



CABINET – 15 JULY 2014

MAINSTREAM HOME TO SCHOOL TRANSPORT POLICY

**JOINT REPORT OF THE DIRECTOR OF ENVIRONMENT AND
TRANSPORT, THE DIRECTOR OF CHILDREN AND FAMILIES AND THE
COUNTY SOLICITOR**

PART A

Purpose of Report

1. The purpose of this report is to seek approval from Cabinet to implement a new Mainstream Home to School Transport Policy, following the conclusion of two public consultations.

Recommendation

2. The Cabinet is recommended to agree that:
 - a) the responses to the two public consultations on proposed changes to the mainstream Home to School Transport Policy and the Equality and Human Rights Impact Assessment be noted;
 - b) the proposals set out in the revised consultation (attached as Appendix E to the report) be approved, namely:
 - for pupils of compulsory school age i.e. those aged between 5 and 16 years to provide free transport where the distance between the pupils home address and the nearest appropriate school (or educational placement) with available spaces exceeds the statutory walking distances of 2 miles for primary age children and 3 miles for secondary age children. A school will not be seen as appropriate if it does not offer a transfer entry point that is compatible with the current school attended by the pupil.

and in addition:

- to provide an alternative offer of free transport to the nearest appropriate Leicestershire school over the statutory walking distances with places available. A school will not be seen as appropriate if it does not offer a transfer entry point that is compatible with the current school attended by the pupil.

but

- where there have been no changes to admission catchment areas or age ranges for admission since May 2012 to continue to offer free transport to the catchment area school in those areas

and that the County Council's mainstream Home to School Transport Policy be amended accordingly.

- c) the proposals made in the consultation for Post 16 transport for an annual contribution (charge) for transport assistance be approved.
- d) the transitional arrangements suggested in the consultation and detailed in paragraphs 57 - 58 of the report below, be approved i.e. that existing transport arrangements are honoured for students part way through their education until they leave and that the new policy to apply to new pupils or those transferring from a primary to a secondary school or between high and upper secondary schools from September 2015.

Reasons for Recommendation

3. The first consultation which ran between January and March 2014 resulted in a considerable negative response from both the public and schools (88% disagreed) to the proposals to move to a 'nearest school only' policy. The key concerns raised in the initial consultation were:
 - the educational impact of transfer at aged 10+ (year 6) from some primary schools and the potential educational impact of transfer at 14 (year 9) to an 11-16 or 11-19 school;
 - the desire to retain existing school links and the expectation that as a taxpayer in Leicestershire the County Council should provide transport to a Leicestershire school.
4. In considering the first consultation outcomes, the Cabinet on 1st April 2014 resolved to consult further on a wider range of options between April and June 2014.
5. The consultations arose from the need to address potential future budget pressures and the impact of schools moving to academy status and/or changing their age ranges or admission catchment areas and together with the EHRIA inform the recommendations to cabinet .

Timetable for Decisions (including Scrutiny)

6. Any new policy must be published by 12th September 2014 so that parents can make informed choices about expressing a preference for their child's school placement for the September 2015 pupil intake/transfer cycle.
7. The Scrutiny Commission has discussed the previous policy proposals in relation to Home to School Transport at its meetings on 26th February and 26th March 2014. This report will be considered by the Scrutiny Commission on 11th July 2014 and its comments will be reported to the Cabinet.

Policy Framework and Previous Decisions

8. The Cabinet agreed to a consultation on Home to School Transport proposals on 20th November 2013 and for the second consultation on 1st April 2014.
9. There is a statutory duty on the County Council to provide free transport to schools for eligible children. Historically in Leicestershire this has been based on the former admission catchment areas for schools and was confirmed by a statement to County Council in September 2012 which crystallised the transport arrangements based on the age range and admission catchment area applicable to individual schools at that point. The Cabinet revised the policy on the non-statutory elements of Home to School Transport at its meeting on 9th July 2013.

Resources Implications

10. The implementation of any new policy will require an additional 1.0 FTE Grade 8 position within the Sustainable Travel Group for 1 year commencing September 2014 to support the transition from the old to new policy. This will be managed from within the Sustainable Travel Group's staffing budget, where some posts are being held vacant in lieu of future savings built into the MTFs There will also be a requirement for ICT support.
11. Consideration will also be given to developing an ICT solution that will require families to pro-actively apply for statutory home to school transport for the 2016/17 academic year with a view to achieving efficiency savings rather than be provided transport automatically as part of the admissions process.
12. The Director of Corporate Resources has been consulted on the contents of this report.

Comments of the County Solicitor

13. The statutory provisions of the Education Act 1996 create a list of 'eligible children' for whom transport (free of charge) must be provided. Eligible children include:-
 - Children who cannot walk to school because of their SEN or disability;
 - Children who cannot walk because of the route availability;
 - Children who live beyond the statutory walking distances. These children are eligible if no suitable arrangements are made by the Local Authority to enable the child to attend a school nearer to his or her home. Statutory walking distance is defined as two miles for children aged under 8 years and three miles for children aged 8 years or over.

There are further eligibility criteria for children from low income families.

General public law principles require the Council to operate a transport policy that meets public law requirements. This in essence requires a policy to:-

- be rational and reasonable;
- be fair and equitable;

- be transparent and sufficiently clear so that parents and other users can easily understand it;
- be neutral in application i.e. not creating advantage for one group of parents or one school over another;
- be reviewed at regular intervals to ensure it continues to be fit for purpose but not changed so regularly as to be unworkable or confusing to users;
- take into account all relevant matters (including, for example, school admission arrangements);
- take account of the Public Sector Equality duty;
- be developed following proper consultation processes;
- take into account any statutory guidance issued.

14. The policy proposed provides more than the minimum requirements of the Education Act 1996. The County Council can formulate policies which provide additional discretionary transport providing it has consulted widely on the proposals and they meet the public law principles outlined above. Whilst the risk of challenge cannot be wholly eliminated, the County Solicitor is satisfied that the proposed policy meets the statutory and public law requirements referred to above.

Circulation under the Local Issues Alert Procedure

A copy of this report has been sent to all Members of the Council under the Members' News in Brief service.

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PART B**Background**

15. The Education Act 1996 places a duty on Local Authorities to provide free transport to school for eligible children. In brief the statutory framework defines eligible children as:
- Those who are unable to walk to school because of their Special Educational Needs, disability or mobility problems.
 - Those who are unable to walk to school in reasonable safety because of the nature of the route.
 - Those who live beyond the statutory walking distance of two miles for children aged under 8 and 3 miles for children aged 8 or over which are the distances which children or young people are deemed to be able to walk to school accompanied as necessary by an adult, provided a suitable walking route is available.
 - Those whose parents are in receipt of certain specified benefits.
16. Whilst schools were predominantly maintained and under the control of the County Council, admission catchment areas were defined by the Council (as the Admissions' Authority) to balance numbers and provide continuity of education within communities. Transport was provided for all eligible pupils who attended the admission catchment area school for their home address (or other nearer school).
17. When a school attains Academy status, the County Council no longer has any role in setting either the catchment area or the age range of pupils admitted to the school and whilst the County Council is entitled to be consulted on changes proposed by Academies, the decision to approve such changes is vested in the Education Funding Agency on behalf of the Secretary of State. Academies have effectively become businesses competing in the market place for students and catchment areas will be set by the Academy to suit its needs, with no requirement to have reference to the impact on the traditional pattern of transport provision.
18. The first consultation exercise was held on the proposal to only provide statutory free transport to the nearest school with available spaces. This consultation ended on 12th March 2014. The key concerns emerging during the consultation were:
- the educational impact of transfer at aged 10+ (year 6) from some primary schools and the potential educational impact of transfer at 14 (year 9) to an 11-16 or 11-19 school;
 - the desire to retain existing school links; and
 - the expectation that as a taxpayer in the county the Council should provide transport to a Leicestershire school.
19. There were a number of other concerns in terms of siblings, parental preference (choice), cost, not attending the long standing traditional catchment school and breaking links between groups of schools. The second consultation offered alternative proposals seeking to address these key concerns.

Developing a New Policy

20. The context for developing a new policy is that schools which were once under the control of the County Council have already, or are considering as Academies,

changing their age ranges and admission catchment areas. Government policy also encourages the formation of new schools, such as free schools and studio schools, which will set their own admission catchment areas.

21. Under the previous regime, admission catchment areas did not overlap and therefore, there was no ambiguity about the school for which a pupil would receive statutory free transport. In practice, there were instances where the catchment area school was further from the child's home than another school and the Leicestershire policy for transport provision was to the catchment school or nearer school. In certain instances, the nearer school is outside of the County administrative boundary. The new proposals will address public concerns that the children of Leicestershire taxpayers should always have the option of attending a Leicestershire school.
22. Overlap of admission catchment areas creates dual or multiple-eligibility for free home to school transport, if all admission catchment areas are deemed valid for transport entitlement purposes. These catchment areas are likely to change year on year and result in a complex and confusing policy on Home to School Transport which will be more expensive to deliver. The new proposals will provide continuity to schools where catchments/age ranges have not changed and will protect the County Council's position into the future as well as providing clarity to both parents and education providers.
23. Reference has already been made to the Academies being competing businesses.. Academy Trusts are not required to take into account existing catchment areas nor respect administrative boundaries when determining their own admission catchment areas.

Consultation Responses

24. A report on the further consultation response is attached at appendix B to this report

Home to School Transport Policy for students aged 11-16

25. Respondents were asked about the proposals for Home to School Transport for students aged 11 - 16 years and if they agreed or disagreed with the Council's proposed policy for the provision of transport to schools and academies. The key responses gave the following:
 - Nearly three quarters of respondents disagreed with the new proposals (73.3%), compared with 87.7% in the first consultation
 - Nearly a quarter agreed (22.4%) with the new proposals compared to 9.7% previously.
26. The respondents were particularly clustered in certain areas as follows:
27. The highest concentration of respondents to the second consultation live in LE3 which includes Leicester Forest East, Braunstone and Glenfield, LE7 which borders the north east edge of Leicester City and includes towns and villages such as Thurnby, Houghton on the Hill, Scraftoft and Anstey and LE17 which covers Lutterworth Town and surrounding villages.
28. Of these, LE7 shows a marked reduction in the percentage of respondents who disagreed with the new proposals (94.9% down to 66.7%), whereas LE3 and LE17

remained consistently high in the proportion of respondents who disagreed with the new proposals.

29. Comments that were particular to LE3 made reference to South Charnwood High School and Martin High School. Both sets of respondents were, in the main, concerned about the loss of school bus transport to their traditional catchment school.
30. Comments emanating from LE7 mentioned Gartree High School and Beauchamp College and tended to express a high level of uncertainty about the potential impact of the proposals in their particular circumstances.
31. Respondents were asked an open ended question: 'Please use the space below to let us know any other comments on our proposed policy for the provision of transport to schools and academies.'
32. The above question received 194 (48.7%) responses. Comments made included three main points of view:
 - Those that generally agreed with the new proposals and saw them as a positive change, incorporating the concerns expressed in the previous consultation;
 - Those that disagreed with the new proposals as they believed these extra concessions should not have been made, instead saying the original proposals should have been implemented as they were;
 - Those that disagreed with the new proposals as they believed they did not restrict school transport provision far enough, stating if some parents were now to be charged then all parents should be charged.
33. The rest of the respondents disagreed with the new proposals suggesting that they are too restrictive for at least one of the following reasons:
 - Traditional catchments should be maintained to ensure continuity for pupils and to capitalise on the proven working relationships between feeder schools and high schools.
 - The impact on faith schools
 - Society should invest in school transport now so that pupils could maximise their potential and so benefit society later.
 - Parental choice would be curtailed. Parents expressed a desire to send their child to the best not the nearest school without incurring a cost to do so.
 - The impact on the road network and environment of parents having to transport their own children.
 - The safety of the child. Some high schools were within the three mile cut off but were not accessible by public footpaths or were only accessible along busy main roads.
 - The new proposals were seen as unfair because they did not offer the same level of provision to all pupils/ families.
 - The new proposals were deemed unclear. Some parents remained uncertain as to whether pupils would be able to choose their nearest Leicestershire School now and/or would be able to do so in the future.

Age 16+ Transport

34. Respondents were also asked about 16+ transport arrangements and whether they agreed or disagreed with the Council's proposal to remove the subsidy from post-16 transport to colleges. The key responses gave the following:

- Nearly two-thirds of respondents disagreed with the new proposals (64.1) compared to 85.7% of respondents in the first consultation
- One in five agreed (22.0%) with the new proposals compared to 7.0% previously.

35. The respondents were particularly clustered in certain areas as follows:

36. The highest concentration of respondents who answered the question about the post 16 transport proposal in the second consultation live in LE3 which includes Leicester Forest East, Braunstone and Glenfield, LE7 which borders the north east edge of Leicester City and includes towns and villages such as Thurnby, Houghton on the Hill, Scraptoft and Anstey and LE17 which covers Lutterworth Town and surrounding villages.

37. Of these, LE7 shows a marked reduction in the percentage of respondents that disagreed with the new proposals (93.2% down to 23.0%), whereas LE3 and LE17 remained consistently high in the proportion of respondents that disagreed with the new proposals.

38. Respondents were asked an open ended question to enable them to provide comments on the proposals for 16+ transport. Comments were mainly from those who disagreed with the new proposals suggesting that it is too restrictive for at least one of the following reasons:

- Students now have to continue in some form of education or training until they are 18 years old therefore the government should also legislate so that post 16 transport provision matches that of secondary schools.
- The proposal will impact on a student's choice of career as not all courses are offered at all colleges.
- Students in full-time education receive no benefits and do not work and therefore they cannot afford to pay for transport.
- The policy remains ambiguous.
- If students wish to continue in the 6th form of the same school they already attend they should not have to pay. To change school would be detrimental to their progress and impact on attainment levels.

The proposed transitional arrangements

39. Respondents were also asked about the proposed transitional arrangements and whether they agreed or disagreed with the Council's proposals. The key responses were as follows::

- Three-fifths of respondents disagreed with the new proposals (57.0%) which is similar to the results from the first consultation (59.9%).

- Just over a quarter of respondents agreed with the second proposal (28.2% compared to 26%)
40. There was an opportunity to make alternative suggestions to the policy proposals. Comments were made around nearest, county and catchment areas for schools.
41. The following table provides a summary of the number of responses that mentioned a specific secondary school within one of the open ended questions in the second or the first consultation. Primary schools were also mentioned but usually in context of a transition to a secondary school.

Named Secondary School/College

Secondary School	Second consultation	First consultation
Gartree High/Beauchamp College	22	141
Martin High	11	17
South Charnwood High/Winstanley	9	15
Lutterworth High /College	3	66
The Market Bosworth School	3	5
Brockington High & Community College	3	3
Belvoir High	0	18
Kibworth High	0	14
Newbridge Academy	0	4
Humphrey Perkins	0	2

42. The table gives an indication of which secondary schools the proposed change to home to school transport policy are most likely to affect. It shows that the frequency of reference to Gartree High School, Beauchamp College, Lutterworth High School and Lutterworth College (areas that generated relatively high response rates last time) has greatly reduced whereas the frequency of reference to Martin High School, South Charnwood High School and Winstanley College remain comparably high across both consultations.

Petition presented by Lynton Yates CC to Scrutiny Commission on 30th April 2014

43. A petition submitted signed by 1385 people was presented to the Scrutiny Commission by Mr. L. Yates CC, the local County Councillor for Glenfield, *requesting that children be allowed to continue their education at their local County catchment secondary school with transport costs provided where this fell outside the 3 mile distance.*
44. An extract from the minutes of the meeting are as follows:
- With the consent of the Chairman, Mr. Yates addressed the Commission and asked whether Central Government was likely to change primary legislation or provide additional funds to local authorities for school transport. Mr. Yates noted that, since compiling the petition, the Council had agreed to consult further on a policy which would include provision of free school transport to the nearest suitable Leicestershire School and he welcomed this change. This consultation process started on 28 April and was due to finish on 15 June (Minute 97 also refers).
 - The Director reported that there were no indications that Central Government intended to change the primary legislation on school transport, nor was there any

indication that additional funding would be provided. He reminded members that there were no reductions to Home to School Transport funding in the Council's current Medium Term Financial Strategy.

It was resolved by the Scrutiny Commission:

- a) That the petition be considered as part of the new consultation process on Home to School Transport Policy;
- b) That the Director be asked to have regard to the petition in his report on the outcome of the consultation process, which was due to be submitted to the Commission at a meeting in July.

45. The further consultation on the Home to School Transport Policy addresses concerns about a failure to provide transport to the nearest Leicestershire County Catchment School in that it is proposed to provide transport over the relevant statutory distances to the nearest Leicestershire school, or admission catchment area school where there have been no changes to the admission catchment area or age range since 31st May 2012.
46. In the case of Martin High School, Anstey, free transport is currently provided to the school for Glenfield residents even below the statutory walking distance as there is currently no available walking route between Glenfield and Anstey and as this has been the traditional catchment school for Glenfield. The Martin High School has changed its age range from an 11-14 school to an 11-16 through school which means that pupils aged 15 and 16 years (in years 10 and 11) have dual transport eligibility to both Martin High School and Longslade Community College and a number of nearer schools under the current Home to School Transport Policy.
47. The adoption of the new policy proposals would mean that there may be (dependant on the location of the pupils home) nearer Leicestershire schools in both Groby and Braunstone which are less than 3 miles walk and any new pupils starting at Martin High School in September 2015 are unlikely to be eligible for free transport. Pupils may be eligible if both nearer Leicestershire schools are full at the point of admission decisions being made in spring 2015.
48. Transitional arrangements would be in place from September 2015 for any children already at Martin High School until the end of their attendance at the school and free transport would be provided whilst there is no available walking route.
49. At some point in the future, given recent planning approvals for a housing development on Gynsill Lane, it is likely that an available walking route from Glenfield will be created by the upgrading to a hard surfaced footpath between that development and Anstey village.

Proposed Amendment to Policy and its Implications

50. In order to provide clarity and consistency for the policy on Home to School Transport and to protect the budget, multiple-eligibility for transport needs to be avoided.

51. The addition of entitlement to the nearest Leicestershire school would allow parents to express a preference for a school within Leicestershire during the normal admission round and attract free home to school transport if the school was the nearest Leicestershire school over the statutory walking distance of 2 miles for primary school aged children and 3 miles for secondary school aged children. This is a discretionary addition to the legal minimum requirement in the original consultation proposal. This addition is not expected to incur additional costs to the council.
52. The proposals contained in this report will also accommodate age appropriate transfer arrangements and the 'nearest Leicestershire School' added to 'nearest school with available spaces' will address concerns raised about the suitability of transport arrangements to schools where the transfer of pupils takes place at points outside of the 'usual' transfer point at age 11 years (year 7), and where local education provision is made via remaining high and upper schools in secondary education. This proposal would provide for transport links at appropriate age range transfers over the statutory walking distance of 2 and 3 miles. This proposal is not expected to incur additional costs to the Council.

The proposed policy will continue to recognise traditional and long -standing arrangements where these are still applicable i.e. where there has been no admission catchment area or age range changes since 31st May 2012.

53. A similar policy will apply to post-16 transport to 6th form and Further Education Colleges in respect of giving the Leicestershire educational establishment options and recognising 'frozen' school areas.
54. It should also be noted that whilst the new policy is robust, eligibility of children is likely to change in future if academies in 'protected' areas (where no changes have been made since May 2012) make changes, or other academies do so and/or free schools open. In these situations it is proposed that the policy will revert to the nearest school/nearest Leicestershire school criteria. This is also likely to require transitional arrangements to be put in place for children already in a phase of education at affected schools. If and when such changes occur then transitional arrangements in paragraph 58 will apply.

Implications of the Consultation Proposals

55. There can be no doubt that the change proposed represented a radical shift from the current arrangements. Certain factors will need to be accounted for, namely:
- Traditional admission catchment areas no longer apply for many schools;
 - Feeder primary school arrangements can and will be broken;
 - The opening of studio or free schools may change transport eligibility patterns from one year to the next;
 - There will be a need to decide on continuity of eligibility and any transitional arrangements;
 - Detailed procedures and rules will be required and these will be contained in a new Home to School Transport Policy if these proposals are agreed.
 - Future age range and admission catchment area changes within the current 'frozen' areas will lead to changes in entitlement in line with the proposed policy.

Next steps

56. If agreed by the Cabinet, the amended policy will need to be published no later than 12th September 2014 if it is to become effective from September 2015. Parents/pupils would be advised of school place and transport eligibility decisions from March/April 2015 for secondary transfers and May 2015 for first time admissions.
57. There will be a need to design appropriate phasing and transitional arrangements. This would be to guarantee existing transport arrangements for pupils already part way through their educational career path in their current school. Therefore any policy change from September 2015 will only affect new intake pupils or pupils transferring to a different school.
58. New application processes will need to be designed to deliver transparent transport eligibility application and decisions linked to available space in the nearest school for the age range of the pupil for whom transport is being applied for.

Equal Opportunities Implications

59. The County Council is required to have due regard to the Public Sector Equality duty in the exercise of its school transport functions. This requires the Council to have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between those who share one of the nine protected characteristics and those who do not. An Equalities and Human Rights Impact Assessment has been completed and is attached as Appendix A to this report. These proposals make significant changes to the way in which transport has been provided but do not adversely impact on one protected group over another. Transition arrangements are proposed to ensure that continuing education is provided at the same school for those wishing to do so.
60. The County Council's Special Educational Needs Transport Policy provides arrangements for those children who fall outside the mainstream policy covered by this report and remains unaffected by these proposals.
61. These proposals change the arrangements for home to school transport where schools have changed admission catchment areas or age ranges but the County Council has a statutory responsibility to provide transport to the nearest school over the relevant distances.
62. Post 16 transport proposals are less generous but transport will be provided to the nearest 6th form and FE college and nearest Leicestershire 6th form and FE college. A low income exemption from the charge is introduced from September 2014 for students from qualifying families.
63. Those students under age 16 years from low income families are protected by the statutory arrangements which provide enhanced entitlement in relation to free transport.
64. Although there will be a reduction from full choice of transport to any suitable college at Post 16, students will still have a choice of assisted transport to either an academic or vocational based learning opportunity.

65. The County Council will provide professional support and advisory services to Academies and Colleges who seek to provide a wider range of transport services directly to students.
66. The impact of these proposals are mitigated by the provision of commercial student season tickets on commercially operated bus services in Leicestershire; and by some schools/colleges assisting with transport arrangements.

Appendices

- A - Equalities and Human Rights Impact Assessment
- B - Consultation responses report
- C - Summary of consultation concerns received by e-mail and letter
- D - Summary of consultation concerns and officer responses
- E - Consultation proposals

Background Papers

Cabinet Report on Home to School Transport 9th July 2013

[http://politics.leics.gov.uk/Published/C00000135/M00003857/AI00035016/\\$5ResultsofConsultationonChangestoHometoSchoolTransportPolicyandCharging.docA.ps.pdf](http://politics.leics.gov.uk/Published/C00000135/M00003857/AI00035016/$5ResultsofConsultationonChangestoHometoSchoolTransportPolicyandCharging.docA.ps.pdf)

Cabinet Report 20th November 2013

[http://politics.leics.gov.uk/Published/C00000135/M00003636/AI00036272/\\$7hometoschooltransportpolicy.docA.ps.pdf](http://politics.leics.gov.uk/Published/C00000135/M00003636/AI00036272/$7hometoschooltransportpolicy.docA.ps.pdf)

Scrutiny Commission minute 26th February 2014

[http://politics.leics.gov.uk/Published/C00000137/M00003933/\\$\\$Minutes.doc.pdf](http://politics.leics.gov.uk/Published/C00000137/M00003933/$$Minutes.doc.pdf)

Scrutiny Commission report 26th March 2014

[http://politics.leics.gov.uk/Published/C00000137/M00003934/AI00037744/\\$ConsiderationofOptionsforHometoSchoolTransportPolicy.docxA.ps.pdf](http://politics.leics.gov.uk/Published/C00000137/M00003934/AI00037744/$ConsiderationofOptionsforHometoSchoolTransportPolicy.docxA.ps.pdf)

Cabinet Report 1st April 2014

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&Mid=3989&Ver=4>

Home to School Travel and Transport Guidance – Department for Education and Skills (2007)

<http://webarchive.nationalarchives.gov.uk/20130401151715/https://www.education.gov.uk/publications/eOrderingDownload/DFES-00373-2007.pdf>

Consultation on New home to school travel and transport guidance – Department for Education (March 2014)

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/295189/Home_to_School_Transport_Consultation_Document.pdf

Mainstream Home-School/College Transport Policy (July 2013 and May 2014)

http://www.leics.gov.uk/index/highways/passenger_transport/school_college_transport/school_and_college_transport_entitlement_policy.htm

Your guide to Primary Education in Leicestershire 2014/15

http://www.leics.gov.uk/web_primary_guide_2014-15_first_section_6.pdf

Your guide to Secondary Education in Leicestershire 2014/15

http://www.leics.gov.uk/web_secondary_guide_2014-15_first_section_6-2.pdf

Statutory Guidance on the Participation of Young People in Education, Employment or Training (March 2013)

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/268972/participation_of_young_people_-_statutory_guidancev3.pdf

Post-16 transport to education and training – Department for Education (February 2014)

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/277016/Post-16_Transport_Guidance.pdf

