Centre	Road, Breaksea Drive, Plymouth Road,
1532	Plymouth Road	Ffordd y Mileniwm
1537	Asda Barry Island	

Fare table / Tocynnau teithio:

Single fare / Tocynnau sengl - £1.00

Return fare / Tocyn dwyffordd - £2.00

Termly pass / Tocyn bws bob tymor- £100.00 y tymor

IMPORTANT NOTICE:

This fare paying school transport service may be withdrawn after July 2020.

NODYN PWYSIG:

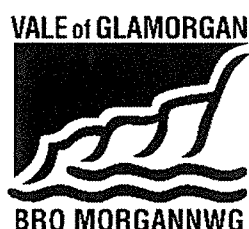
Gallai'r gwasanaeth cludiant ysgol â thâl hwn gael ei ddileu ar ôl mis Gorffennaf 2020

Please note:

This bus can only be used by holders of a valid Vale of Glamorgan Council School Bus pass bearing the bus service number above. **Anyone not holding a valid pass for this service will be refused travel.** Please ensure that pupils are at the pick-up point at least 5 minutes before the times quoted.

Cofiwch:

Dim ond deiliaid tocyn Bws Ysgol Cyngor Bro Morgannwg dilys gyda'r rhif gwasanaeth bws uchod all ddefnyddio'r bws hwn. **Bydd unrhyw un heb docyn dilys ar gyfer y gwasanaeth hwn yn cael ei wrthod.** Sicrhewch fod y disgyblion ar y pwynt codi o leiaf 5 munud cyn yr amser a nodir.



Contact details / Manylion Cyswllt

Vale of Glamorgan Council – 01446 700111

Whitmore High– 01446 411411

Ysgol Bro Morgannwg – 01446 450280

Pencoedtre High – 01446 403500

Operator/Gweithredwr – Watts Coaches 01446 781277

Twitter - @WattsCoaches

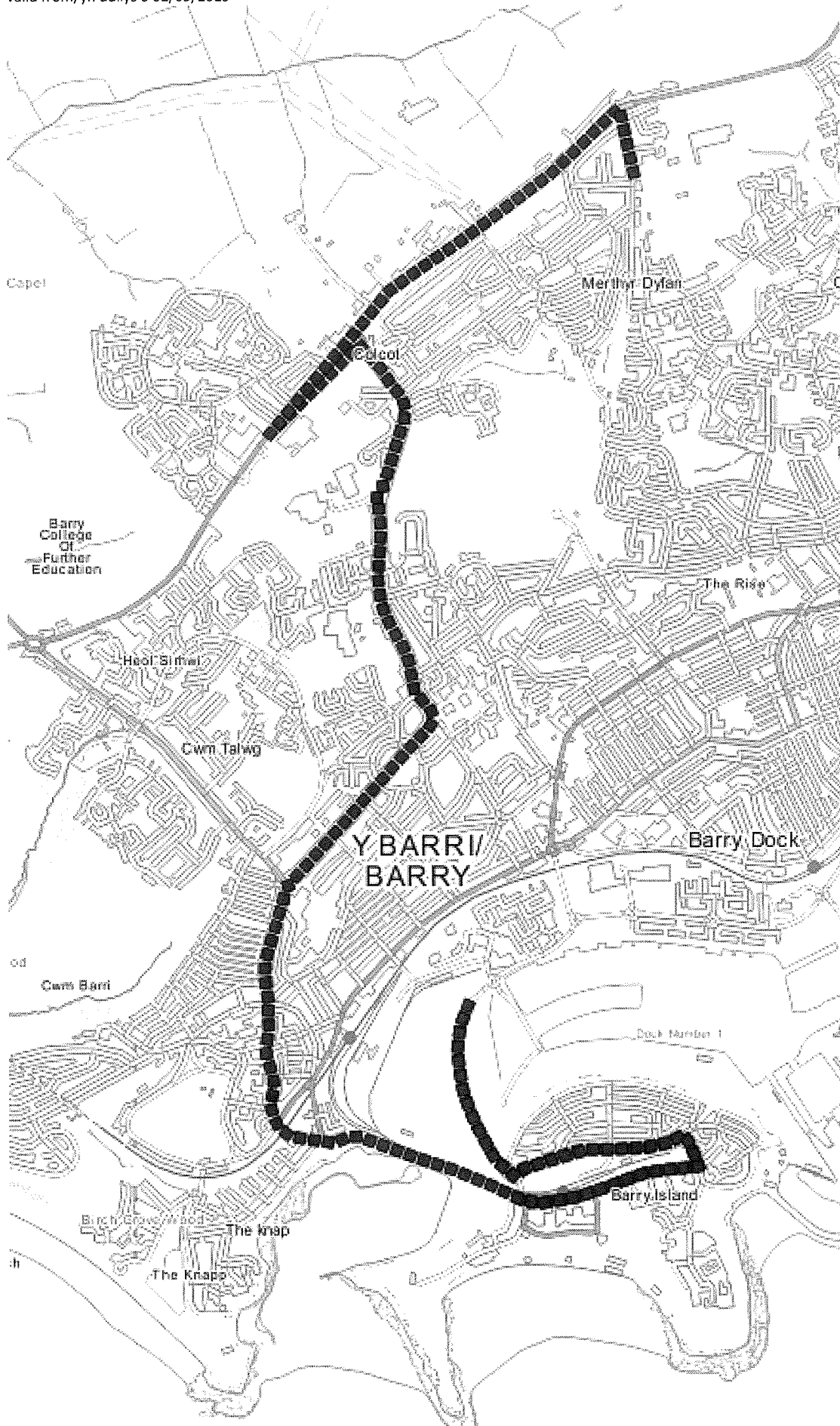
You can ask us any questions on school or public transport via email -

schooltransport@valeofglamorgan.gov.uk

Gallwch ofyn unrhyw gwestiynau ar drafnidiaeth ysgol neu gyhoeddus drwy e-bost - schooltransport@valeofglamorgan.gov.uk



www.valeofglamorgan.gov.uk



THE VALE OF GLAMORGAN COUNCIL / CYNGOR BRO MORGANNWG

Service Number/Rhif Gwasanaeth: S10

Barry to Ysgol Bro Morgannwg, Whitmore High and Pencoedtre High

Morning / Y Bore

0730	Crossways Church	<i>Route/Llwybr:</i> Court Road, Holton Road, Weston Square, Cardiff Road, Palmerston Road, Langlands Road, Coldbrook Road East, Cowbridge Street, Bridge Street, Pencoedtre Road, St Brides Way, Treharne Road, Dyfan Road, Barry Road, Colcot Road, Port Road East, Merthyr Dyfan Road
0732	Tadross Hotel	
0736	Cardiff Road	
0740	Waitrose/Langlands Road	
0742	Coldbrook Road	
0744	Pencoedtre Road	
0745	St Brides Way	
0747	Dyfan Road	
0750	Barry Road	
0755	Ysgol Bro Morgannwg & Whitmore High (Colcot Road – hospital)	
0800	Pencoedtre High	

Afternoon / Y Prynawn

1505	Pencoedtre High	<i>Route/Llwybr:</i> Merthyr Dyfan Road, Port Road East, Colcot Road, Barry Road, Dyfan Road, Treharne Road, St Brides Way, Pencoedtre Road, Bridge Street, Cowbridge Street, Coldbrook Road East, Langlands Road, Palmerston Road, Cardiff Road, Weston Square, Holton Road, Court Road
1510	Ysgol Bro Morgannwg & Whitmore High (Colcot Road – hospital)	
1512	Barry Road	
1514	Dyfan Road	
1518	St Brides Way	
1520	Pencoedtre Road	
1522	Coldbrook Road	
1524	Waitrose/Langlands Road	
1526	Cardiff Road	
1530	Tadross Hotel	
1532	Crossways Church	

Fare table / Tocynnau teithio:

Single fare / Tocynnau sengl - £1.00 Return fare / Tocyn dwyffordd - £2.00
Termly pass / Tocyn bws bob tymor- £100.00 y tymor

IMPORTANT NOTICE:

This fare paying school transport service may be withdrawn after July 2020.

NODYN PWYSIG:

Gallai'r gwasanaeth cludiant ysgol â thâl hwn gael ei ddileu ar ôl mis Gorffennaf 2020

Please note:

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Cofiwch:

Dim ond deiliaid tocyn Bws Ysgol Cyngor Bro Morgannwg dilys gyda'r rhif gwasanaeth bws uchod all ddefnyddio'r bws hwn. **Bydd unrhyw un heb docyn dilys ar gyfer y gwasanaeth hwn yn cael ei wrthod.** Sicrhewch fod y disgyblion ar y pwynt codi o leiaf 5 munud cyn yr amser a nodir.



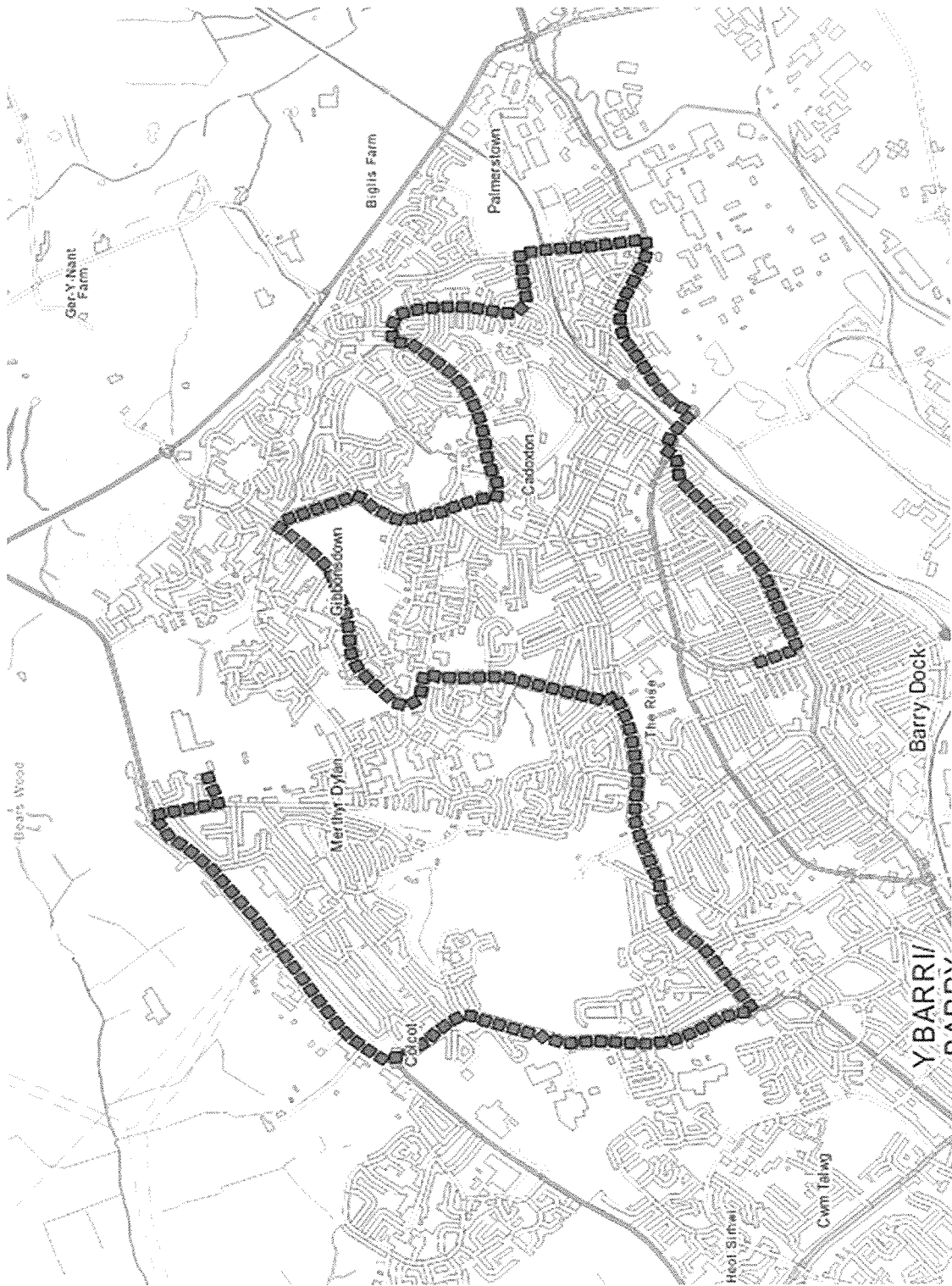
valid from/yn ddilys o 02/09/2019

Contact details / Manylion Cyswllt

Vale of Glamorgan Council – 01446 700111
Pencoedtre High – 01446 403500
Whitmore High – 01446 411411
Operator/Gweithredwr – Watts Coaches 01446 781277
Twitter - @WattsCoaches



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Gallwch ofyn unrhyw gwestiynau ar drafnidiaeth ysgol neu gyhoeddus drwy e-bost - schooltransport@valeofglamorgan.gov.uk



THE VALE OF GLAMORGAN COUNCIL / CYNGOR BRO MORGANNWG

Service Number/Rhif Gwasanaeth: S14

Barry to Ysgol Bro Morgannwg, Whitmore High and Pencoedre High

Morning / Y Bore

0742	Old bus depot, Broad Street	<i>Route/Llwybr:</i> Broad Street, The Parade, Lakeside, Romilly Park Road, Park Road, Park Crescent, Severn Avenue, Pontypridd Road, Port Road West, Port Road East, Merthyr Dyfan Road
0747	The Parade	
0749	Lakeside	
0751	Park Road	
0753	Park Crescent	
0755	Cwm Talwg	
0800	Ysgol Bro Morgannwg & Whitmore High (Fire Station, Port Road)	
0805	Pencoedre High	

Afternoon / Y Prynawn

1505	Pencoedre High	<i>Route/Llwybr:</i> Merthyr Dyfan Road, Port Road East, Port Road West, Pontypridd Road, Severn Avenue, Park Crescent, Park Road, Romilly Park Road, Lakeside, The Parade, St Nicholas' Road, Broad Street
1510	Whitmore High (opp Fire Station)	
1512	Cwm Talwg	
1515	Park Crescent	
1517	Park Road	
1519	Lakeside	
1522	The Parade	
1528	Broad Street	

Fare table / Tocynnau teithio:

Single fare / Tocynnau sengl - £1.00

Return fare / Tocyn dwyffordd - £2.00

Termly pass / Tocyn bws bob tymor- £100.00 y tymor

IMPORTANT NOTICE:

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NODYN PWYSIG:

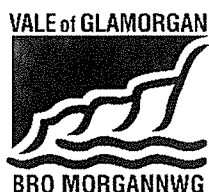
Gallai'r gwasanaeth cludiant ysgol â thâl hwn gael ei ddileu ar ôl mis Gorffennaf 2020

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Cofiwch:

Dim ond deiliaid tocyn Bws Ysgol Cyngor Bro Morgannwg dilys gyda'r rhif gwasanaeth bws uchod all ddefnyddio'r bws hwn. **Bydd unrhyw un heb docyn dilys ar gyfer y gwasanaeth hwn yn cael ei wrthod.** Sicrhewch fod y disgyblion ar y pwynt codi o leiaf 5 munud cyn yr amser a nodir.



valid from/yn ddilys o 02/09/2019

Contact details / Manylion Cyswilt

Vale of Glamorgan Council – 01446 700111

Pencoedre High – 01446 403500

Whitmore High – 01446 411411

Operator/Gweithredwr – Watts Coaches – 01446 781277

Twitter - @WattsCoaches

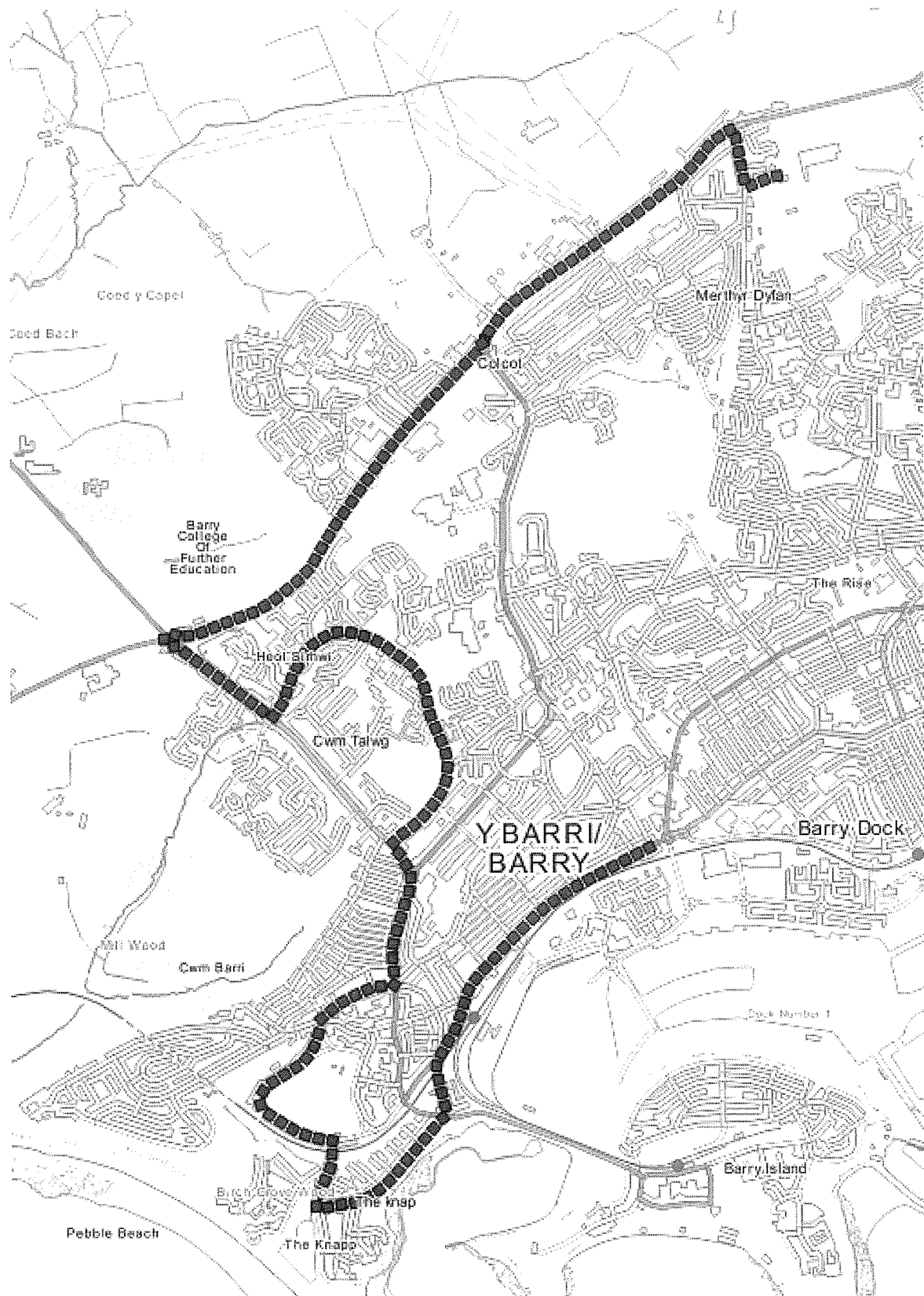
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gyhoeddus drwy e-bost - schooltransport@valeofglamorgan.gov.uk



www.valeofglamorgan.gov.uk



Service Number/Rhif Gwasanaeth: S40

Eglwys Brewis to Llantwit Major Comprehensive

Morning / Y Bore

0800	Pinewood Square, Eglwys Brewis	Route/Llwybr:
0805	Picketston Close, Eglwys Brewis	Eagle Road, B4265, Boverton Road, Ham
0815	Llantwit Major Comprehensive	Lane

Afternoon / Y Prynawn

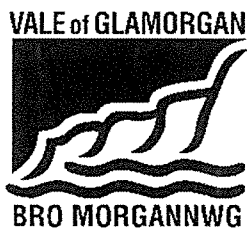
1505	Llantwit Major Comprehensive	Route/Llwybr:
1515	Picketston Close, Eglwys Brewis	Ham Lane, Boverton Road, B4265, Eagle
1517	Pinewood Square, Eglwys Brewis	Road

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Cofiwch:

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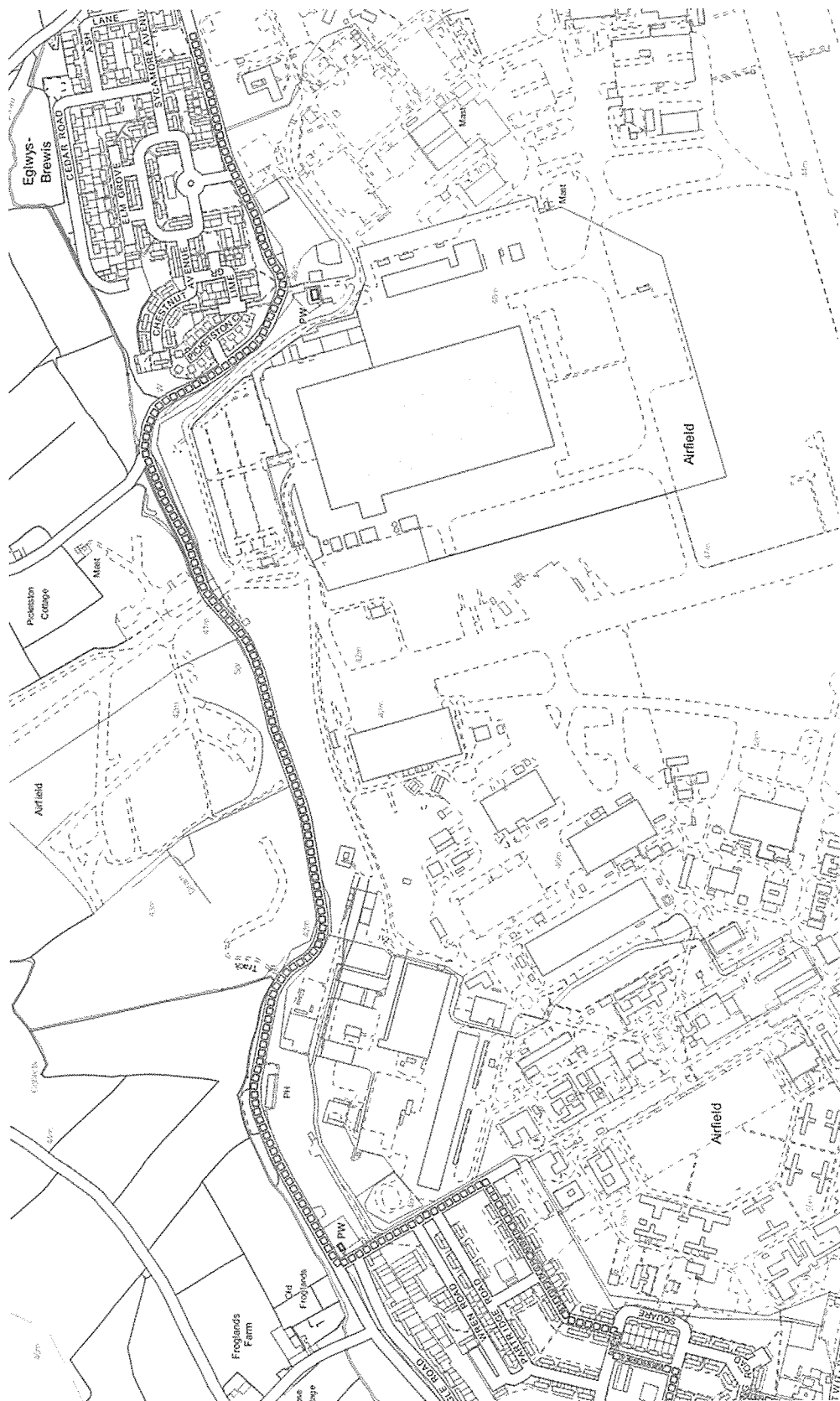
Contact details / Manylion Cyswllt

Vale of Glamorgan Council – 01446 700111
Llantwit Major Comprehensive– 01446 793301
Operator/Gweithredwr – Peyton Travel 01656 661221
Twitter - @PeytonLtd



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valid from/yn ddilys o 02/09/2019



Service Number/Rhif Gwasanaeth: S49

Barry to St Richard Gwyn Catholic High School

Morning / Y Bore

Bus 1/Bws 1		Bus 2/Bws 2	
0821	Colcot Arms	0825	Fire Station, Port Road
0825	Co-op, Colcot Road	0830	Pontypridd Road
0827	Park Crescent	0832	Romilly School
0830	Barry Hotel	0833	Park Crescent
0831	Priory	0836	Barry Hotel
0833	Broad Street (old bus depot)	0837	Priory
0835	Gladstone Road – police station	0839	Broad Street (Old bus depot)
0845	St Richard Gwyn High School	0841	Gladstone Road – First Aid Shop
		0852	St Richard Gwyn High School

Afternoon / Y Prynawn

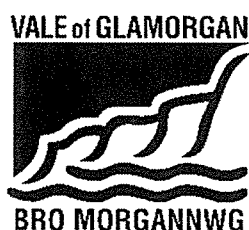
1535	St Richard Gwyn High School	<p>Fare table / Tocynnau teithio:</p> <p>Single fare / Tocynnau sengl - £1.00 Return fare / Tocyn dwyffordd - £2.00 Termly pass / Tocyn bws bob tymor- £100.00 y tymor</p> <p>IMPORTANT NOTICE: This fare paying school transport service may be withdrawn after July 2020.</p> <p>NODYN PWYSIG: Gallai'r gwasanaeth cludiant ysgol â thâl hwn gael ei ddileu ar ôl mis Gorffennaf 2020</p>
1545	Gladstone Road – police station	
1547	Broad Street (old bus depot)	
1549	Priory	
1550	Barry Hotel	
1553	Park Crescent	
1555	Co-op, Colcot Road	
1559	Colcot Arms	
1603	Fire Station – Port Road	
1605	Pontypridd Road	

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valid from/yn ddilys o 02/09/2019

Contact details / Manylion Cyswllt

Vale of Glamorgan Council – 01446 700111
 St Richard Gwyn High School– 01446 729250
 Operator/Gweithredwr – Watts Coaches – 01446 781277
 Twitter - @WattsCoaches



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