



Consultation on Home to School Travel Policies

Final Report V1.2 12 February 2024

Contents

1. Background and Objectives	3
1.1 Bristol City Council Home to School (5 to 16) Travel Support Policy	3
1.2 Bristol City Council Home to School (16 to 25) Travel Support Policy	3
2. Methodology	3
3. Publicity	3
4. Survey Response rate and respondent characteristics.....	4
4.1 Geographic distribution of responses.....	4
4.2 Response rate from areas of high and low deprivation	6
4.3 Characteristics of respondents	7
5. Survey Results.....	14
Q1 Do you agree or disagree with the new passenger code of conduct?	14
.....	14
Q2 Are there any changes you would suggest to the code of conduct?	15

Q3 Do you agree or disagree with the proposed changes to Travel Support Provision for 16 to 18 year olds?	16
Q4 Please tell us why you agree or disagree with the proposal for Travel Support Provision for 16 to 18 years olds? You can also tell us if there are any changes you would suggest to the proposed Travel Support Provision for 16 to 18 years olds?	17
Q5 Do you agree or disagree that setting a six-week cut-off date is a reasonable proposal?	19
Q6 Do you think a six-week cut-off date would cause you any problem when applying for travel support?	20
Q7 If you want to explain the reasons for your answers to questions 5 and 6, please tell us here.	20
Q8 Would you agree to your child taking part in Independent Travel Training to enable them to develop lifelong skills and travel to school/college more independently?	23
Q9 If you answered 'No' in questions 8, please tell us why?	23
Q10 If we put this in place, how far do you think is reasonable to take your child to a pickup point?	24
“About You” questions.....	24
6. How will this report be used?	26

1. Background and Objectives

Bristol City Council provides home to school travel services to empower children and young people to travel to and from education safely and as independently as possible. We regularly review our home to school travel policies to ensure that they are still in line with current national guidance, fair for children and families and represent effective use of available resource.

Bristol City Council has reviewed our existing policies for home to school travel support. These are:

1.1 Bristol City Council Home to School (5 to 16) Travel Support Policy

This is our policy for home to school travel support for children aged 5 to 16 years old.

1.2 Bristol City Council Home to School (16 to 25) Travel Support Policy

This is our policy for home to school travel support for young people aged 16 to 25 years old.

Bristol City Council consulted the public on proposals. The consultation was open from 4 December 2023 until 17 January 2024. It received 324 responses.

2. Methodology

An online consultation survey was available on the city council's Ask Bristol consultation hub between 4 December 2023 and 17 January 2024. The online survey pages contained:

- An overview of the consultation proposal
- Links to the proposed travel support policies and survey questions.
- Options to request alternative formats (Easy Read, Braille, large print or British Sign Language)
- 'About you' section requesting information which helps the council to check if the responses are representative of people across the city who may have different needs.

Respondents could choose to answer some or all questions in any order and save and return to the survey later.

3. Publicity

The following programme of activity was undertaken to publicise and explain the consultation. The primary objective was to ensure that information was shared across a wide range of channels, reaching as broad a range of audiences as possible to maximise response rates, including feedback by groups that are often under-represented in surveys.

Copy and electronic material were shared via the following council and partner channels and networks:

- Letters sent to Home to School Travel service users
- Directors, managers of key services
- Local Offer
- Key parent and carer community groups

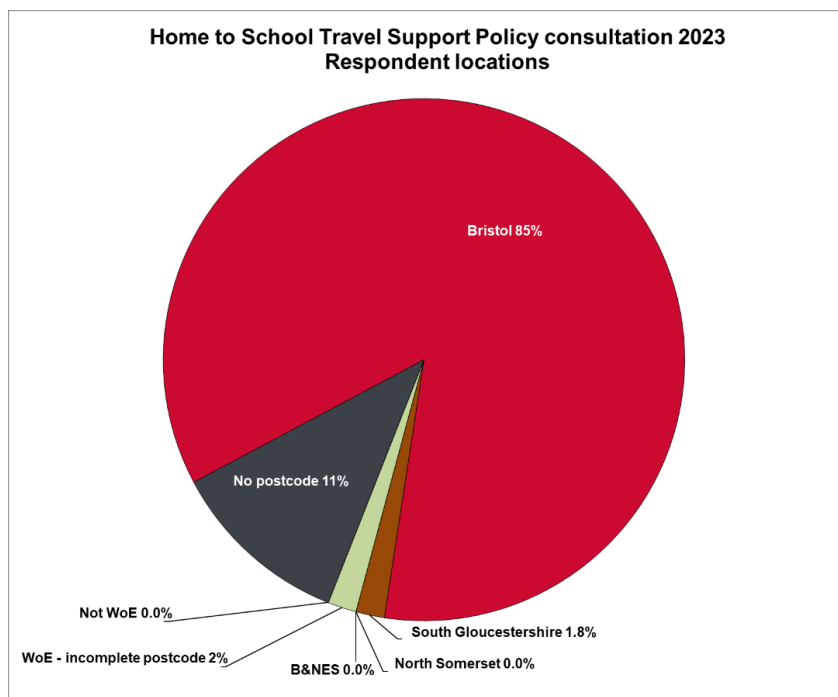
4. Survey Response rate and respondent characteristics

The Home to School Travel Policy consultation survey received 333 responses, of which 16 were completed.

4.1 Geographic distribution of responses

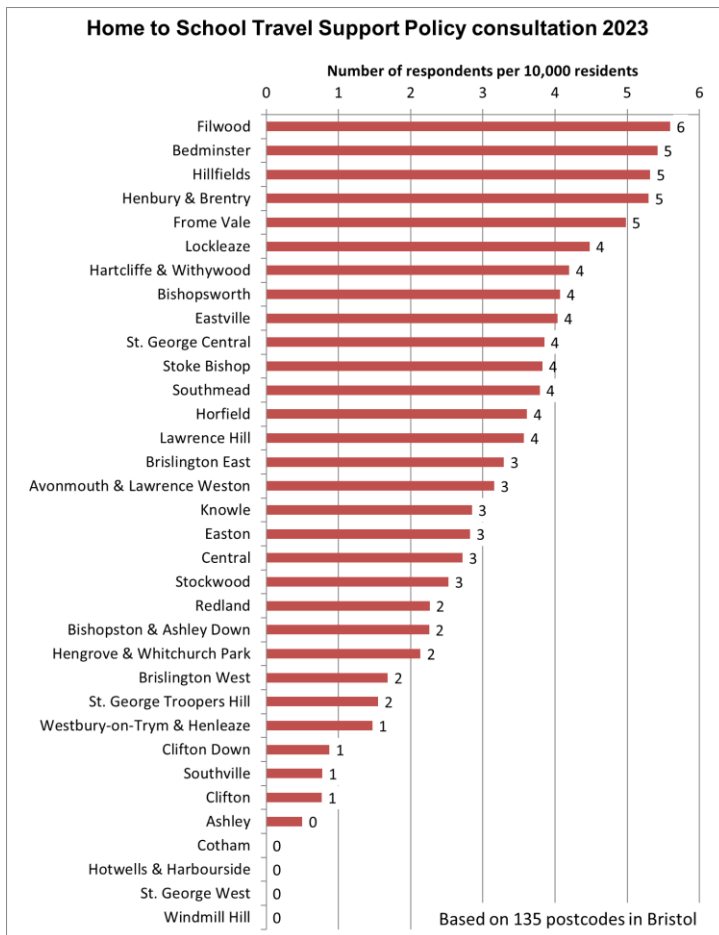
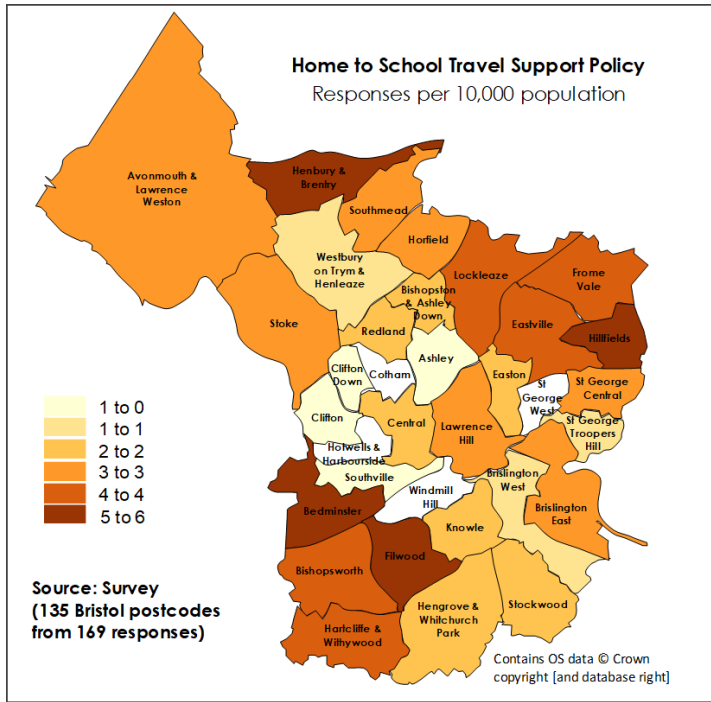
135 (85%) of responses were received from postcodes within the Bristol City Council area, 1.8% responses were from South Gloucestershire, 0% were from Bath & North East Somerset (B&NES), and 0% were from North Somerset. A further 2% were from unspecified locations within the four West of England authorities (Figure 1). 11% did not provide a postcode.

Figure 1: Geographical distribution of responses



Of the 169 responses from within the Bristol City Council area, 135 provided full or partial postcodes from which the ward of origin could be identified (Figure 2)

Figure 2: Geographical distribution of responses

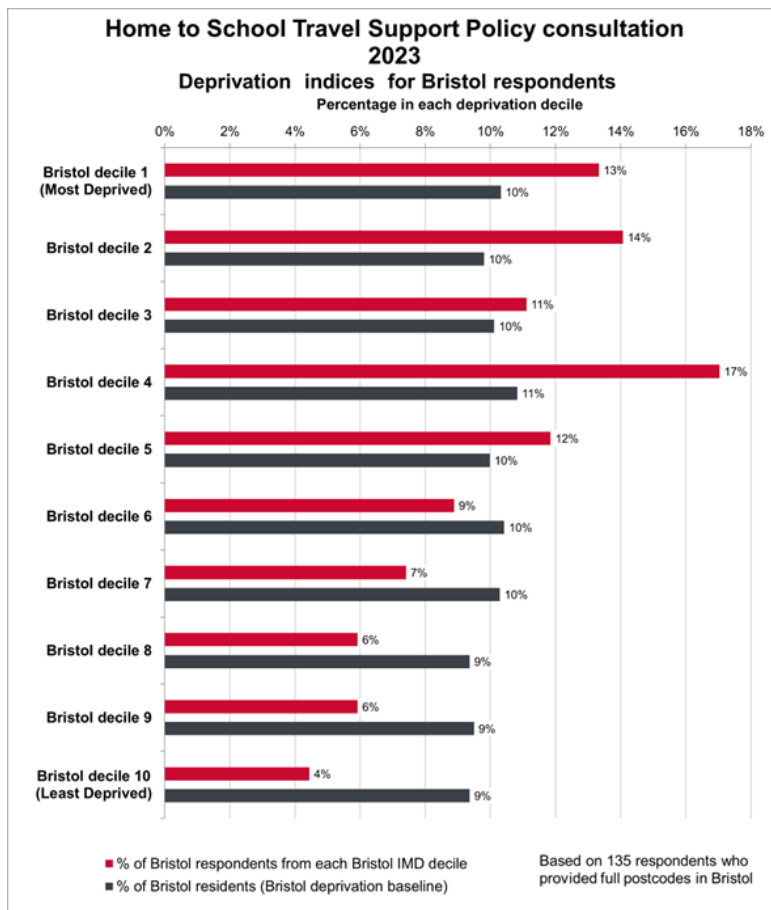


4.2 Response rate from areas of high and low deprivation

In the analysis of the responses, the home location of respondents in Bristol was compared with nationally published information on levels of deprivation across the city¹ to review if the responses received include a cross-section of people living in more deprived and less deprived areas. This helps the council to know if the views of citizens in more deprived areas differ from people living in less deprived areas.

The comparison looked at levels of deprivation in 10 bands (known as ‘deciles’) from decile 1 (most deprived) to decile 10 (least deprived). Figure 3 compares the percentage of Bristol respondents living in each of the deprivation deciles (red bars) to the percentage of all Bristol citizens who live in each decile (grey bars).

Figure 3: Deprivation Indices



¹ The Office for National Statistics (ONS) publishes information about deprivation for 32,844 small areas - known as ‘Lower Super Output Areas’ (LSOAs) - throughout England. For each LSOA, a measure of deprivation is published called ‘Indices of Multiple Deprivation’ (IMD), which takes account of 37 aspects of each area that cover income, employment, education, health, crime, barriers to housing and services, and living environment. The postcodes provided by respondents enabled each to be matched to one of the 263 Lower Super Output Areas in the Bristol City Council area and thus to one of the deprivation deciles. Note: postcodes provide approximate locations; they are not used to identify individuals or specific addresses.

(Percentages in Figure 3 are given to the nearest integer. The length of bars in the chart reflects the unrounded percentage; hence bars shown as 10% may be slightly different in length.)

4.3 Characteristics of respondents

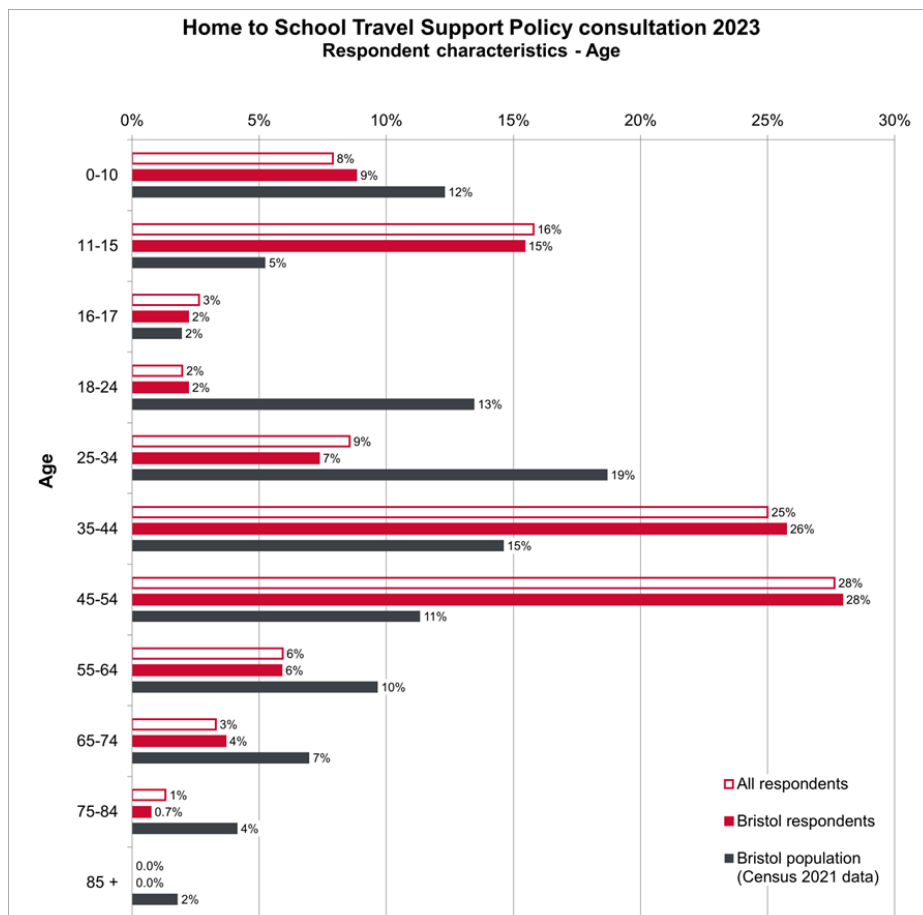
Respondent characteristics are summarised below. The charts compare:

- characteristics for all respondents who answered the equalities questions;
- characteristics of respondents who provided a Bristol postcode;
- characteristics of Bristol’s citizens for five protected characteristics (age, sex, disabled, ethnicity and religion/faith) for which population data are available from the 2011 Census and subsequent updates.

Note that many of the respondents who did not provide postcodes may also live in the Bristol administrative area, but are not included in figures for ‘Bristol respondents’

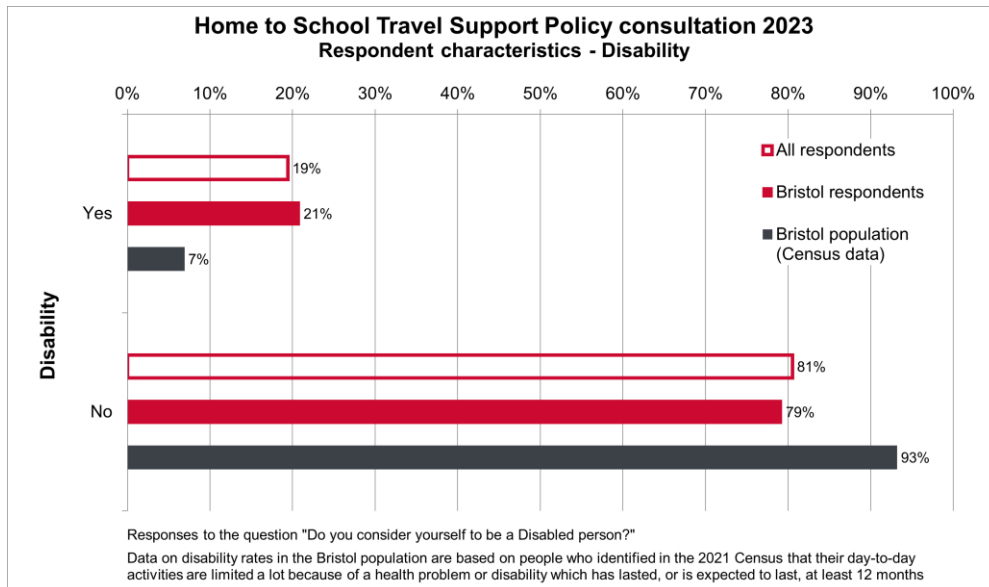
Age

The highest number of responses were from respondents aged 45-54 years (28%), followed by 35-44 years (26%). Survey responses from children aged 11-17 responded in higher proportions than these ages in the population. Young people aged 18-24 and people aged 75 and older were under-represented.



Disability

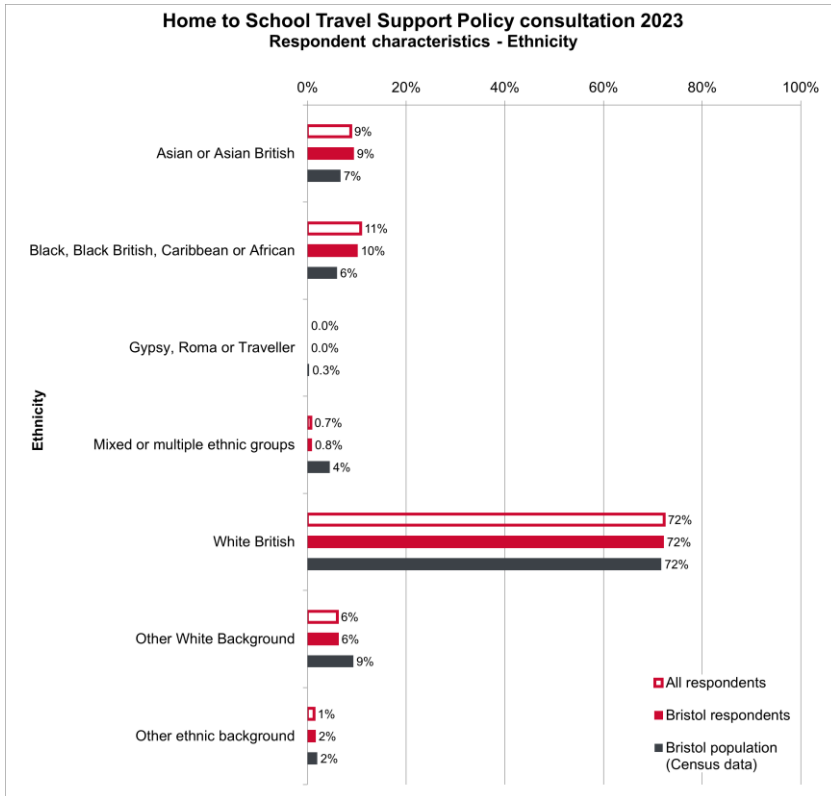
The proportion of disabled respondents (19% of all respondents; 21% of Bristol respondents) was significantly over-represented when compared with the proportion of disabled people living in Bristol.



What is your ethnic group?

The highest response rate was from White British respondents (72%). The response rate from Black/African/Caribbean/Black British citizens was (10%), Asian / Asian British citizens (9%).

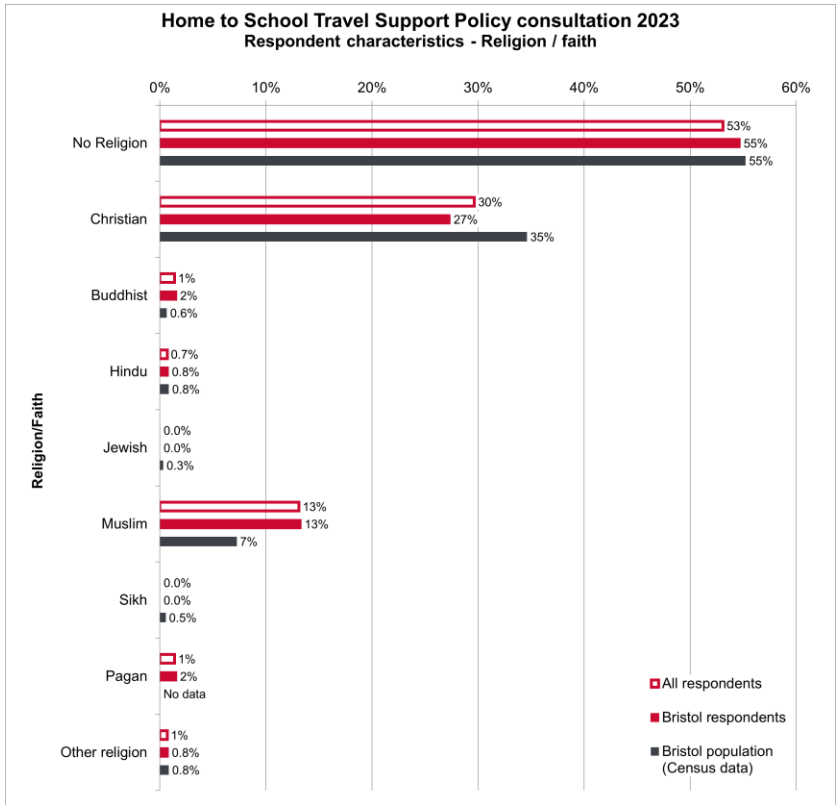
The proportion of Gypsy / Roma / Traveller people (0.0%) and mixed/multi-ethnic citizens (0.8%) was under-represented in the response rates compared to the proportion of people in this ethnic group living in Bristol.



What is your religion/faith?

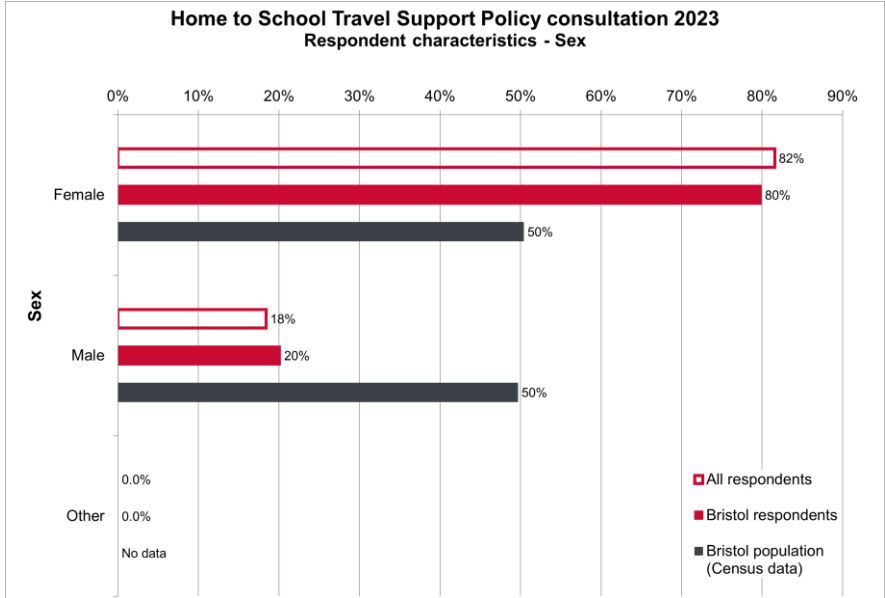
People with no religion (55% of respondents) responded in a higher proportion. Buddhists (2%) and Muslims (13%) responded in greater numbers than the proportions of these faiths in Bristol.

Christians (27%), Hindus (0.8%) Sikhs (0%) and Jewish people (0%) were under-represented compared to the proportions of these faiths living in Bristol.



Sex

80% of all responses were from women and 20% were from men.

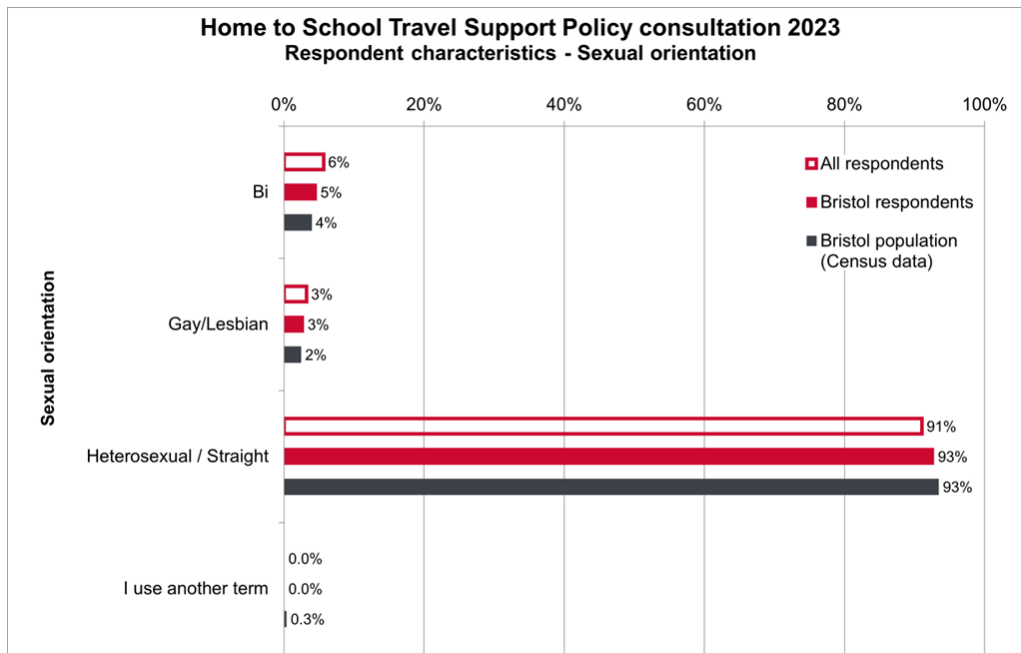


The survey also asked respondents about four other protected characteristics (sexual orientation, gender reassignment, pregnancy and recent maternity and carer status) and if they are a refugee or asylum seeker.

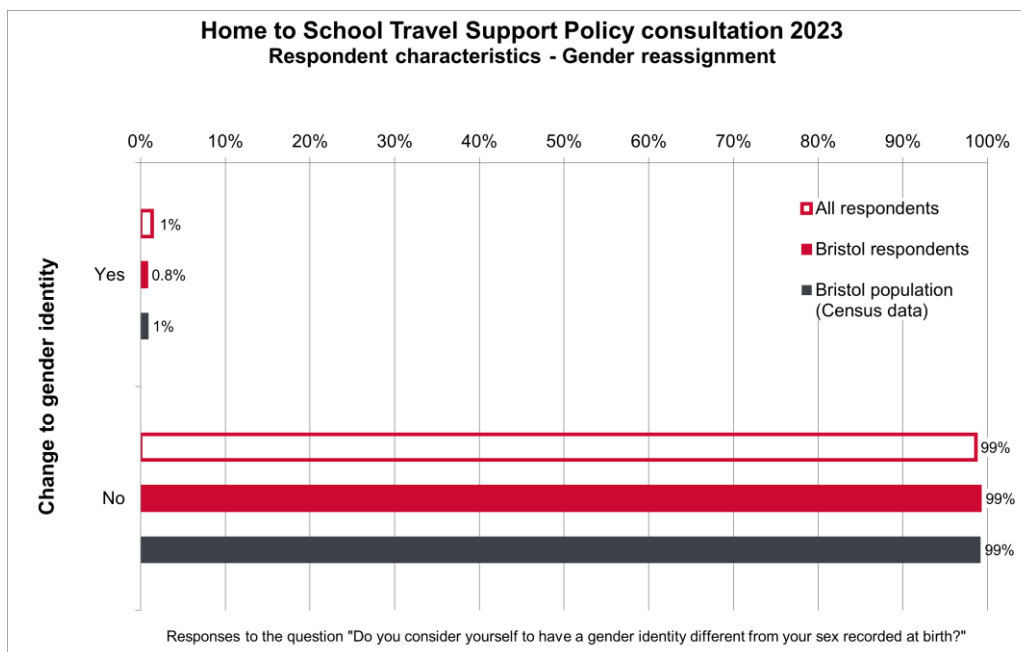
Census data are not available for the proportion of people with these characteristics living in Bristol. The following graphs show the proportions of all respondents and Bristol respondents for each of these characteristics. The proportion of each characteristic for all respondents broadly matches the proportion for Bristol respondents.

Sexual Orientation

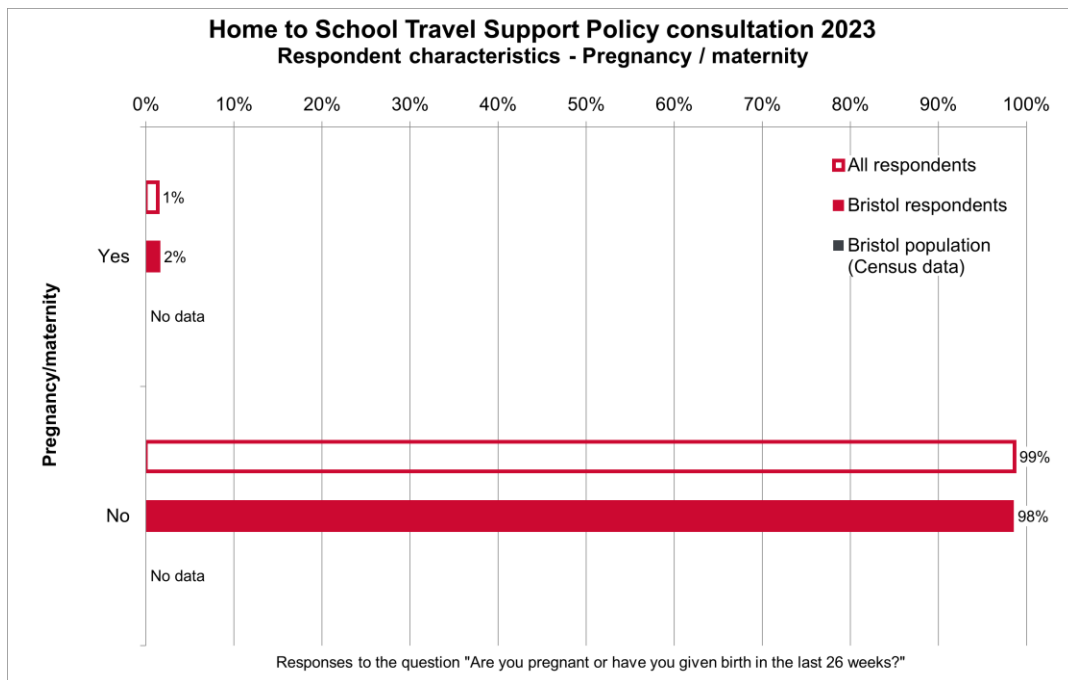
Heterosexual people (93% of respondents) responded in higher proportion than people of any other sexual orientation in Bristol’s population Every other orientation broadly matched the demographic proportions for Bristol respondents.



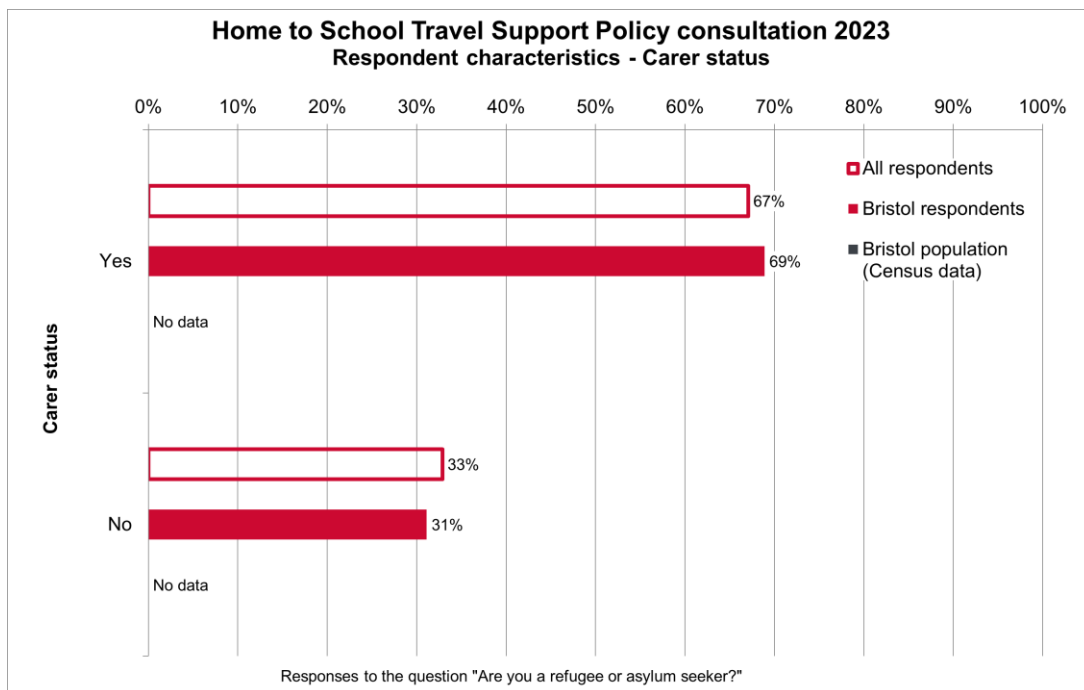
Gender reassignment



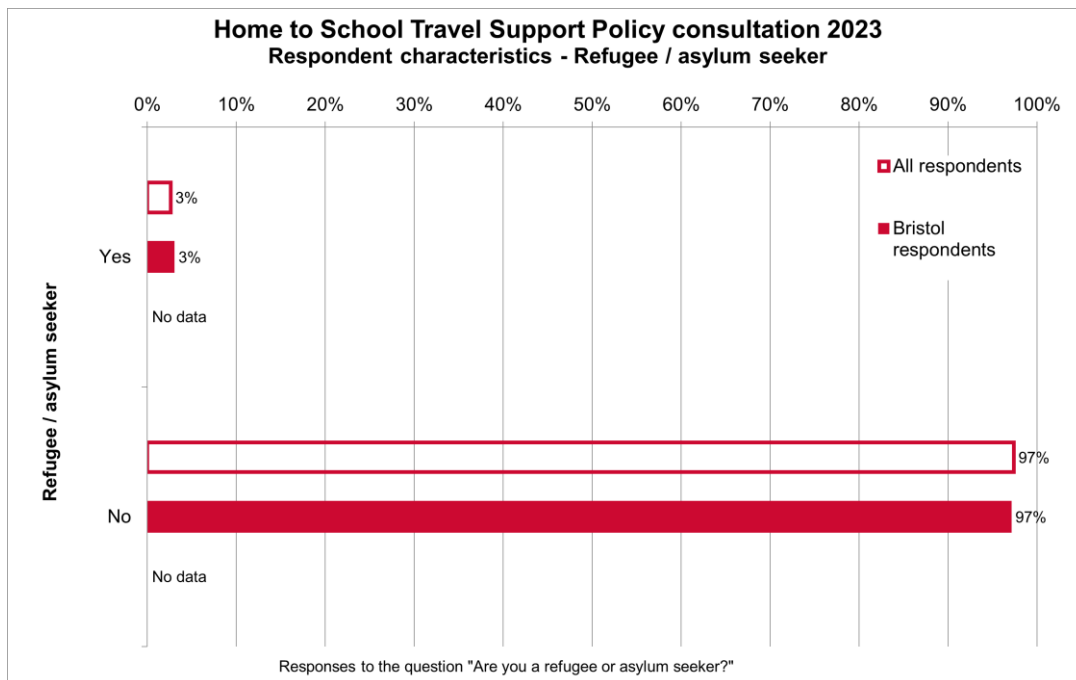
Pregnancy/maternity



Carer



Refugee/asylum seeker



Impact of Proposals on Protected Characteristics

Respondents were asked whether they thought any of the proposals would have any impact on themselves or others with a protected characteristic.

Of the 140 respondents to the question:

- 20% said proposals would have a very negative effect
- 9.29% said proposals would have a slightly negative effect
- 65% said proposals would have no effect
- 3.57% said proposals would have a slightly positive effect
- 2.14% said proposals would have a very positive effect

Respondents were also asked to explain how they believed the proposals would have an impact on themselves or others. Of the 23 respondents who provided a free text response, responses highlighted the following impacts:

Impact on vulnerable groups:

- Concern about proposals resulting in increased practical and financial burden for disabled individuals.
- Concern about the impact on low-income families, single parents, and benefit recipients.

Race, ethnicity, and discrimination impacts:

- Concern that certain ethnic communities, especially Black and non-English immigrant groups, may be disproportionately affected.

Gender, age, and socioeconomic status impacts:

- Concerns raised about impact on young people and access to their education placement.
- Concerns raised about impacts on women, especially single parents and caregivers.
- Concerns about disproportionate effects on lower-income groups highlighted.

Fairness and equality impacts:






- Concerns about fairness, equality, and exacerbating existing societal disparities.
- Concern that changes could disadvantage vulnerable groups unfairly.
- Concern about financial stress and ability to manage working hours without council arranged vehicles.

5. Survey Results

Q1 Do you agree or disagree with the new passenger code of conduct?

Respondents were asked whether they agree or disagree with the new passenger code of conduct:

- 59% of respondents agreed or strongly agree
- 22% neither agreed nor disagreed
- 19% disagreed or strongly disagreed

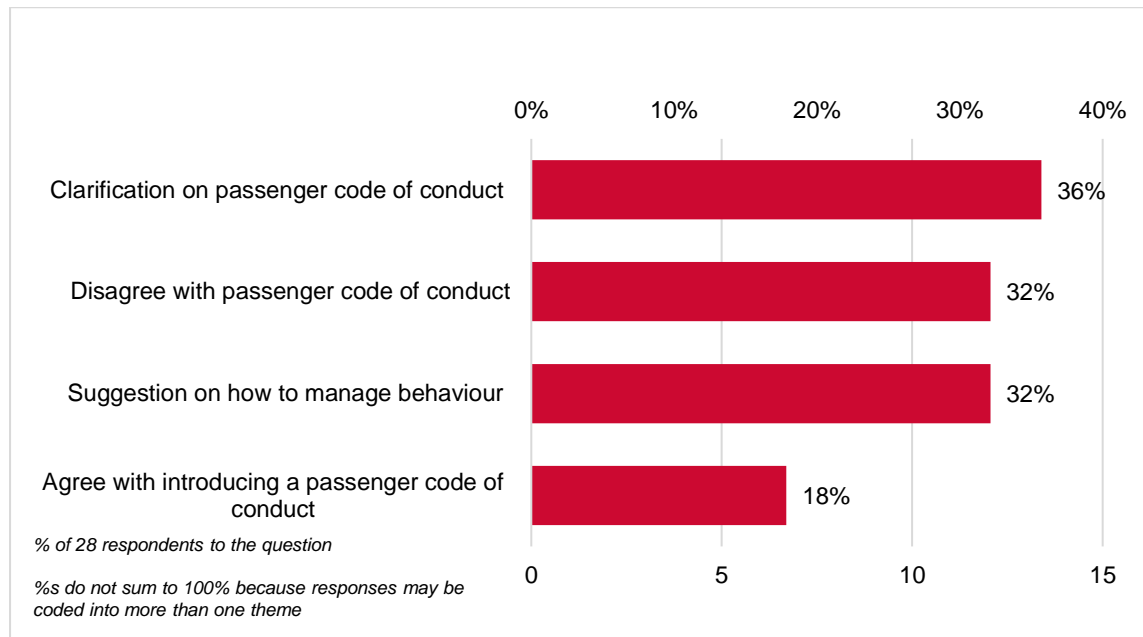
			Response Percent
1	Strongly agree		15.06%
2	Agree		43.98%
3	Neither agree nor disagree		22.29%
4	Disagree		8.43%
5	Strongly disagree		10.24%

Q2 Are there any changes you would suggest to the code of conduct?

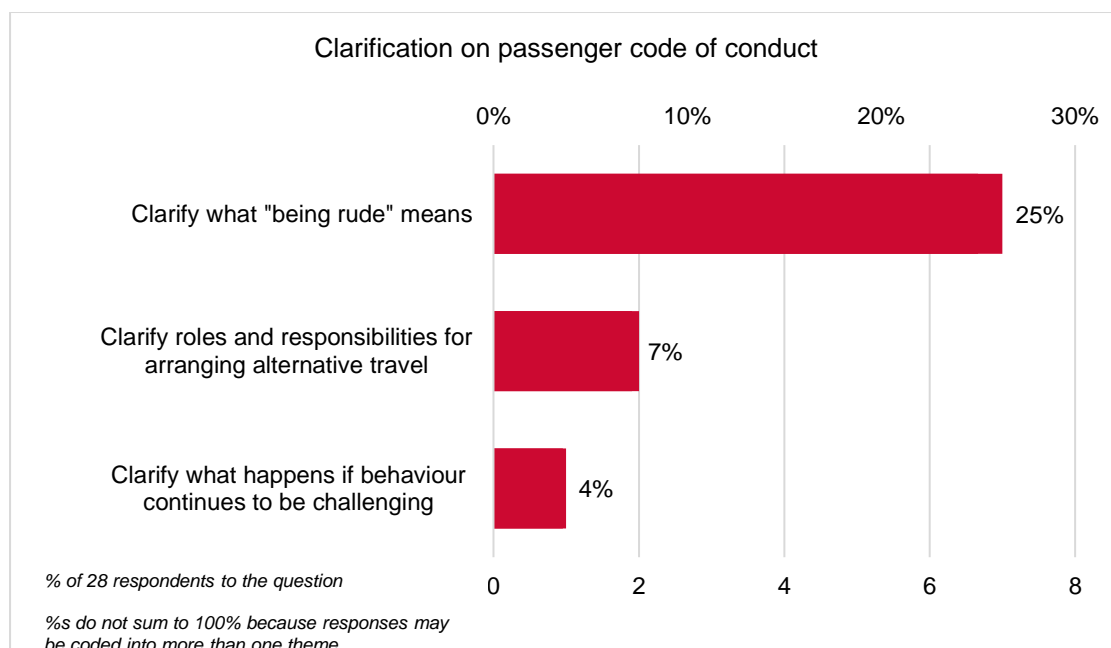
Respondents were asked to explain any changes they would suggest to the code of conduct.

67 respondents provided comments. Comments were primarily about clarifying the code of conduct, suggestions on how to manage behaviour and make it effective or criticisms of the consultation.

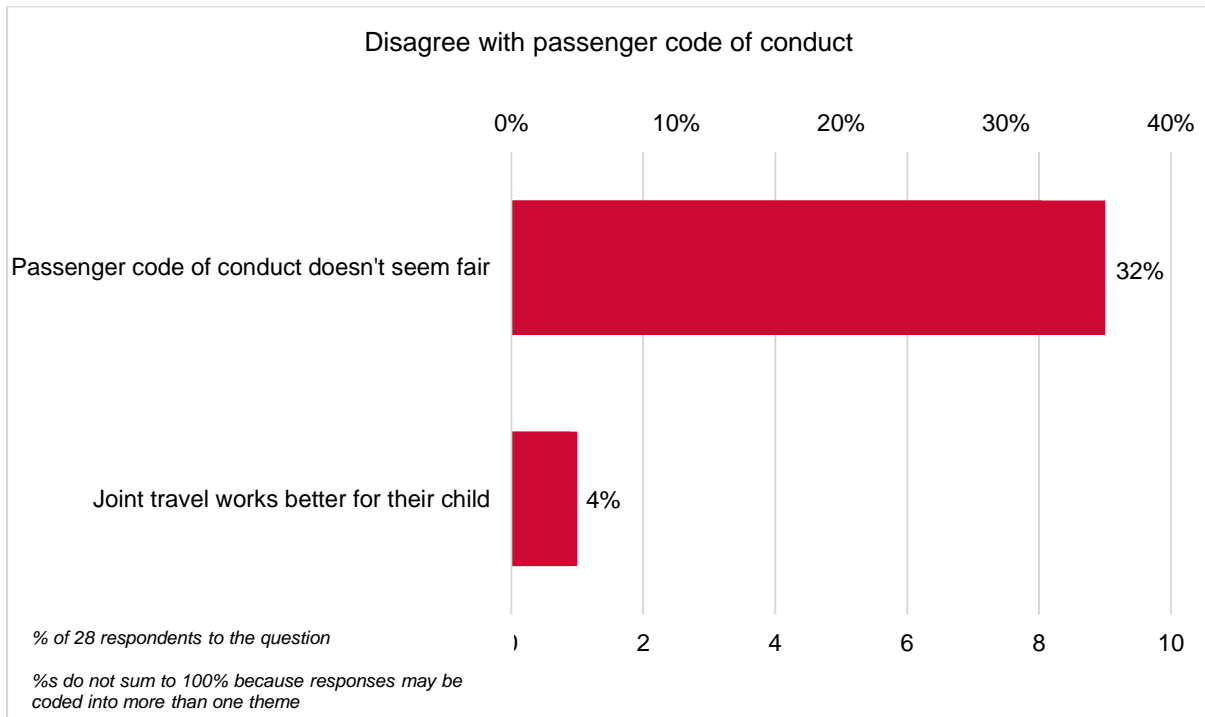
The main themes of the comments are summarised in the charts below.



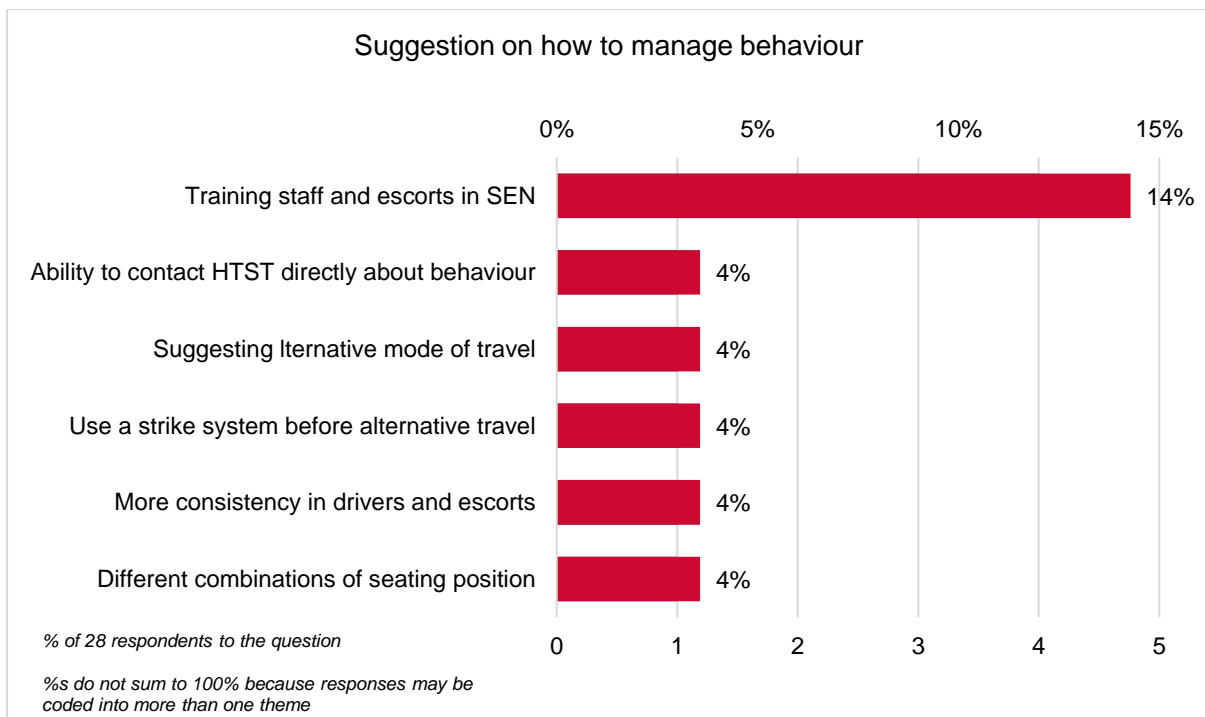
Of those respondents who provided further comments, the following were about clarifications on the proposal:



Of those respondents who provided further comments, the following were about disagreement with the passenger code of conduct:








Of those respondents who provided further comments, the following were suggestions on how to manage behaviour:



Q3 Do you agree or disagree with the proposed changes to Travel Support Provision for 16 to 18 year olds?

Respondents were asked whether they agree or disagree with the proposed changes to Travel Support Provision for 16 to 18 years olds.

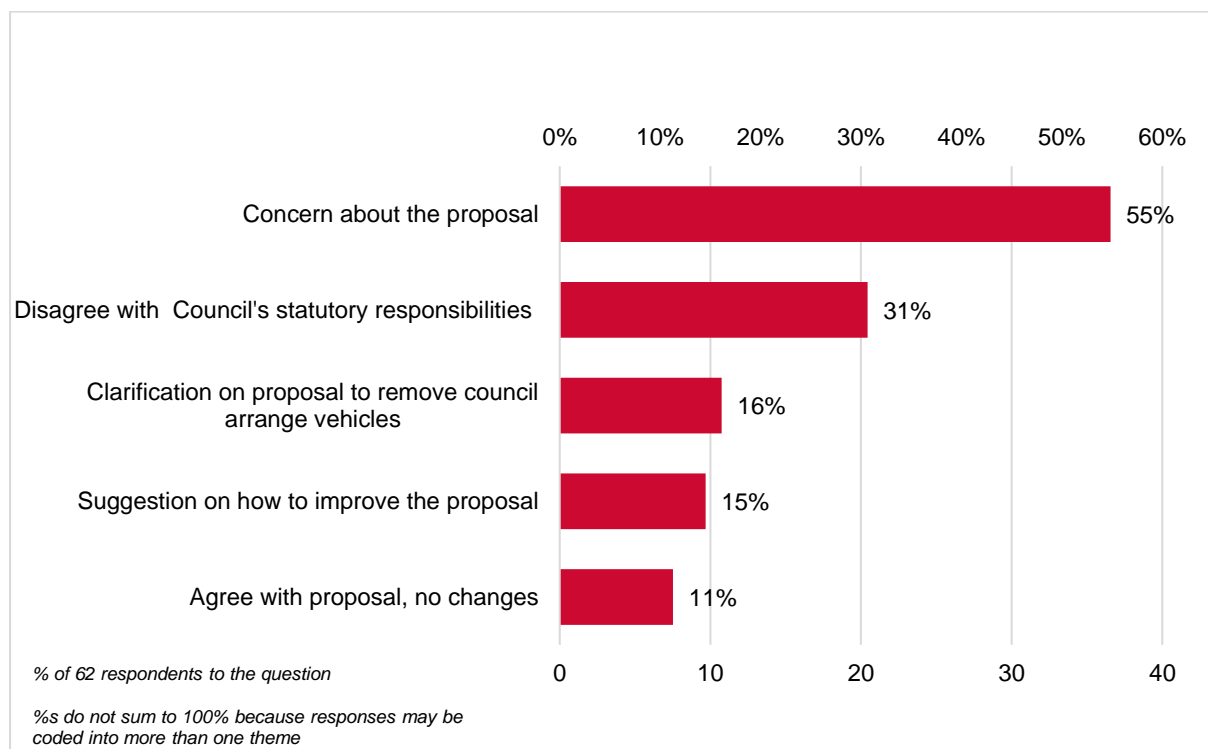
- 30% of respondents agreed or strongly agree with the preferred option
- 34% neither agreed nor disagreed
- 36% disagreed or strongly disagreed

			Response Percent
1	Strongly agree		9.64%
2	Agree		19.88%
3	Neither agree nor disagree		34.94%
4	Disagree		14.46%
5	Strongly disagree		21.08%

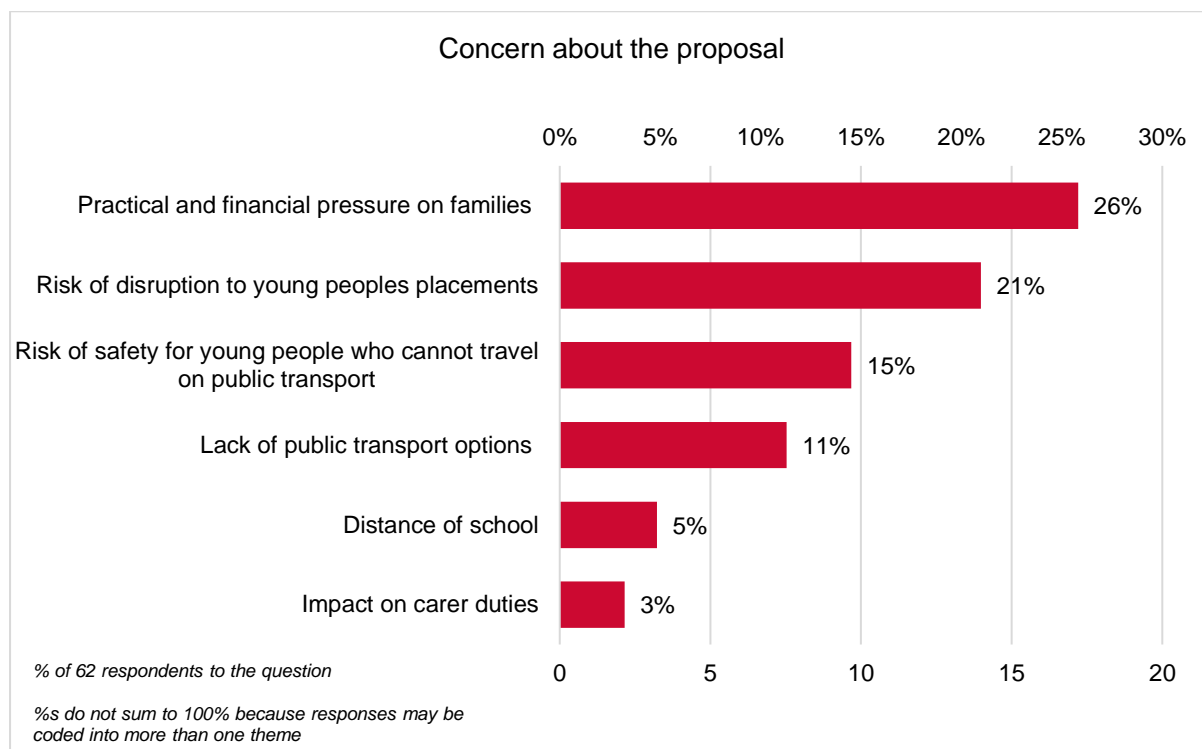
Q4 Please tell us why you agree or disagree with the proposal for Travel Support Provision for 16 to 18 years olds? You can also tell us if there are any changes you would suggest to the proposed Travel Support Provision for 16 to 18 years olds?

73 respondents provided further comments. Comments were primarily about safety concerns, impact on YP and families, access to education, eligibility criteria and criticisms of the survey.

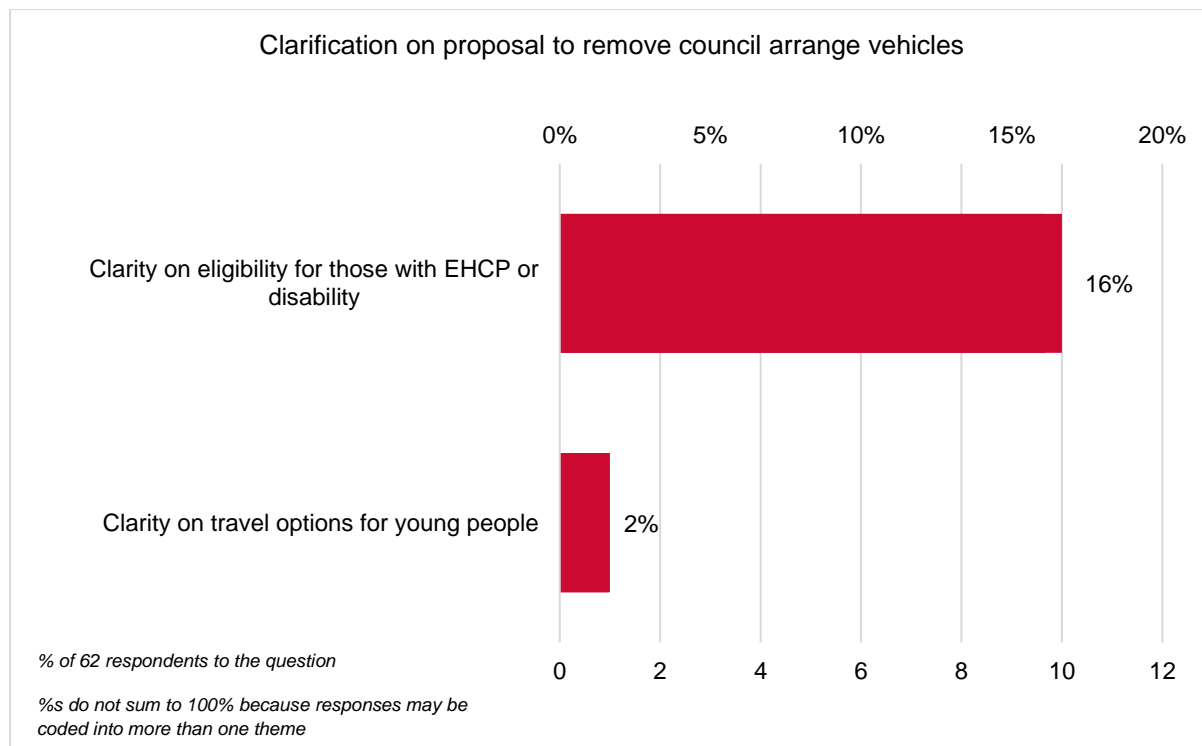
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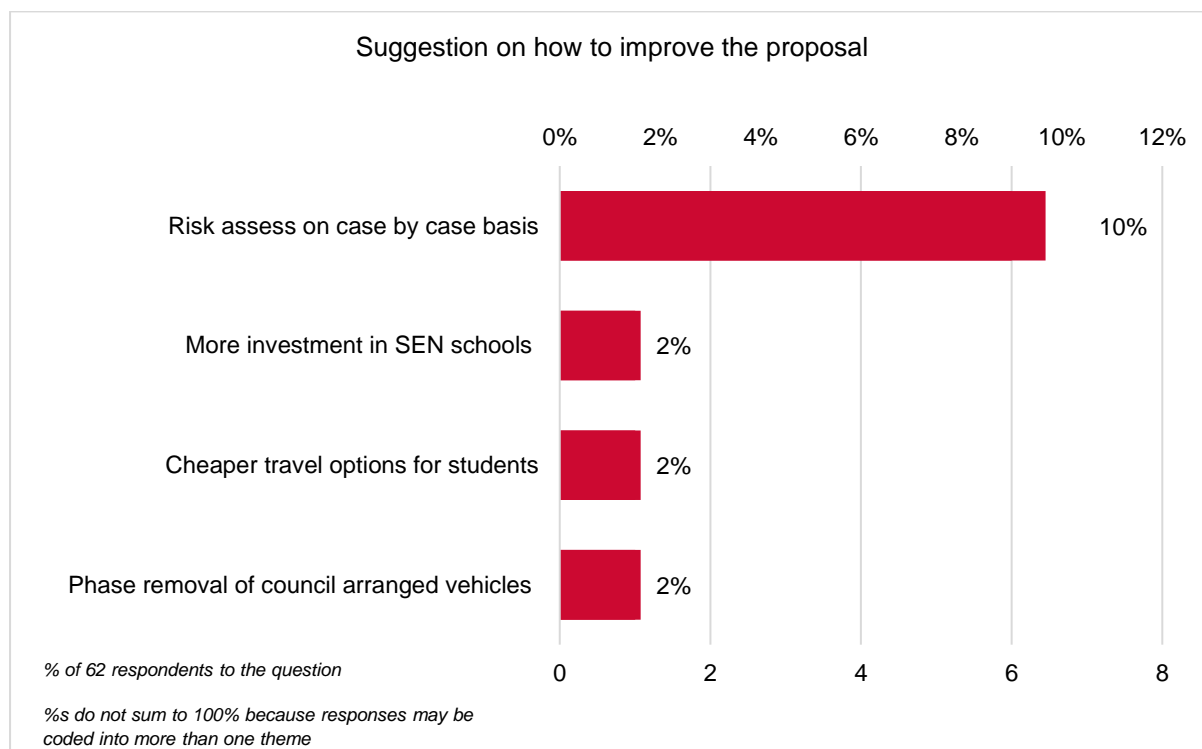
Of those respondents who provided further comments, the following were about concerns with the proposal:



Of those respondents who provided further comments, the following were about clarifications on the proposal:



Of those respondents who provided further comments, the following suggestions were given on how to improve the proposal:



Q5 Do you agree or disagree that setting a six-week cut-off date is a reasonable proposal?

Respondents were asked whether they agree or disagree with the six-week cut-off date to process applications and put travel support in place.





- 41% of respondents strongly agreed or agreed
- 23% neither agreed nor disagreed
- 36% disagreed or strongly disagreed

		Response Percent
1	Strongly agree	5.56%
2	Agree	35.19%
3	Neither agree nor disagree	22.84%
4	Disagree	23.46%
5	Strongly disagree	12.96%

Q6 Do you think a six-week cut-off date would cause you any problem when applying for travel support?

Respondents were asked whether the six-week cut-off date would cause any problem when applying for travel support.

- 34% of respondents said it would cause no problem
- 25% said it would cause a slight problem
- 40% said it would cause a moderate or large problem

			Response Percent
1	No problem		34.36%
2	A slight problem		25.15%
3	A moderate problem		17.79%
4	A large problem		22.70%

Q7 If you want to explain the reasons for your answers to questions 5 and 6, please tell us here.

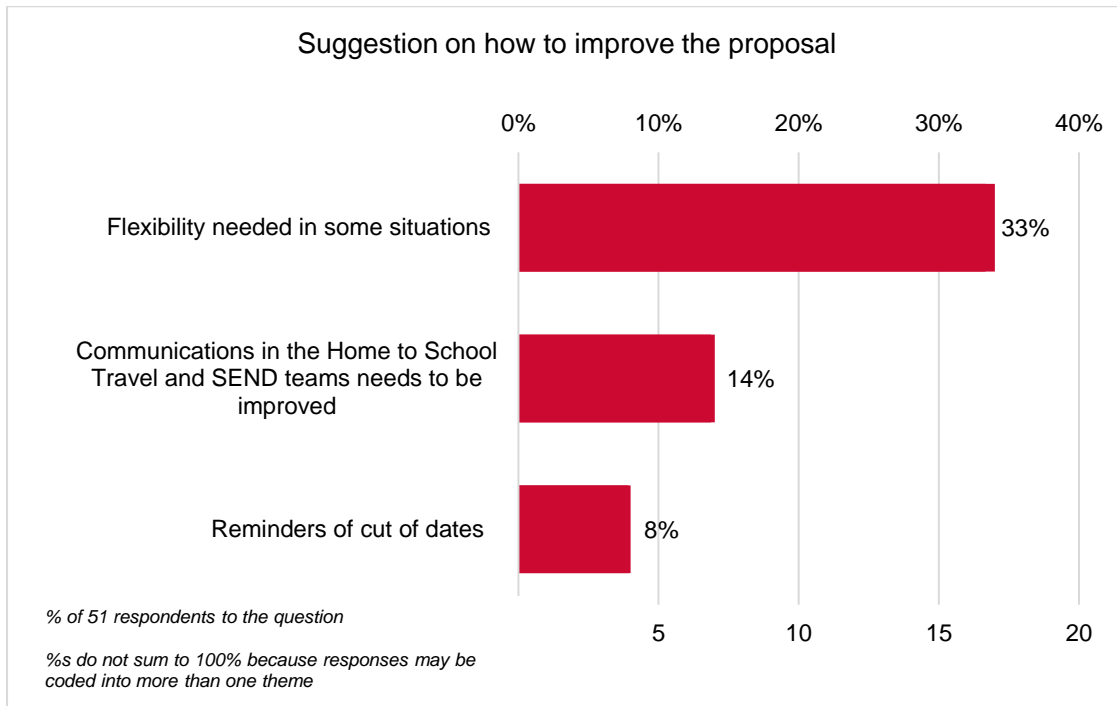
Respondents were asked to explain any reasons for their responses to cut-off dates proposal.

59 respondents provided comments. Comments were primarily on concerns about financial pressures if support is not in place and challenges for those with new EHCPs.

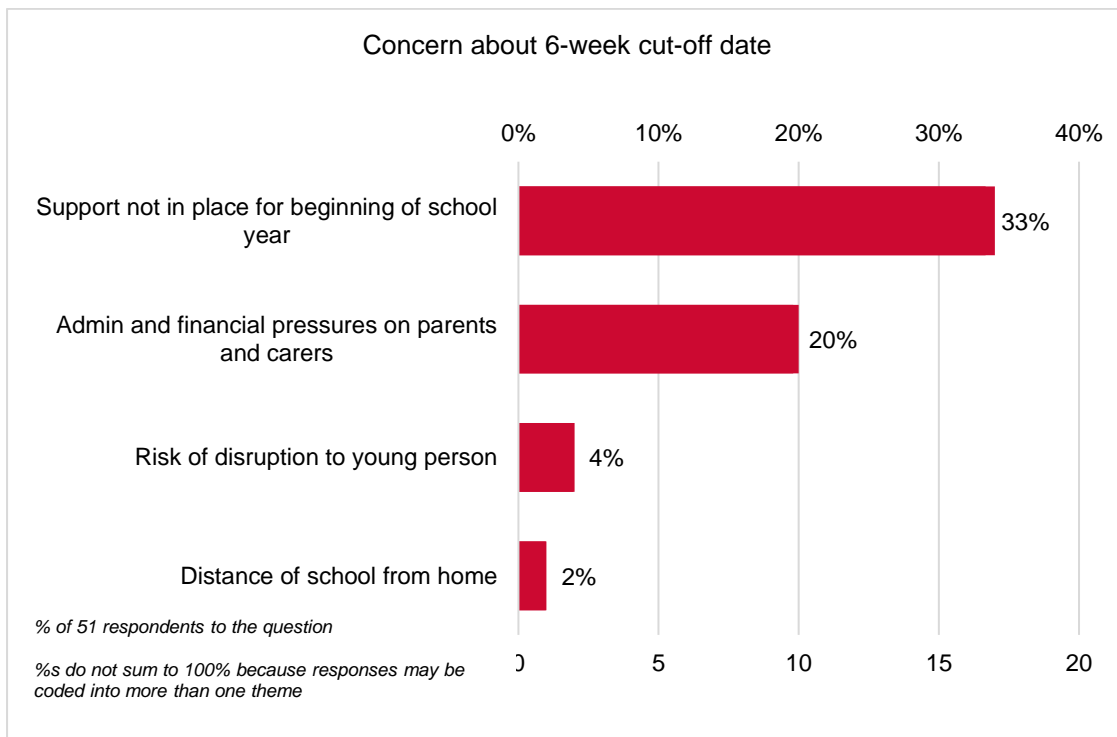
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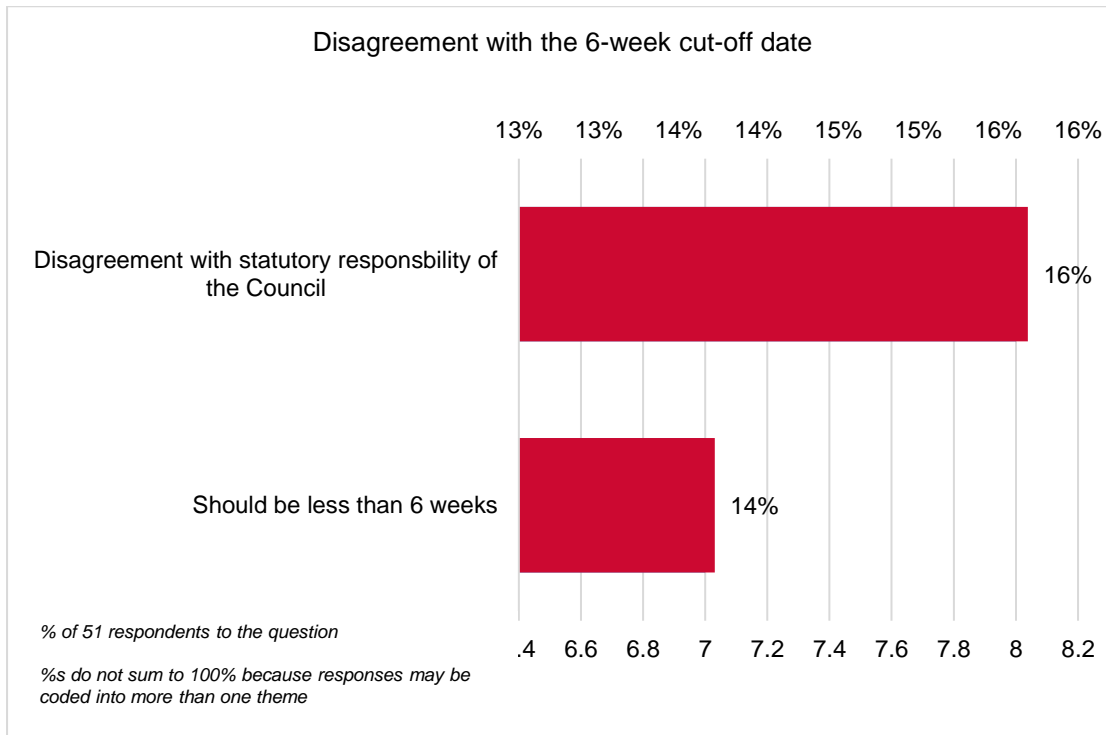
Of those respondents who provided further comments, the following suggestions were given on how to improve the proposal:



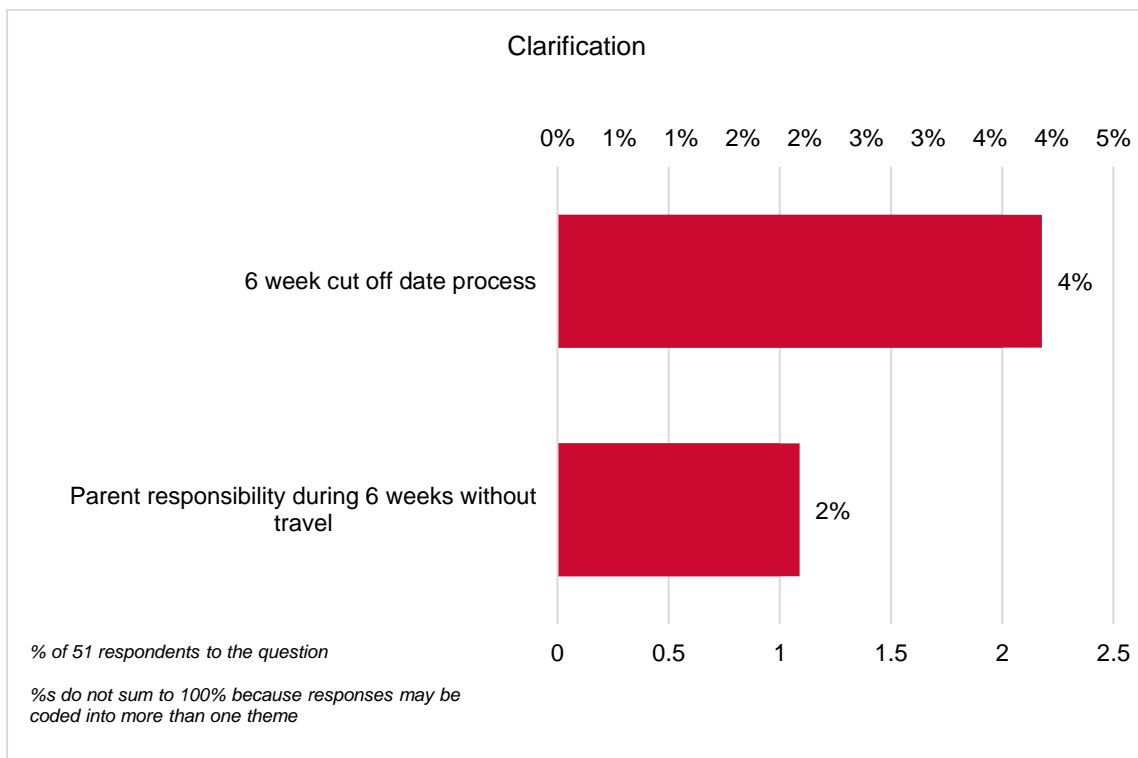
Of those respondents who provided further comments, the were about concerns with the 6-week cut-off date:



Of those respondents who provided further comments, the following were about disagreement with the 6-week cut-off date:






Of those respondents who provided further comments, the following were about clarifications on the 6-week cut-off date:



Q8 Would you agree to your child taking part in Independent Travel Training to enable them to develop lifelong skills and travel to school/college more independently?







Respondents were asked whether they agree or disagree with their child taking part in Independent Travel Training.

- 19% of respondents said yes
- 36% said probably but would need more information
- 45% said no

			Response Percent
1	Yes		19.28%
2	Probably yes but I'd need more information to decide		35.54%
3	No		45.18%

Q9 If you answered 'No' in questions 8, please tell us why?

86 respondents provided comments. Those not in favour selected the following reasons, with the majority saying it would not be suitable for their child.

			Response Percent
1	My child can already travel independently		4.55%
2	It is not a suitable programme for my child		45.45%
3	The school/college is too far away for travelling independently		29.55%
4	There is a lack of public transport to travel independently		7.95%
5	We have other arrangements in place		1.14%
6	Other reason (please describe below)		11.36%





Other reasons given

- More information needed.
- Previous programmes unsuccessful.
- Safety concerns.
- Concern it is means to remove eligibility.
- Concerns about quality of travel training

Q10 If we put this in place, how far do you think is reasonable to take your child to a pickup point?

Respondents were asked how far is reasonable to take a child to a pickup point.





- 80% of respondents said 400 meters
- 15% said 800 meters
- 4% said 1200 meters
- 1% said 1600 meters

			Response Percent
1	400 meters (around 6 minutes walking time)		80.29%
2	800 meters (around 13 minutes walking time)		14.60%
3	1200 meters (around 20 minutes walking time)		3.65%
4	1600 meters (around 26 minutes walking time)		1.46%

“About You” questions

Which of the following best describes you?

Respondents were asked in what capacity they were responding to the survey. The majority were either parents or carers.





			Response Percent
1	Teacher		3.05%
2	Parent		81.71%
3	Carer		19.51%
4	Other (please specify):		8.54%

Does your child or young person currently use the Home to School Travel Service?

82% of respondents currently use the service or have used it in the past.

14% have never used the service

4% do not have children/young people who travel to school.

			Response Percent
1	Yes - they currently use it		78.53%
2	Yes - they have used it in the past but do not currently use it		3.07%
3	No – they have never used it		14.11%
4	I do not have children/young people who travel to school		4.29%







How long have you used the Home to School Travel Service?

27% of respondents have used the service for 1-12 months.

28% 1-3 years

27% More than 3 years

18% have not used the service.

			Response Percent
1	1 - 3 months		11.11%
2	4 - 6 months		11.73%
3	7 - 12 months		3.70%
4	1 - 3 years		28.40%
5	More than 3 years		27.16%
6	We have not used the service		17.90%

How does, or did, your child or young person usually travel to School?

35% of respondents travel to school by taxi

27% travel by family car / mobility vehicle

19% travel by minibus











16% travel by walking

11% travel by bus

3% travel by wheelchair

2% travel by cycling

1% travel with a travel buddy

			Response Percent
1	Walking		16.05%
2	Wheelchair		3.70%
3	Cycling		2.47%
4	Bus		11.73%
5	Train		0.00%
6	Minibus		19.75%
7	Taxi		35.19%
8	Family car / mobility vehicle		27.78%
9	With a travel buddy (including a walking buddy or a travel buddy on a bus)		0.62%
10	I do not have children/young people who travel to school		3.09%
11	Other (please specify):		6.79%

6. How will this report be used?

The consultation feedback in this report is taken into account by officers in developing final proposals for the Home to School Travel Support policies. The final proposals are included in a separate report which, together with this consultation report, will be considered by Cabinet on Tuesday 5 March 2024.

How can I keep track?

You can find the latest consultation and engagement surveys online at www.bristol.gov.uk/consultationhub where you can also sign up to receive automated email notifications about consultations and engagements.

You can find forthcoming meetings and their agendas at democracy.bristol.gov.uk.

Any decisions made by Full Council and Cabinet will also be shared at democracy.bristol.gov.uk.