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Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr Bridgend County Borough Council

Swyddfeydd Dinesig, Stryd yr Angel, Pen-y-bont, CF31 4WB / Civic Offices, Angel Street, Bridgend, CF31 4WB



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Cyfarwyddiaeth y Prif Weithredwr / Chief Executive's Directorate

Deialu uniongyrchol / Direct line : 01656 643148 / 643694 / 643513

Gofynnwch am / Ask for: Democratic Services

Ein cyf / Our ref:
Eich cyf / Your ref:

Dyddiad/Date: Thursday, 11 July 2024

Dear Councillor,

SUBJECT OVERVIEW AND SCRUTINY COMMITTEE 1

A meeting of the Subject Overview and Scrutiny Committee 1 will be held in the Hybrid in the Council Chamber - Civic Offices, Angel Street, Bridgend, CF31 4WB/ remotely via Microsoft Teams on **Thursday, 18 July 2024 at 11:00**.

AGENDA

1. **Apologies for Absence**
To receive apologies for absence from Members.
2. **Declarations of Interest**
To receive declarations of personal and prejudicial interest (if any) from Members/Officers in accordance with the provisions of the Members Code of Conduct adopted by Council from 1 September 2008 (including whipping declarations).
3. **Approval of Minutes** 3 - 10
To receive for approval the minutes of the meeting of 11/04/24.
4. **Learner Travel Consultation Outcome** 11 - 122

Invitees:

Councillor Martyn Jones – Cabinet Member Education and Youth Services

Lindsay Harvey - Corporate Director for Education, Early Years and Young People
Nicola Echanis - Head of Education and Family Support

Robin Davies – Group Manager, Business Support

Headteachers:

Helen Jones – Headteacher Maesteg Comprehensive
Adele Thomas – Headteacher Nottage Primary

5. **Conclusions and Recommendations**

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6.	<u>Corporate Parenting Nomination Report</u>	123 - 126
7.	<u>Forward Work Programme Update</u>	127 - 148
8.	<u>Urgent Items</u>	To consider any item(s) of business in respect of which notice has been given in accordance with Part 4 (paragraph 4) of the Council Procedure Rules and which the person presiding at the meeting is of the opinion should by reason of special circumstances be transacted at the meeting as a matter of urgency.

Note: This will be a Hybrid meeting and Members and Officers will be attending in the Council Chamber, Civic Offices, Angel Street Bridgend / Remotely via Microsoft Teams. The meeting will be recorded for subsequent transmission via the Council's internet site which will be available as soon as practicable after the meeting. If you would like to view this meeting live, please contact [cabinet committee@bridgend.gov.uk](mailto:cabinet_committee@bridgend.gov.uk) or tel. 01656 643148 / 643694 / 643513 / 643159.

Yours faithfully
K Watson
 Chief Officer, Legal and Regulatory Services, HR and Corporate Policy

Councillors:
 JPD Blundell
 RJ Collins
 HJ David
 H Griffiths

Councillors
 D M Hughes
 J Llewellyn-Hopkins
 I M Spiller
 T Thomas

Councillors
 JH Tildesley MBE
 A Williams
 AJ Williams
 E D Winstanley

Registered Representatives:

Angela Clarke - Church in Wales Representative
 Samantha Lambert-Worgan - Parent Governor Special School

SUBJECT OVERVIEW AND SCRUTINY COMMITTEE 1 - THURSDAY, 11 APRIL 2024

MINUTES OF A MEETING OF THE SUBJECT OVERVIEW AND SCRUTINY COMMITTEE 1 HELD HYBRID IN THE COUNCIL CHAMBER - CIVIC OFFICES, ANGEL STREET, BRIDGEND, CF31 4WB ON THURSDAY, 11 APRIL 2024 AT 10:00

Present

Councillor A Williams – Chairperson

M Jones

E D Winstanley

Present Virtually

M J Evans

J Llewellyn-Hopkins

T Thomas

AJ Williams

Apologies for Absence

RJ Collins, D M Hughes and I M Spiller

Officers:

Lindsay Harvey

Becca Avci

Susan Roberts

Rachel Keepins

Lucy Beard

Corporate Director Education and Family Support

Welsh in Education Strategic Plan Co-Ordinator

Group Manager (School Support)

Democratic Services Manager

Scrutiny Officer

Cabinet Members

Councillor Huw David

Councillor Jon-Paul Blundell

Leader of Council

Cabinet Member for Education

Invitees

Clara Seery

Andrew Williams

Managing Director – Central South Consortium

Assistant Director – Central South Consortium

SUBJECT OVERVIEW AND SCRUTINY COMMITTEE 1 - THURSDAY, 11 APRIL 2024

Darren Jones	Principal Improvement Manager – Central South Consortium
Natalie Gould	Assistant Director for Curriculum and Professional Learning
Neil Davies	Headteacher, Mynydd Cynffig Primary School
Nicola Kelly Fisher	Headteacher, St Marys and St Patricks Catholic Primary School
Ryan Davies	Headteacher, Brynteg Comprehensive
Catrin Evans	Assistant Headteacher, Ysgol Gyfun Gymraeg Llangynwyd
Ms Angela Clarke	Church of Wales Registered Representative

Declarations of Interest

Councillor Amanda Williams – Personal – LA Governor. Three children at a comprehensive school in the borough.

Councillor Melanie Evans – Personal – Governor at Croesy Primary and Pencoed Comprehensive Schools. Son attends Pencoed Comprehensive School.

Councillor Johanna Llewellyn-Hopkins – Personal – Governor. Children attend local schools.

Prejudicial – In the process of setting up a Welsh speaking nursery.

40. Approval of Minutes

Decision Made	<u>Resolved:</u> That the minutes of a meeting of Subject Overview and Scrutiny Committee 1 dated 26 May 2023, 11 September 2023, 12 October 2023 and 18 January 2024, be approved as a true and accurate record.
Date Decision Made	11 April 2024

41. Welsh in Education Strategic Plan (2022-2032)

Decision Made	<u>Resolved:</u> Following consideration of the report and detailed discussion with Cabinet Members and Senior Officers the Committee made the following comments and recommendations: 1. Whilst acknowledging that the WESP Annual report 2022-23 predated the recent approval of the MTFS 2024-25 to 2027-28, the Committee expressed strong concern over the significant financial implications that now faced the Local Authority, which could potentially compromise the delivery of the ambitions
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	<p>and commitments contained in the WESP.</p> <p>An example of this relates to the proposal to increase capacity at Ysgol Gymraeg Bro Ogwr and Ysgol Y Ferch o'r Sgêr as well as the development of a seedling school in Porthcawl, given the proposal in the current MTFS to reduce nursery provision to the statutory minimum from 2025-26. There was further concern relating to the Welsh medium childcare hubs and the fact that two hubs already built in Bettws and Blackmill still lay vacant and if providers could not be sought, would remain vacant. Not only was there a reputational risk to the Local Authority but also a financial risk to the Capital expenditure for further nursery provision and Welsh childcare provision, the latter of which also had ongoing revenue implications for the Local Authority.</p> <p>The Committee therefore recommended that:</p> <ul style="list-style-type: none">a) The Five- and Ten-Year WESP plan be amended and updated (if possible), to reflect the recent financial implications including the impact of any proposed changes to Nursery provision and Home to School Transport provision, which was also highlighted within the future MTFS budget reductions.b) That both plans be amended to reflect the current situation of the childcare hubs, as the plan implies that those in Bettws and Blackmill are already open.c) That the concerns of the Committee relating to the reputational risk of having vacant Welsh childcare hubs as well as the ongoing financial risk of revenue funding required for this provision, be brought to the attention of the Cabinet Secretary for Education. <ol style="list-style-type: none">2. The Committee considered the timescales of the Annual WESP report and recommended that they receive an update containing the draft Annual WESP report 2023-24, before it is approved by Cabinet in September 2024, in order that they can undertake pre-decision scrutiny and have a greater impact.3. Whilst appreciating that the individual sub-group reports contain the latest updates, the Committee recommend that the larger Five-Year WESP Plan needed to contain those updates so that a full picture could be provided to the Scrutiny Committee alongside the Annual Report. If this was not possible, the Committee requested that they receive the subgroup plans with these updates.4. The Committee recommended that the Annual report contain figures and information relating to the work being undertaken with English speaking nurseries to encourage the use of Welsh language.5. Members discussed the number of teaching staff able to teach Welsh (as a subject) and through the medium of Welsh in regard to the school workforce annual census, which showed teachers skills
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	<p>across the board from basic to proficiency. The Committee noted that the statistics were in isolation and recommended that a comparison be undertaken with other Local Authorities of similar characteristics to assist Members in understanding the level of skills for teachers.</p> <p><u>Additional information requested:</u></p> <ul style="list-style-type: none">• The Committee requested clarification on the four new funding streams that have been agreed by Welsh Government as priorities in relation to Welsh Language.• Members discussed the subject of parental support as well as the decisions behind parents choosing to send their children to an English medium or Welsh medium school. The Corporate Director of Education and Family Support advised he would confer with the School's Admission Team as to what information was available or could potentially be gathered.• The Committee supported the work being undertaken and support provided to pupils with Additional Learning Needs (ALN) in Welsh Medium education and felt that Members would benefit from receiving anonymous case studies where children with ALN have really excelled and achieved high educational attainment.• The Committee requested further information on what incentive schemes were currently being run by Welsh Government to encourage and increase the number of Welsh-medium teachers. <p><u>Forward Work Programme</u></p> <p>The Committee agreed to consider Welsh Medium Education under their future item on School Modernisation and requested that they receive evidence that the Local Authority had gathered on the 'demand' for additional Welsh education and childcare provision, as part of this report, particularly in those areas such as Porthcawl where there were proposed developments.</p>
Date Decision Made	11 April 2024

42. Annual Local Authority Scrutiny Report Central South Consortium 2022-23

Decision Made	<p><u>Resolved:</u> Following consideration of the report and detailed discussion with Cabinet Members and Senior Officers the Committee made the following comments and recommendations:</p> <ol style="list-style-type: none">1. Members discussed their consideration of the last annual report brought to the Committee from the
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	<p>Central South Consortium (CSC) and recommended that pre decision scrutiny of the 2025-2028 Business Plan be built into the CSC planning process to enable the Committee to provide some value into the process.</p> <p>2. The Committee recognise the restrictions that Welsh Government has placed on the sharing and publishing of performance data in the public domain. It was however recommended, and agreed by representatives from the Central South Consortium, that it would be useful to include further detail of some of the ALPs performance analysis, such as the number of 'A' level entries, in future reports, as this would provide a more informed picture.</p> <p><u>Additional information requested:</u></p> <ul style="list-style-type: none">• Members requested additional information on CSC grant funding; how it is divided up and allocated, as well as clarification on the associated funding formula.
Date Decision Made	11 April 2024

43. Information Report for Noting - Adult Community Learning

Decision Made	<u>Resolved:</u> The Committee acknowledged the publication of the information report on Adult Community Learning.
Date Decision Made	11 April 2024

44. Information Report for Noting - Quarter 3 Performance 2023-24

Decision Made	<p><u>Resolved:</u> The Committee acknowledged the publication of the information report on Quarter 3 Performance 2023-24.</p> <p>The Committee also commented on the Corporate Plan having seven well-being objectives and between 220 and 230 aims with Red Amber Green (RAG) ratings, suggested that this was too many and needed to be streamlined. Members requested that this be referred to the Corporate Overview and Scrutiny Committee for future consideration.</p>
Date Decision Made	11 April 2024

Forward Work Programme Update

Decision Made	<p>Resolved: The Committee considered and noted the Forward Work Programme Report and its appendices, agreeing that there was a need to consider key priorities for future items.</p> <p>Members also resolved that:</p> <ul style="list-style-type: none">• Consideration be given to the impact on the WESP when looking at the Home to School transport item including transport policy and any changes going forward.• Information to be requested regarding the childcare hubs, facilities on the areas in need based on the LDP evidence to be made available for the School Modernisation Update scheduled on the FWP.• A deep dive scrutiny panel be established from the membership of the Committee to be able to consider the subject of Governing Body support and funding in more detail with any recommendations reported back to the main committee.
Date Decision Made	11 April 2024

46. Urgent Items

Decision Made	None
Date Decision Made	11 April 2024

To observe further debate that took place on the above items, please click this [link](#).

The meeting closed at 14:27.

Agenda Item 4

Meeting of:	SUBJECT OVERVIEW AND SCRUTINY COMMITTEE 1
Date of Meeting:	18 JULY 2024
Report Title:	LEARNER TRAVEL CONSULTATION OUTCOME
Report Owner / Corporate Director:	CORPORATE DIRECTOR (EDUCATION, EARLY YEARS AND YOUNG PEOPLE)
Responsible Officer:	ROBIN DAVIES GROUP MANAGER (STRATEGY, PERFORMANCE AND SUPPORT)
Policy Framework and Procedure Rules:	There is no effect upon the policy framework or procedure rules.
Executive Summary:	The outcome of the public consultation on proposals to amend the current Home-to-School/College Transport Policy

1. Purpose of report

1.1 The purpose of this report is to:

- inform Subject Overview and Scrutiny Committee 1 (SOSC1) of the outcome of the public consultation in relation to the local authority's Home-to-School/College Transport Policy; and
- for SOSC1 to consider and agree any recommendations it may wish to make to Cabinet when it meets to consider the matter on 23 July 2024.

1.2 Given the timings of this meeting and the meeting of Cabinet on 23 July 2024, the Chair of SOSC1 has agreed to make a verbal presentation to Cabinet in respect of any recommendations forthcoming from SOSC1, which are consistent with the committee's challenge and support role in light of the proposals and the consultation responses.

1.3 Therefore, this report provides feedback on the outcome of the public consultation on proposals to amend the local authority's current Home to School/College Transport Policy. The public consultation prompted over 1000 responses from the public and from learners. The results are a product of an online survey and four public meetings, as well as bespoke consultation meetings/events with both primary and secondary school pupils. The analysis of the survey results is presented in the consultation report (see Appendix 2).

1.4 The proposals that were consulted upon are as follows:

Proposal 1

Withdrawal of transport for all learners benefitting from an available walking route to school, in line with statutory distances of two miles for primary school-age pupils and three miles for secondary school-age pupils.

Proposal 2

Removal of legacy ' sibling' protection for pupils.

Proposal 3

Removal of all transport for nursery pupils (excluding pupils attending their nearest suitable Welsh-medium or faith school).

Proposal 4

Removal of all Post-16 transport, excluding pupils attending the following schools:

- Ysgol Gyfun Gymraeg Llangynwyd;
- Archbishop McGrath Catholic High School; and
- The Bishop of Llandaff Church in Wales High School.

Proposal 5

The offer to parents/carers of pupils with additional learning needs the option of a 'transport budget' providing a mileage allowance of 45 pence per mile

1.5 Detailed comments and suggestions were received via the written responses to the consultation. A summary of these are reported in Appendix 3, against the following main themes:

- Time
- Distance
- Responsibility
- Safety
- Faith-based education
- Welsh-medium education
- Cost
- Environment
- Additional learning needs
- Attendance/attainment
- Expectation

2. Background

2.1 The local authority has a statutory duty under the Learner Travel (Wales) Measure 2008 (the Measure) to make suitable transport arrangements to facilitate the attendance of children each day at the relevant places where they receive their education or training subject to specific requirements. This is primarily achieved via the contracting of home-to-school transport services from the private sector. Eligibility for

pupils and Post-16 learners to be in receipt of free home-to-school/college transport is governed by the local authority's Home-to-School/College Transport Policy.

2.2 Under the Measure, local authorities must:

- assess the travel needs of learners in their authority area;
- provide free home-to-school transport for learners of compulsory school age attending primary school who live two miles or further from their nearest suitable school;
- provide free home-to-school transport for learners of compulsory school age attending secondary school who live three miles or further from their nearest suitable school;
- assess and meet the needs of 'looked after' children in their authority area;
- promote access to Welsh-medium education;
- promote sustainable modes of travel; and
- where learners are not entitled to free transport, local authorities have the power to provide transport on a discretionary basis.

2.3 In September 2015, Cabinet determined changes to the local authority's Home-to-School/College Transport Policy to meet the Medium-Term Financial Strategy (MTFS) efficiency savings identified from 2016-2017 to 2019-2020. The policy change was implemented in September 2016.

2.4 Changes to policy eligibility were based on statutory distances laid down in the Measure of two miles for primary school pupils and three miles for secondary school pupils.

2.5 Cabinet was not minded to remove the discretionary arrangements for Post-16 learners, who would continue to benefit from home-to-school/college transport at the three-mile distance (the same as secondary school pupils in statutory education).

2.6 However, the policy included 'in-receipt' and the 'sibling rule' entitlement (explained below), which has meant that, year-on-year, the number of pupils the policy change has applied to (and consequently, any efficiency savings), has been relatively small.

2.7 The public consultation in respect of the most recent policy proposal took place over a 12-week period from 10 April 2024 to 3 July 2024 and was available bilingually, through a variety of alternative formats. Consultation with the public and with learners took place at specially arranged events.

2.8 The five substantial proposals put forward for consultation are detailed in the public consultation document (see Appendix 1) and are as follows:

- Withdrawal of transport for all learners benefitting from an identified and available (safe) walking route to school in line with statutory distances of two miles for primary school pupils and three miles for secondary school pupils.
- Removal of 'sibling' and 'in-receipt' protection for pupils
- Removal of all transport for Nursery pupils (excluding pupils attending Welsh-medium and faith schools).

- Removal of all Post-16 transport (excluding pupils attending Welsh-medium and faith schools).
 - The offer to parents/carers of pupils with additional learning needs (ALN) the option of a ‘personal transport budget’.
- 2.9 Table 1 below provides a summary of the proposed policy changes as they apply to the current Home-to-School/College Transport Policy.

Table 1 - Current and proposed learner travel policy arrangements

Transport for Post-16 students		
Pupil/learner type	Current arrangement	Proposed arrangement (from September 2025)
Post-16 learner (English-medium) Attending Bridgend College or the nearest college offering the first course of full-time study.	Free home-to-college transport provided over three miles from college or where there is no available walking route. This is normally provided via a public service bus pass).	No home-to-college transport provided.
Post-16 learner (English-medium) Attends sixth form at: <ul style="list-style-type: none"> • Brynteg School • Pencoed Comprehensive School • Cynffig Comprehensive School • Porthcawl Comprehensive School • Coleg Cymunedol Y Dderwen • Maesteg School • Bryntirion Comprehensive School 	Free home-to-school transport provided over three miles from school, or where there is no available walking route. This is normally provided via a contracted school bus, minibus, or taxi.	No home-to-school transport provided.

Transport for Post-16 students		
Pupil/learner type	Current arrangement	Proposed arrangement (from September 2025)
Post-16 learner (Welsh-medium) Attends sixth form at Ysgol Gyfun Gymraeg Llangynwyd	Free home-to-school transport provided over three miles from school, or where there is no available walking route.	No change.
Post-16 learner (faith-based education) Attends sixth form at Archbishop McGrath Catholic High School or Bishop of Llandaff Church in Wales High School.	Free home-to-school transport provided over three miles from school.	No change.
Post-16 learner with additional learning needs (ALN) in specialist provision	Free home-to-school transport provided if over three miles from school, or where there is no available walking route. Free home-to-school transport also provided at the discretion of the local authority based on the individual needs of learner.	Free home-to-school transport provided at the discretion of the local authority following an assessment of the needs of the individual learner.
Post-16 learner with ALN not in a specialist provision	Free home-to-school transport provided over three miles from school or where there is no available walking route.	Free home-to-school transport provided at the discretion of the local authority following an assessment of the needs of the learner.

School transport for secondary school pupils		
Pupil/learner type	Current arrangement	Proposed arrangement (from September 2025)
<p>Secondary school pupil (English-medium, Welsh-medium, and faith-based education)</p> <p>Age 11-16 Attends a secondary school which is their nearest suitable school, and they live over three miles from the school or there is no available walking route exists.</p>	<p>Free home-to-school transport is provided.</p> <p>Free transport is provided to the siblings of pupils who previously had protection under the former Learner Travel Policy of eligibility for free transport over two miles from home to their nearest suitable school.</p>	<p>Removal of the 'sibling rule' so all pupils are equally eligible (that is, where they live over three miles from their nearest suitable school).</p>
School transport for primary school-age pupils		
Learner type	Current arrangement	Proposed arrangement (from September 2025)
<p>Primary school pupil (English-medium, Welsh-medium, and faith-based education)</p> <p>Age 5-11 Attends a primary school which is their nearest suitable school, and they live over two miles from the school or no available walking route exists.</p>	<p>Home-to-school transport is provided.</p> <p>Free transport is provided to the siblings of pupils who previously had protection under the former Learner Travel Policy of eligibility for free transport over 1.5 miles from home to their nearest suitable school.</p>	<p>Removal of the 'sibling rule' so all pupils are equally eligible (that is, where they live over 2 miles from their nearest suitable school).</p>

Transport for Nursery pupils		
Learner type	Current arrangement	Proposed arrangement (from September 2025)
Nursery pupil (English-medium) Age 3-4 Attends nursery school which is their nearest suitable school, and they live over 1.5 miles from the school or no available walking route exists.	Home-to-school transport is provided.	No home-to-school transport provided.
Nursery pupil (Welsh-medium and faith-based education) Age 3-4 Attends Nursery school which is their nearest suitable school, and they live over 1.5 miles from the school or no available walking route exists.	Home-to-school transport is provided.	No change.

- 2.10 The Consultation Report (see Appendix 2) provides detail of the consultation approach taken and results.
- 2.11 In total, there were over 8,916 interactions during the consultation. The method of response is detailed below in Table 2 below.

Table 2 Consultation response interactions

Interactions	Number
Survey completions	1,308
Public meeting attendees	27
Pupil workshop attendees	93
Emails/letters	2
Social media interactions	7,486
Total	8,916

- 2.12 Through the utilisation of social media, this content reached 87,423 people, generated 105,170 impressions (number of times the content was viewed) and generated 7,486 engagements (including likes, comments, and shares) across our social media platforms.

3. Current situation

The outcome of the consultation

3.1 Proposal 1

Withdrawal of transport for all learners benefitting from an identified and available (safe) walking route to school in line with statutory distances of two miles for primary school pupils and three miles for secondary school pupils

- 70.5% of all respondents did not agree with the proposal while 29.5% did agree.
- 62.8% of pupils did not agree with the proposal while 37.2% did.
- 73.1% of parents did not agree with the proposal while 26.9% did.

3.2 From the comments in the response to this survey question, there did seem to be some misunderstanding that the current distance eligibility thresholds would be changing when the proposal will merely ensure that all pupils are treated equally under the current policy offer. That is, that all pupils regardless of where they live in the county would only be eligible where they reside over two miles (for primary school pupils) or three miles (for secondary school pupils) from their catchment or nearest suitable Welsh-medium or faith primary school and where there is an available walking route as determined by the local authority.

3.3 The main aspects identified by recipients related to time and distance to school, the safety and wellbeing of pupils travelling to school, the cost for families of providing transport for their children not eligible for free home-to school transport and the impact on the environment, in particular the local environment outside schools, in particular road safety and congestion (see Appendix 3).

3.4 Proposal 2

Removal of legacy ‘sibling’ protection for pupils

- 47.9% of all respondents did not agree with the proposal while 52.1% did agree.
- 35.8% of pupils did not agree with the proposal while 64.2% did.
- 50.6% of parents did not agree with the proposal while 49.4% did.

3.5 Many responses highlighted that they felt it would be unfair for siblings not to have the same eligibility for free home-to-school transport and that they should travel together. However, the policy proposal does in fact, seek to standardise eligibility in-line with Welsh Government’s Learner Travel (Wales) Measure 2008 ensuring that all pupils over the distance eligibility thresholds are treated equally and there is no sibling protection offered as a legacy from the 2015 policy changes that still provide for considerable inequity among pupils in respect of the policy offer.

3.6 The main aspects identified by responders related to the social impact of siblings potentially not travelling together, the safety and wellbeing of younger pupils in particular if they were to walk to school and the criticism that such a policy offering should never have been agreed in the first place.

3.7 Proposal 3

Removal of all transport for nursery pupils (excluding pupils attending their nearest suitable Welsh-medium or faith school).

- 57.5% of the respondents did not agree with the proposal while 42.5% did agree.
- 53.3% of pupils did not agree with the proposal while 46.7% did.
- 58.3% of parents did not agree with the proposal while 46.7% did.

3.8 There was considerable negative reaction to this proposal in respect of the retention of eligibility for Welsh-medium and faith pupils. Many comments identified the policy proposal as discriminatory against those pupils and families seeking an English-medium education. The other main aspects were the cost for families of arranging alternative transport and the practicality of such young children walking to school.

3.9 Proposal 4

Removal of all Post-16 transport (excluding pupils attending the following schools):

- **Ysgol Gyfun Gymraeg Llangynwyd;**
 - **Archbishop McGrath Catholic High School; and**
 - **The Bishop of Llandaff Church in Wales High School.**
- 69.8% of all respondents did not agree with the proposal while 30.2% did agree.
 - 58.8% of pupils did not agree with the proposal while 41.2% did.
 - 70.9% of parents did not agree with the proposal while 29.1% did.

3.10 There was considerable negative reaction to this proposal in respect of the retention of eligibility for Welsh-medium and faith pupils. Many comments identified the policy proposal as discriminatory against those pupils and families seeking an English-medium education. The other main aspects were the cost for families of arranging alternative transport given the greater distances in particular to Bridgend College from the west of the county borough and the valley communities. Respondents identified a likely reduction in pupils progressing into Post-16 education and the lack of alternative options for transport following the recent cessation and reduction of many bus services.

3.11 Proposal 5

The offer to parents/carers of pupils with additional learning needs (ALN) the option of a ‘transport budget’ providing a mileage allowance of 45 pence per mile.

- 52.6% of all respondents did not agree with the proposal while 47.4% did agree.
- 48.4% of pupils did not agree with the proposal while 51.6% did.
- 54.1% of parents did not agree with the proposal while 45.9% did.

3.12 There was some confusion regarding this policy proposal. The majority of responders assumed that this was a mandatory proposal and that either the local authority was forcing this policy arrangement on parents, or that the local authority would charge parents 45p/mile for the provision of school transport for their child. Very few responders understood this was only an offer, and if parents rejected the offer of a personal transport budget, their child’s current eligibility and associated transport provision for free home-to-school transport, would not be impacted.

4. Equality implications (including Socio-economic Duty and Welsh Language)

4.1 A full equality impact assessment has been carried out as part of the development of this policy proposal. The full EIA considers the impact of the strategy, policy or proposal on the nine protected characteristics, the Socio-economic Duty and the use of the Welsh Language.

4.2 The full EIA is attached as Appendix 4 and a Welsh language Impact Assessment is attached as Appendix 5.

5. Well-being of Future Generations implications and connection to Corporate Well-being Objectives

5.1 A Well-being of Future Generations (Wales) Act 2015 assessment has been completed. A summary of the implications from the assessment relating to the five ways of working is as follows:

Long-term	Ongoing reliance on the local authority to provide free home-to-school transport where this is not supported by national policy will have a significant impact on the ability of the local authority to support and sustain other critical services long-term. National government policy supports active travel and the reduction in the reliance on private and public transport. Benefits include the reduction in emissions, less dependence on fossil fuels and improvements to health and wellbeing.
Prevention	The proposal to remove discretionary transport is not taken lightly. However, there are current tensions in respect of the inequity in the current policy. The proposal, therefore, is for a public consultation to address the inequity in the local authority's Home to School/College Transport Policy and to ensure that further budget efficiencies are implementable.
Integration	The local authority has a strategic role in facilitating the attendance of pupils to school where they are eligible for free home-to-school transport or where it is provided under the discretion of the local authority.
Collaboration	The local authority works closely with schools and pupils to ensure that the needs of learners are taken into consideration in the identification and delivery of transport services.
Involvement	The local authority intends to involve all sectors of society in consulting on its proposals. This will involve sufficient time and resources to fully identify, understand and respond to the issues identified for individuals and their communities.

6. Climate Change Implications

6.1 The use of private transport providers for the purpose of delivering dedicated home-to-school transport is a significant contributor to carbon emissions, as 325 individual home-to-school transport contracts operate daily (June 2024). These are shown in table 3 below.

Table 3 – Home-to-school transport contract types and numbers

Contract type	Number
Bus/coach	74
Minibus	50
Special minibus for pupils with additional learning needs (ALN)	60
Special taxi for pupils with ALN	90
Taxi	26
Wheelchair accessible vehicle for pupils with ALN	16
Dedicated Nursery transport	9
Total	325

- 6.2 College transport is currently delivered via public service buses. A change to the policy position is unlikely to reduce or increase the numbers of public service vehicles journeys currently in place across Bridgend as college learners have access to existing timetabled public service buses.
- 6.3 Many of the proposals could potentially have an impact on the use of private motor vehicles to transport pupils to school or other mechanisms of transport, for example, walking and cycling. The proposals contained in this report may therefore not necessarily support a reduction in carbon emissions from private transport operators if parents become responsible for transporting their own children to school. However, it is highly likely that the proposals will reduce the number of contracts that the local authority will be required to deliver to support a revised policy offer. This will vary at least annually with changes to the pupil cohort in schools.
- 6.4 Nevertheless, the local authority promotes the use by school transport operators, of ultra-low or zero emission vehicles in the procurement of school transport contracts and this will continue to be an important agenda in delivering home-to-school transport arrangements moving forward.

7. Safeguarding and Corporate Parent Implications

- 7.1 The local authority's responsibility to learners 'looked after' by the local authority is covered under the general duties identified in the Learner Travel (Wales) Measure 2008, where there is a duty on the local authority to assess the needs of learners who are children looked after or formerly looked after by the local authority and to put in place suitable transport arrangements if deemed eligible. The Home-to-School/College Transport Policy is aligned with the local authority's Corporate Parenting Strategy and provides dedicated transport support to care experienced/looked-after children on a case-by-case basis.

8. Financial implications

- 8.1 The learner transport budget has been under significant financial pressure for many years. Home-to-school/college transport spend has increased from £6.021m at the end of 2020-2021 to £10.4m at end of 2023-2024. The budget has also increased, from £5.86m in 2020-21 to £9.819m in 2024-25, but this is still not sufficient to meet the rising costs.

- 8.2 Therefore, while there has been additional annual budget growth, this has only addressed the additional costs brought about primarily through increased contractor prices, changes to eligibility for pupils and additional costs associated with transporting pupils with ALN and those looked after by the local authority. Since the pandemic, the transport market has been depressed with significantly higher prices year-on-year. Even with the significant increase in budget between 2020-2021 and 2024-25, there is still a projected overspend of £1.2m at the end of the 2024-2025 financial year.
- 8.3 Table 2 below summarises the proposals put forward for consideration for public consultation and the associated potentially financial benefits.
- 8.4 It is important to note that any changes approved by Cabinet must be published by 1 October 2024, to be implemented from the start of the 2025-2026 school year in September 2025, as per the requirements of the Learner Travel Information Regulations 2009.

Table 2 Approximate annual savings for learner transport provision

Proposal	Potential annual savings
Withdrawal of legacy transport for all learners benefitting from an identified and available (safe) walking route to school, to fall in line with the statutory distances of 2 miles for primary school-age pupils and 3 miles for secondary school-age pupils.	£200k
Removal of legacy ‘sibling’ protection for pupils.	£300k
Removal of all transport for nursery pupils (excluding pupils attending their nearest suitable Welsh-medium or faith school).	£30k
Removal of all Post-16 transport (excluding pupils attending the following schools: <ul style="list-style-type: none"> • Ysgol Gyfun Gymraeg Llangynwyd; • Archbishop McGrath Catholic High School; and • The Bishop of Llandaff Church in Wales High School.)	£500k
The offer to parents/carers of pupils with additional learning needs (ALN) the option of a ‘transport budget’ providing a mileage allowance of £45p per mile	Unknown. Dependent on take-up of offer.

Total potential savings	£1.03m
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9. Recommendation

9.1 It is recommended that SOSC1:

- notes the content of this report and the outcomes from the consultation (see Appendix 2); and
- considers any recommendations the Committee may wish to make to Cabinet which are consistent with their challenge and support role in light of the proposals and the consultation responses.

Background documents

None

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Appendix 1

Learner Travel Consultation Document

Date of issue: 10 April 2024

Action required: Responses by 3 July 2024

Tel: (01656) 643 664

Email: consultation@bridgend.gov.uk

Web: www.bridgend.gov.uk/consultation

Learner Travel Consultation Document

Overview

This consultation is to invite views on potential changes to the travel arrangements for pupils and college learners, and how any proposed changes to the Home-to-School/College Transport Policy will affect you and your family.

How to respond

This consultation period will begin on the **10 April 2024** and close on the **3 July 2024**. You can respond or ask further questions in the following ways:

Tel: (01656) 643 664

Email: Consultation@bridgend.gov.uk

Online: <https://beinvolvedbridgend.uk.engagementhq.com/learner-travel-survey>

Post: Communications, Marketing and Engagement, Bridgend County Borough local authority, Civic Offices, Angel Street, Bridgend, CF31 4WB. Alternative formats are also available upon request.

Data protection

Information provided by you on this form will be used to inform a future decision by Cabinet on proposed changes the current Home-to-School/College Transport Policy.

The Council will take all reasonable precautions to ensure confidentiality and to comply with data protection legislation. Your information may be shared with relevant service areas for the purposes of future policy development. Your information will be retained in accordance with the Council's Data Retention Policy.

You have a number of rights under data protection legislation. You may also withdraw your consent and ask us to delete your personal information at any time by contacting us. Further information about this is available on our website or you may contact the Data Protection Officer.

If you are dissatisfied with the manner in which we process your personal data, then you have the option to make a complaint to the Data Protection Officer and the Information Commissioner's Office.

Legal and Regulatory Services

Email: foi@bridgend.gov.uk

Address: Civic Offices, Angel Street, Bridgend, CF31 4WB.

Information Commissioner's Office – Wales

2nd Floor, Churchill House
Churchill Way
Cardiff
CF10 2HH

Tel. 0330 414 6421

Email: wales@ico.org.uk

Related documents

Learner Travel (Wales) Measure 2008.

Active Travel (Wales) Act 2013.

Learner Travel Statutory Provision and Operational Guidance June 2014

For more information on consultations in Bridgend County Borough or how to join our Citizens' panel.

Visit: www.bridgend.gov.uk/consultation

Why is the local authority consulting on proposed changes to its Home-to-School/College Transport Policy?

Bridgend County Borough Council is currently facing unprecedented pressures on its budget which will result in the need to make significant budget reductions over the next four years. This is set against a backdrop of a projected overspend of £1.157M for home-to-school transport in 2023-2024. As one of the most generous learner travel policy offers in Wales, there is a proposed £792k saving for 2025-26 in the Council's Medium Term Financial Strategy.

The local authority takes pride in the services it provides to its citizens and wants to continue to do as much as possible to support families in a difficult financial climate.

Budget pressures however, means that the local authority must review all of the services that it provides.

Local Authorities in Wales need to ensure that they are providing home-to-school transport where the law says they have a duty to do so. Local authorities can also provide transport on a discretionary basis.

The local authority's current Home-to-School/College Transport Policy sets out how the local authority provides home-to-school and home-to-college transport.

The local authority's current policy came into effect on 1 September 2016. The local authority is now seeking the views of the public and other stakeholders on proposed changes to the current policy.

This consultation is to invite views on potential changes to the travel arrangements of school pupils and students attending further education colleges.

The local authority must consider if it can continue to provide the current assistance beyond what it is required to do by law.

The review of the local authority's current Home-to-School/College Transport Policy contributes to the local authority's wider budget strategy by making the most efficient use of resources.

Home-to-school transport falls into two categories, as follows:

Statutory

- The arrangements the local authority needs to make by law, to enable free travel for those learners who are entitled.

Discretionary

- The arrangements made through choice by the local authority.

At present, the local authority has a legal duty to provide free transport to school for:

- all pupils receiving statutory primary education (aged 5-11) living two miles or further from home to their nearest suitable school, or where there are no suitable/available walking routes, even if the distance is less than those stated;
- all pupils receiving statutory secondary education (aged 11-16) living three miles or further from home to their nearest suitable school or where there are no suitable/available walking routes, even if the distance is less than those stated;
- all pupils who attend a specialist provision and cannot walk to school because of their additional learning need / special education need, disability or where there are no suitable/available walking routes, even if the distance is less than those stated above.

There are currently no requirements to provide free home-to-school transport for learners who:

- are not of statutory school age - this includes Nursery pupils as well as Post-16 pupils;
- are not attending their nearest suitable school.

At present, the local authority provides free transport on a **discretionary basis** for:

- all pupils attending nursery school (age 3-4) living 1.5 miles or more from their nearest suitable school, or where there are no suitable/available walking routes, even if the distance is less than those stated;
- all post-16 learners (age 16-18) who live over three miles to either their nearest suitable school (sixth-form) or to the nearest college that provides the course they wish to study and are studying their first course of full-time study.
- learners attending their nearest voluntary-aided (faith) school and the distance criteria of two miles for primary age pupils and three miles for secondary age pupils is met.
- learners attending their nearest Welsh-medium school and with the distance criteria of two miles for primary age pupils and three miles for secondary age pupils is met.
- Pupils who were the siblings of pupils eligible at the former distances of 1.5 miles for primary age pupils and two miles for secondary age pupils, prior to the policy change in September 2016 and attend the same school, also receive free home-to-school transport under the same distances.
- Pupils who were already in receipt of free home-to-school transport at the former distances of 1.5 miles for primary age pupils and two miles for secondary age pupils prior to the policy change in September 2016, continue to benefit from free-home-to-school transport under the former distances. This arrangement continues until they leave or move schools or transition from one phase of education to another, for example, from primary to secondary education.

Active travel

Bridgend County Borough Council needs to pay due regard to the Welsh Government's Active Travel Action Plan for Wales and the Active Travel (Wales) Act 2013. The action plan aims to address congestion and encourage people to walk and cycle more often. The Active Travel Action Plan sets out the actions that the Welsh Government and its partners will take to encourage more people to walk and cycle for more journeys. It is hoped that this will not only improve the health of our young people, but also improve the health and well-being of those who live and work in the area.

What will it mean if we do not make this change?

The council takes pride in the services it provides to its citizens and wants to continue to do as much as possible to support families in a difficult financial climate. However, the savings associated with the following proposals are needed because the budget pressures for the next four years are significant and unprecedented. The learner travel arrangements currently provided by Bridgend County Borough Council are amongst the most generous to be found in Wales.

The consultation process

An important part of the process, when considering any change, is to gauge the views of the public and other stakeholders. The purpose of this consultation document is therefore to outline the **proposed** changes. This document has been prepared to provide stakeholders with information about the new proposals to allow stakeholders the opportunity to have their say.

Following the conclusion of the consultation period all comments received will be presented to the local authority's Cabinet and all views expressed will be considered when the Cabinet make any decision.

If it is decided to implement the proposals, these will come into effect on the **1 September 2025**.

If it is decided not to go ahead with the proposal, it may be that an alternative proposal may be sought.

The table below sets out the timetable for the consultation:

What	When
Consultation begins	10 April 2024
Consultation ends	3 July 2024
Proposed implementation date for new policy	1 September 2025

(Please note that any response received after the consultation has ended will not be considered)

Who is being consulted

- The public
- Learners and their parents/carers
- Schools and colleges
- Careers Wales
- RhAG
- Welsh Government
- Diocesan authorities
- Councillors
- Regional AMs
- Local MPs
- The First Minister
- Town and community councils
- Neighbouring councils
- Estyn
- School governing bodies
- Cwm Taf Morgannwg Public Services Board
- The Bridgend School Admissions Forum
- Bridgend Community Cohesion and Equalities Forum (BCCEF)
- The Police and Crime Commissioner
- Bridgend Youth Council

How to respond

The local authority is asking the public and other stakeholders to answer the questions and provide their views via an [on-line survey](#). The local authority is able to provide paper copies of the survey and in accessible formats, on request. Please e-mail your request to consultation@bridgend.gov.uk or Tel. (01656) 642617

You can also respond by sending paper survey forms to:

Post: Communications, Marketing and Engagement,
Bridgend County Borough Council,
Raven's Court, Wing 3,
Brewery Lane, Bridgend, CF31 4AP

The outcomes of the consultation will be reported to the Cabinet of Bridgend County Borough Council. If there is a decision not to proceed, that will be the end of this proposal and an alternative proposal may be sought.

If any of the proposals are accepted by Cabinet the earliest the change(s) will come into effect is 1 September 2025.

Events

For those consultees who wish the take the opportunity to ask questions about the proposed new policy, consultation drop-in events will be held. You **must** book to attend one of these events **no later than 18 May 2024**, by either using the following [link](#) or by e-mailing consultation@bridgend.gov.uk or Tel. (01656) 643664.

These dates may be subject to change and registered attendees will be notified of any changes.

Venue	Time	Date
Maesteg School	18:00	23/05/2024
Pencoed Comprehensive School	18:00	10/06/2024
Porthcawl Primary School	18:00	14/06/2024
Bridgend College, Cowbridge Road	18:00	20/06/2024

The proposals

Proposal 1

Withdrawal of legacy transport for all learners benefitting from an identified and available (safe) walking route to school, to fall in line with the statutory distances of two miles for primary school-age pupils and three miles for secondary school-age pupils.

This would mean that from September 2025 pupils who are currently receiving free home-to-school transport, even though they reside less than the statutory distances of 2 miles for primary school pupils and 3 miles for secondary school pupils, and where the local authority has identified an available walking route, this provision will now be removed.

Proposal 2

Removal of ‘sibling’ and ‘in-receipt’ protection for pupils.

The change would mean that pupils whose siblings passed down to them the more generous eligibility under the former policy distances of 1.5 miles for primary school pupils and 2 miles for secondary school pupils, would lose this eligibility from September 2025. All pupils will therefore only be eligible where they live over 2 miles for primary school pupils and 3 miles for secondary school pupils or where there is no available walking route to school.

Proposal 3

Removal of all transport for Nursery pupils

Home-to-school transport for Nursery pupils is non-statutory. The local authority provides this by discretion. Nursery transport is currently provided to pupils residing over 1.5 miles from their home to their nearest suitable school.

The current proposal seeks to remove this discretion, given that Nursery education is non-statutory. Nevertheless, it is important to identify the local authority’s duty to support Welsh-medium education and also faith-based education. Therefore, for Nursery pupils attending Welsh-medium schools and faith schools, it is proposed that the provision will be retained.

Proposal 4

Removal of all Post-16 transport

There is no statutory duty to provide free transport for Post-16 learners to schools or colleges. Pupils attending sixth forms in secondary schools benefit from transport from home to their nearest suitable school, under the same distance criteria as pupils of statutory school age (that is, those

living more than 3 miles from home to the nearest suitable (catchment) school receive free home-to-school transport).

Similarly, those attending further education colleges receive free home-to-college transport to the closest college offering the first course of their choice as full-time study if they live over 3 miles from home-to-college.

It is therefore proposed to remove this provision, but acknowledging the disproportionate impact that such a proposal would have on Welsh-medium and faith-based education, this proposal does not apply to those pupils attending secondary Welsh-medium and faith school sixth forms.

Proposal 5

The offer to parents/carers of pupils with additional learning needs (ALN) the option of a ‘transport budget’ providing a mileage allowance of £45p per mile.

As some pupils often have very complex needs, in particular, those with medical conditions, it has become more difficult for the local authority to source suitable transport.

If this proposal was implemented parents/carers of pupils with ALN would be offered the (current) Her Majesty’s Revenue and Customs (HMRC) mileage rate of 45p per mile for the journey to and from school (for journeys up to 10,000 miles).

It is proposed that this offer would apply to all pupils with ALN on special taxis and minibuses equally, regardless of the likelihood of this proposal invoking a saving to the local authority.

It is important to note that any personal tax implications would be the responsibility of any parents/carers wishing to accept this offer.

Summary of proposals

The following table shows examples of what the proposed changes may mean if approved:

Transport for Post-16 pupils/learner		
Pupil/learner type	Current arrangement	Proposed arrangement (from September 2025)
Post-16 learner (English-medium) Attending Bridgend College or the nearest	Free home-to-college transport provided over three miles from college or where there is no available walking route. This is normally provided	No home-to-college transport provided.

Transport for Post-16 pupils/learner		
Pupil/learner type	Current arrangement	Proposed arrangement (from September 2025)
college offering the first course of full-time study.	via a public service bus pass).	
Post-16 learner (English-medium) Attends sixth form at: <ul style="list-style-type: none">• Brynteg School• Pencoed Comprehensive School• Cynffig Comprehensive School• Porthcawl Comprehensive School• Coleg Cymunedol Y Dderwen• Maesteg School• Bryntirion Comprehensive School	<p>Free home-to-school transport provided over three miles from school, or where there is no available walking route.</p> <p>This is normally provided via a contracted school bus, minibus, or taxi.</p>	No home-to-school transport provided.
Post-16 learner (Welsh-medium) Attends sixth form at Ysgol Gyfun Gymraeg Llangynwyd	Free home-to-school transport provided over three miles from school, or where there is no available walking route.	No change.
Post-16 learner (faith-based education) Attends sixth form at Archbishop McGrath Catholic High School or Bishop of Llandaff Church in Wales High School.	Free home-to-school transport provided over three miles from school, or where there is no available walking route.	No change.

Transport for Post-16 pupils/learner		
Pupil/learner type	Current arrangement	Proposed arrangement (from September 2025)
Post-16 learner with additional learning needs (ALN) in specialist provision	<p>Free home-to-school transport provided if over three miles from school, or where there is no available walking route.</p> <p>Free home-to-school transport also provided at the discretion of the local authority based on the individual needs of learner.</p>	Free home-to-school transport provided at the discretion of the local authority following an assessment of the needs of the individual learner.
Post-16 learner with ALN not in a specialist provision	Free home-to-school transport provided over three miles from school or where there is no available walking route.	Free home-to-school transport provided at the discretion of the local authority following an assessment of the needs of the learner.

School transport for secondary school pupils		
Pupil/learner type	Current arrangement	Proposed arrangement (from September 2025)
Secondary school pupil (English-medium, Welsh-medium, and faith-based education) Age 11-16 Attends a secondary school which is their nearest suitable school, and they live over three miles from the school or there is no available walking route exists.	<p>Free home-to-school transport is provided.</p> <p>Free transport is provided to the siblings of pupils who previously had protection under the former Learner Travel Policy of eligibility for free transport over two miles from home to their nearest suitable school.</p>	Removal of the 'sibling rule' so all pupils are equally eligible (that is, where they live over three miles from their nearest suitable school).

School transport for primary school pupils		
Learner type	Current arrangement	Proposed arrangement (from September 2025)
<p>Primary school pupil (English-medium, Welsh-medium, and faith-based education)</p> <p>Age 5-11 Attends a primary school which is their nearest suitable school, and they live over two miles from the school or no available walking route exists.</p>	<p>Home-to-school transport is provided.</p> <p>Free transport is provided to the siblings of pupils who previously had protection under the former Learner Travel Policy of eligibility for free transport over 1.5 miles from home to their nearest suitable school.</p>	<p>Removal of the ‘sibling rule’ so all pupils are equally eligible (that is, where they live over 2 miles from their nearest suitable school).</p>

Transport for Nursery pupils		
Learner type	Current arrangement	Proposed arrangement (from September 2025)
<p>Nursery pupil (English-medium)</p> <p>Age 3-4 Attends nursery school which is their nearest suitable school, and they live over 1.5 miles from the school or no available walking route exists.</p>	<p>Home-to-school transport is provided.</p>	<p>No home-to-school transport provided.</p>
<p>Nursery pupil (Welsh-medium and faith-based education)</p> <p>Age 3-4</p>	<p>Home-to-school transport is provided.</p>	<p>No change.</p>

Transport for Nursery pupils		
Learner type	Current arrangement	Proposed arrangement (from September 2025)
Attends nursery school which is their nearest suitable school, and they live over 1.5 miles from the school or no available walking route exists.		

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Appendix 2

Learner Travel Consultation Findings Report

Date of issue: July 2024

Tel: (01656) 643643

Email: consultation@bridgend.gov.uk

Web: www.bridgend.gov.uk

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1. Executive summary

Bridgend County Borough Council is currently facing unprecedented pressures on its budget which will result in the need to make significant budget reductions over the next four years. This is set against a backdrop of a projected overspend of £1.2m for home-to-school transport at the end of the 2024-2025 financial year. As one of the most generous learner travel policy offers in Wales, there is a proposed £792k saving for 2025-2026 in the Council's Medium Term Financial Strategy.

The local authority's current policy came into effect on 1 September 2016. Bridgend County borough council has recently undertaken a 12-week consultation between **10 April 2024 and 3 July 2024** to seek the views of the public and other stakeholders on five proposed changes to the current policy.

In total, there were **1,308 responses** to the survey, including online, paper and completions received by email. Four public consultation sessions were carried out during the live period, in addition to four pupil/youth sessions.

2. Purpose of Report

This report is to present an overview of the consultation process and detailed analysis of responses and feedback received on the five proposed changes to the Home-to-School/College Transport Policy.

3. Overview

This consultation follows the report submitted to Cabinet on 12 March 2024 which sought agreement to undertake a consultation with relevant stakeholders outlining a range of options for proposed changes in the current learner travel policy.

The consultation consisted of a public survey which was available to complete online through a link on the consultation page of the council's website. Paper copies of the consultation were also available, which could be sent directly to residents upon request. Public consultation sessions were held across the county borough, along with pupil/youth engagement sessions. The learner travel consultation document was available to download from the consultation project page, as well as on the council's website.

4. Methodology

The data collection methods, which include the online survey and a paper survey were developed using plain English to maximise understanding. These response



methods were designed to give a consistency to the survey across multiple platforms. Respondents could choose to answer all or some questions. All survey responses offered the option of anonymity.

Details of the consultation were sent to the following stakeholders.

- The public
- Learners and their parents/carers
- Schools and colleges
- Careers Wales
- RhAG
- Welsh Government
- Diocesan authorities
- Councillors
- Regional AMs
- Local MPs
- The First Minister
- Town and community councils
- Neighbouring councils
- Estyn
- School governing bodies
- Cwm Taf Morgannwg Public Services Board
- The Bridgend School Admissions Forum
- Bridgend Community Cohesion and Equalities Forum (BCCEF)
- The Police and Crime Commissioner
- Bridgend Youth Council

From the list above, responses were received from Estyn, shown in Appendix 1, and RhAG, shown in appendix 2.

Four public consultation meetings took place, along with four pupil / youth sessions to invite questions and concerns from identified stakeholders. Comments and views gathered from these sessions are shown in Appendix 3 and 4.

Stakeholders in attendance	Venue	Date
Public	Maesteg School	23/05/2024
Public	Pencoed Comprehensive School	10/06/2024
Public	Porthcawl Primary School	14/06/2024
Public	Bridgend College, Pencoed Campus	20/06/2024
Pupils Year 7-12	Maesteg School	07/06/2024
Pupils – Year 7-10	Coleg Cymunedol Y Dderwen	21/06/2024
Pupils	Brynteg School	26/06/2024
Youth	Bridgend Youth Council	12/06/2024



Public sessions were held in the evening hours from 6pm-8pm, and pupil sessions were held during school hours.

5. Marketing and engagement methods

This section details methods used to raise the profile of the consultation and encourage participation.

5.1. Social media

The Home-to-School/College Transport consultation information was posted bilingually to the council's corporate Facebook, Twitter, Instagram, and LinkedIn channels throughout the consultation period to raise awareness of the consultation and to encourage people to share their views on the proposals.

The council currently has 14,805 followers on its English Twitter account and 389 on its Welsh Twitter account, 20,667 followers on its English Facebook page and 271 on the Welsh Facebook page, 3,409 followers on Instagram and 5,097 followers on LinkedIn. While content is most likely to be seen by these users, it is also displayed to users who are not connected to the accounts through sharing.

During the consultation period, the local authority posted 31 times across English and Welsh social media channels.

Reach	Impressions	Link clicks	Engagement
87,423	105,170	58	7,436

As shown in the table above, this content reached 87,423 people, generated 105,170 impressions (number of times the content was viewed) and generated 7,486 engagements (including likes, comments, and shares) across our social media platforms. A full social media analysis is shown in appendix 5.

5.2. Engagement HQ

Engagement HQ is a digital engagement platform that supports the council's online



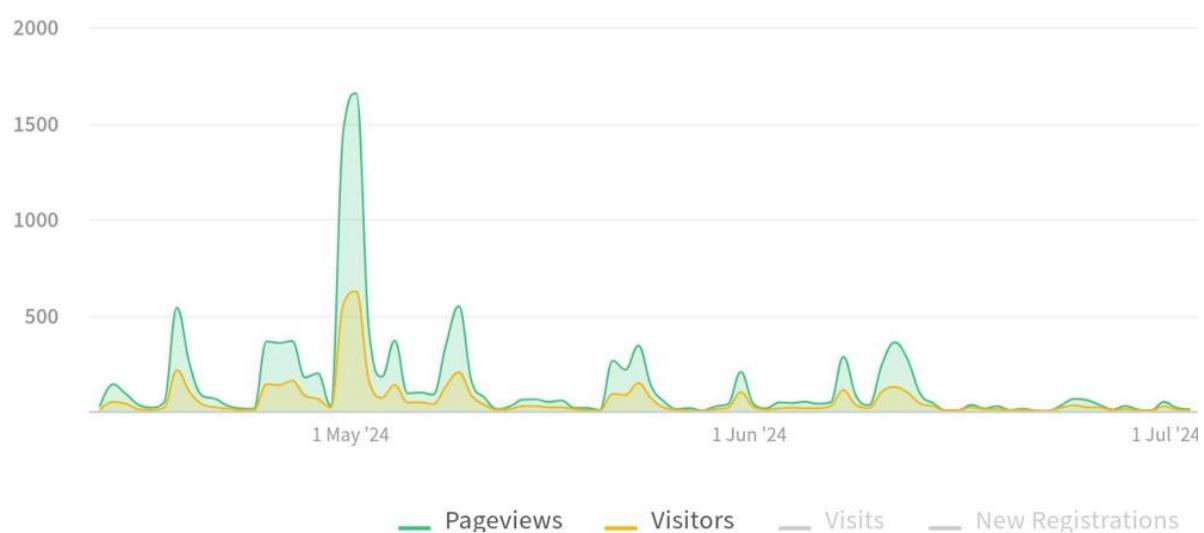
consultation and engagement activities. The platform is available in both English and Welsh Language.

The online survey was published using Engagement HQ, with the link available on the consultation page of the council's website.

The following graph provides an overview of visitors to the Learner travel project page on Engagement HQ.

Visitors Summary

Be involved, Bridgend from 10 Apr'24 to 04 Jul'24



The table below highlights visits to the Engagement HQ project page for the Learner travel consultation.

Aware visitors	3,963
Informed visitors	2,769
Engaged visitors	1,315
Visits referred from social media	1008
Visits referred from council's website	153
Visitors from search engine	125
Direct	3041

Aware visitors: A visitor that has made at least one single visit to the site or project page, and is therefore ‘aware’ of the project, but has not clicked anything or participated in the survey.

Informed visitors: An informed visitor has taken the ‘next step’ from being aware and clicked on something, for example, viewed key dates, a document, or clicked on the survey.

Engaged visitors: These are visitors that have engaged with the project by submitting a response to the learner travel consultation or booked onto one of the public engagement sessions.

5.3. GovDelivery

GovDelivery is a digital communications tool that is used by the council, to send messages directly to residents’ and staff email inboxes in the language of their choice.

5.3.1. Weekly Residents bulletin:

There are currently 35,143 English language subscribers and 283 Welsh language subscribers from Bridgend County Borough to the weekly Residents’ Bulletin.

Throughout the live period details of the learner travel consultation were included in GovDelivery resident bulletins which contains 10 weekly news stories and updates. Residents then have the opportunity to click through to the online survey to become an engaged visitor.

Four resident bulletins were sent out featuring the learner travel consultation, which included links to the strategy and online survey.

The weekly news roundup generated 340 total link clicks to learner travel survey (335 English, 5 Welsh).

5.3.2. Standalone bulletin

A standalone bulletin focused only on the learner travel consultation was issued six-



weeks into the consultation (half-way) to encourage participation and increase awareness.

The standalone bulletin generated 123 total link clicks to the survey (122 English, 1 Welsh).

5.3.3. Staff Bulletin

There are currently 5,233 staff signed up to our staff bulletin.

Details of the learner travel consultation were shared in our weekly staff bulletin twice throughout the period of the consultation, which included links to the survey and proposals.

The staff bulletin generated a total of 37 link clicks to the learner travel survey.

5.4. Media and Publicity

Two media releases were issued regarding the learner travel consultation:

Cabinet agree to public consultation- 20 March 2024:

<https://www.bridgend.gov.uk/news/proposed-changes-to-the-home-to-schoolcollege-transport-policy-are-set-to-go-to-public-consultation/>

Issued on 11 April 2024 to mark the launch of the consultation:

<https://www.bridgend.gov.uk/news/public-asked-to-share-their-views-on-proposed-changes-to-home-to-school-and-college-transport/>

Reminders were also included in our weekly news round-up on four occasions. This was also sent to our press mailing list as well as the Council Leader and Cabinet Members.

Examples of external coverage:

Herald Wales- <https://www.herald.wales/south-wales/bridgend/consultation-launched-to-review-home-to-school-transport-services/>

Bridgend Local- <https://bridgend-local.co.uk/2024/07/01/last-chance-reminder-to-have-your-say-on-proposed-changes-to-school-transport/>

Glamorgan Gazette Newspaper 28 March (page 5) and brief mention on side of front cover. <https://www.pressreader.com/uk/glamorgan-gazette/20240328/page/1>



6. Response Rate

There were **1,308** responses in total to the survey, 1,305 responses were submitted through the online survey, **1** paper copy was received, and **2** responses were submitted via email.

Engagement events were used to inform citizens and raise awareness of the consultation. The sessions provided an opportunity for individuals to gain further information regarding the proposals, and also receive additional support to complete the online survey.

7. Questions and analysis - consultation Survey

7.1. Language used to complete the survey.

Respondents to the consultation survey were initially asked in which language they would like to complete the survey. Overall, 99.7% of respondents selected English with 0.3% selecting Welsh.

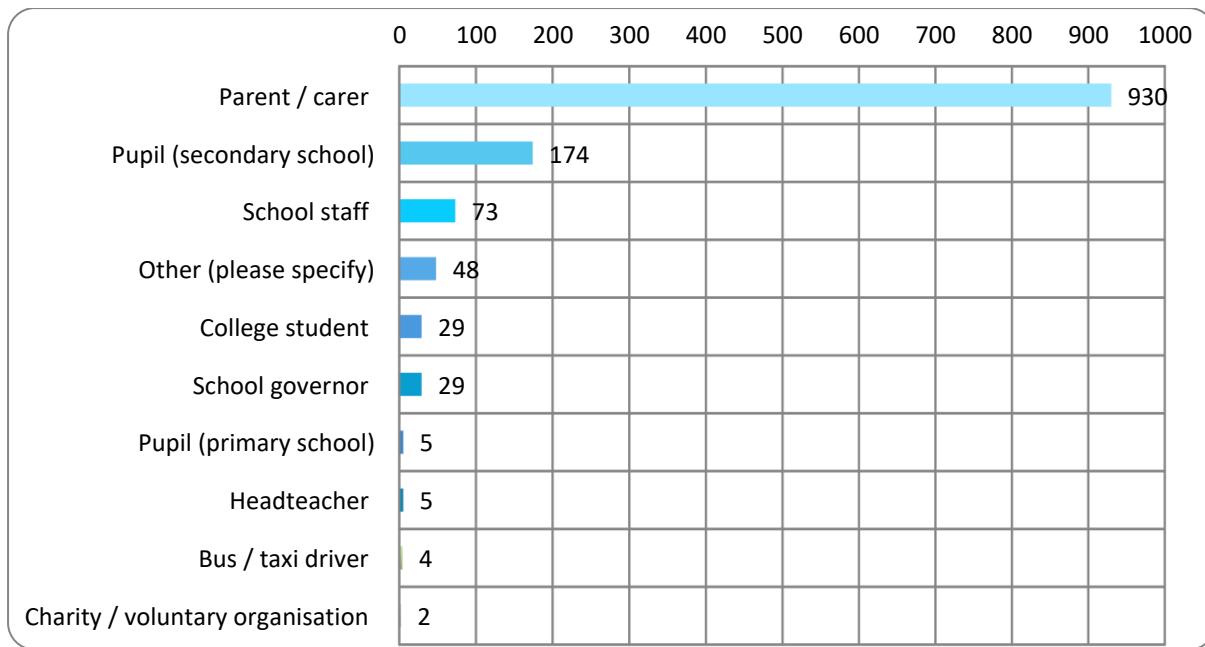
Language	#	%
English	1302	99.7%
Welsh	3	0.3%
Total	1306	100.0

8. Survey Questions and Analysis:

This section outlines and analyses the questions asked in the survey. All questions were optional, so participants could choose to answer all or some questions.

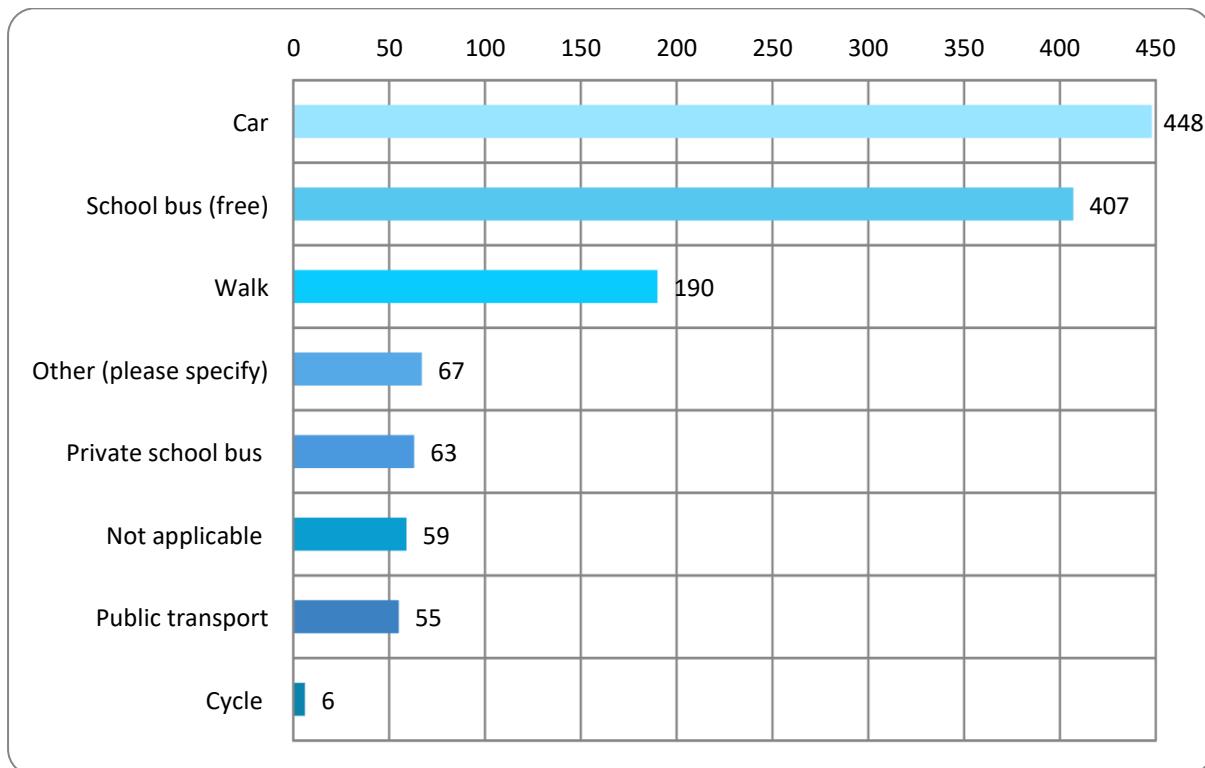
Please tick the option that best describes you:





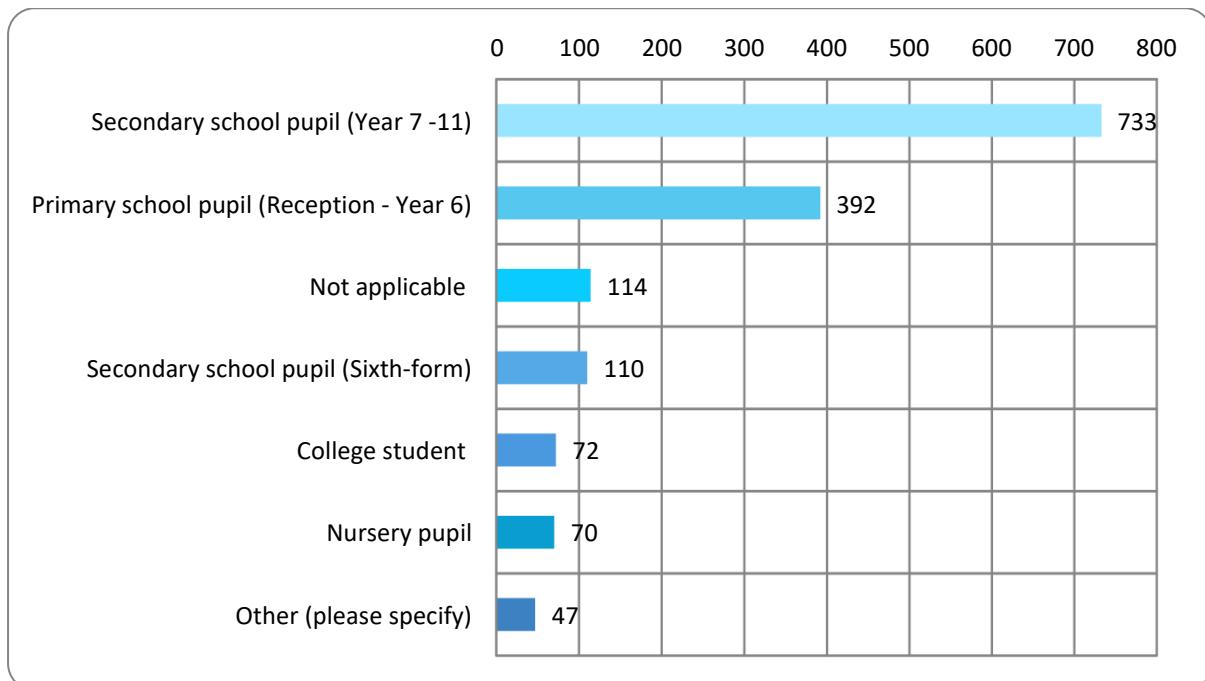
As shown above, 71.6% (930) of respondents to the survey were a parent / carer. Secondary school pupils are accountable for 13.4% of responses, followed by 5.6% being school staff.

How do you, or your children travel to school/college?



As shown above, 34.6% of respondents currently travel to school/college by car, followed by 31.4% travelling on a school bus (free). 14.7% of respondents currently walk to school.

Please tick the option(s) that best describes you/your children:

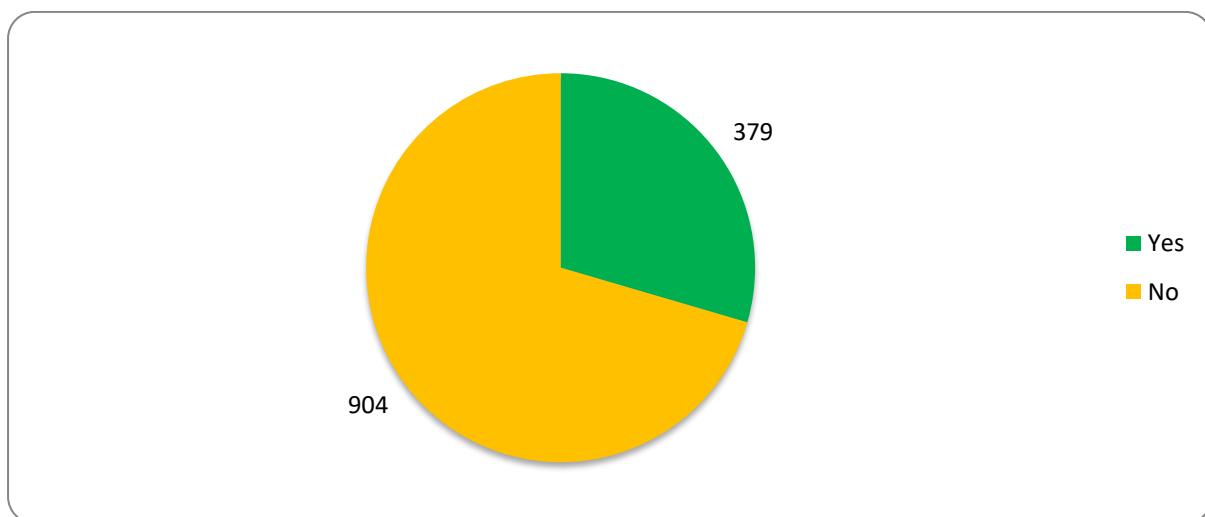


As shown above, 57.1% of respondents currently have a child attending secondary school, whereas 30.5% have a child attending primary school.

Proposal 1:

Withdrawal of discretionary transport for all pupils who live within the statutory distances of two miles of their nearest suitable primary school, or three miles of their nearest suitable secondary school, and can walk to school safely using an available walking route.

Do you agree with proposal 1?



As shown above, 70.5% of respondents disagree with proposal 1, whereas 29.5% of respondents agree with the removal of all legacy transport within the statutory distances.

If no, please provide reasons for your response:

Responses received for this question are themed into the table below:

Aspect	Issues raised
Time	<ul style="list-style-type: none"> • Too long to walk, especially in bad weather. • May effect pupils' ability to learn.
Distance	<ul style="list-style-type: none"> • Too far to walk, especially for younger children. • Public transport options need to improve. • Children are more likely to be late walking long distances. • Public transport times do not line up with school hours and does not stop close enough to the school.
Responsibility/social impact	<ul style="list-style-type: none"> • The current policy supports families going to work.
Safety and wellbeing	<ul style="list-style-type: none"> • Children will be unsafe. • Walking routes are often not safe. • Roads are busy/unsafe. • Lighting on walking routes in the winter months is poor. • Walking in cold/wet weather could cause physical and mental health issues. • Increased exposure to anti-social behaviour and crime (for example drugs). • Limited options outside schools for parents/carers to safely drop-off children.
Faith-based education	<ul style="list-style-type: none"> • There should not be preferential treatment for faith-based education.
Welsh-medium education	<ul style="list-style-type: none"> • There should not be preferential treatment for Welsh-medium education.
Cost	<ul style="list-style-type: none"> • Public transport is expensive and there will be additional costs for pupils/families. • Many families do not have access to a private car. • The council should make other internal savings. • Many families are already suffering financial hardship, and this would add to the burden.
Environment	<ul style="list-style-type: none"> • There will be a negative impact on the environment. • Children won't walk that far so the impact will be on more travel and an increased environmental impact. Net zero carbon targets will unlikely be met.

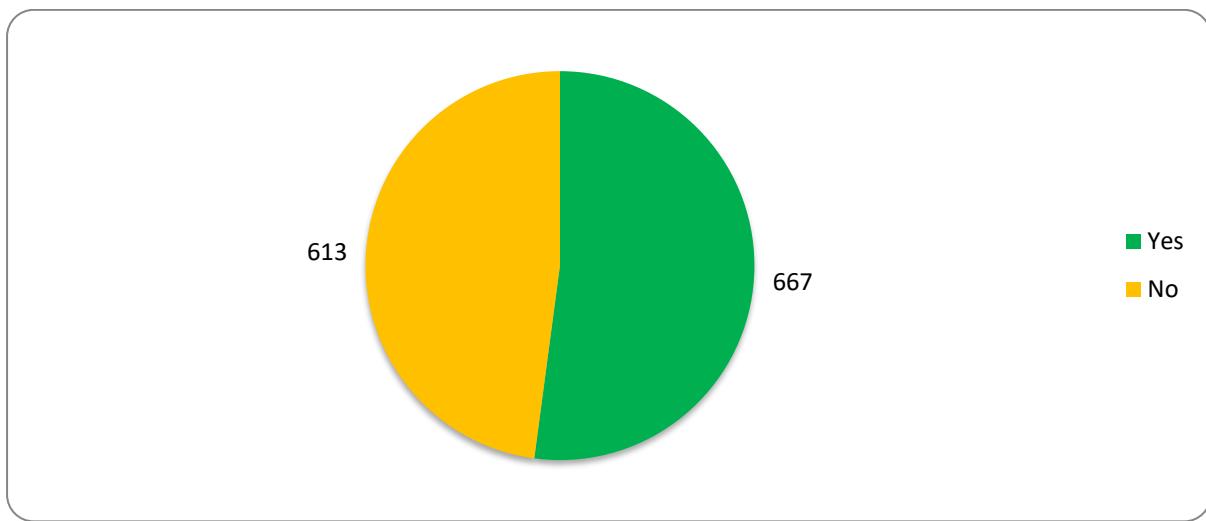
Additional learning needs (ALN)	<ul style="list-style-type: none"> Pupils with additional learning needs (ALN) should be supported with transport.
Attendance/attainment	<ul style="list-style-type: none"> Attendance/attainment will be negatively impacted.

Proposal 2:

Removal of the current ‘sibling’ protection for pupils.

Some pupils still benefit from the pre. 2015 policy eligibility of over 1.5 miles for primary school pupils and 2 miles for secondary school pupils passed on to them by their older siblings. They are still able to ‘pass on’ this eligibility to their younger siblings.

To remove the unfairness caused by the current ‘sibling protection’ provision, do you agree that this should be removed?



As shown above, 52.1% of respondents agree with proposal 2, whereas 47.9% of respondents disagree with the removal of the current ‘sibling’ protection for all pupils.

If no, please provide reasons for your response:

Responses received for this question are themed into the table below:

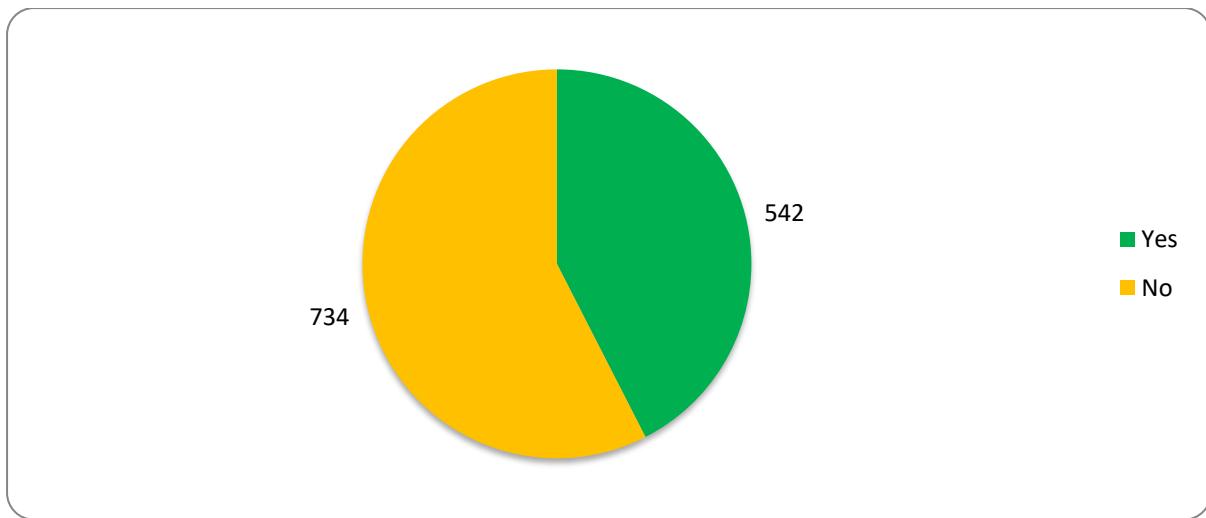
Aspect	Issues raised
Distance	<ul style="list-style-type: none"> Too far for many younger pupils to walk to school while their older sibling is on the school bus. The distance thresholds should be dropped for all pupils
Responsibility/social impact	<ul style="list-style-type: none"> Siblings should have the same entitlement and travel together. I work and won’t be able to get my children to school.

	<ul style="list-style-type: none"> Having an older sibling alongside supports the transition of younger pupils. This will complicate life for families. Difficult for parents to take children to different schools for the same start time
Safety and wellbeing	<ul style="list-style-type: none"> Young pupils should be permitted to travel with older siblings to support their anxiety. Far more vehicles at drop-off and pick up time outside schools. Safety and welfare are paramount. This is unfair. Children's mental health is deteriorating. Safety should be prioritised over money. Road safety concerns
Cost	<ul style="list-style-type: none"> Any saving should be found elsewhere. Some families are suffering financial hardship already. This would mean I would have to give up work.
Environment	<ul style="list-style-type: none"> There will be more cars on the roads. Increase in congestion and traffic will affect the whole borough.
Attendance/attainment	<ul style="list-style-type: none"> This may prevent siblings attending the same school. This would create barriers for children's learning. Drive down attendance
Expectation	<ul style="list-style-type: none"> This should never have happened. Both siblings should have transport The older distances were fairer. Families should have transitional protection to this proposal. Unfair that something previously provided is taken away

Proposal 3:

Removal of all transport for Nursery pupils. This excludes pupils attending their nearest suitable Welsh-medium or faith school (and is subject to them living over 1.5 miles, or where there is no available walking route).

Do you agree with proposal 3?



As shown above, 57.5% of respondents disagree with proposal 3, whereas 42.5% of respondents agree with the removal of transport for nursery children.

If no, please provide reasons for your response.

Responses received for this question are themed into the table below:

Aspect	Issues raised
Time	<ul style="list-style-type: none"> Small children walking to school in bad weather.
Distance	<ul style="list-style-type: none"> Little children cannot be expected to walk such a distance.
Responsibility/social impact	<ul style="list-style-type: none"> This should be removed for all. This should be means tested. Makes it difficult for parents to work. Targets and impacts the most vulnerable children
Safety and wellbeing	<ul style="list-style-type: none"> Safety is paramount. Pupils this age should not be going on a bus alone. Nursery age children are too young. There are no safe walking routes.
Faith-based education	<ul style="list-style-type: none"> There should not be preferential treatment for faith-based education. This is discriminatory to the English language. It should be all pupils or none.
Welsh-medium education	<ul style="list-style-type: none"> There should not be preferential treatment for Welsh-medium education. This is discriminatory to the English language. It should be all pupils or none.
Cost	<ul style="list-style-type: none"> Stop this and put the money into other transport for pupils.

	<ul style="list-style-type: none"> • This supports working families. • They are not of statutory school age. • This does not need to be funded
Environment	<ul style="list-style-type: none"> • There will be more cars on the roads with more pollution and congestion around schools. • No parking and safe drop off areas
Additional learning needs (ALN)	<ul style="list-style-type: none"> • There should be special dispensation/eligibility for pupils with ALN and looked after children.
Attendance/attainment	<ul style="list-style-type: none"> • How does this support the 'National Mission'? • It will reduce attendance; parents will take children out of nursery.
Expectation	<ul style="list-style-type: none"> • This will present barriers for parents. • Nursery is voluntary. • Nursery pupils require transport. • It should be needs assessed.

Proposal 4:

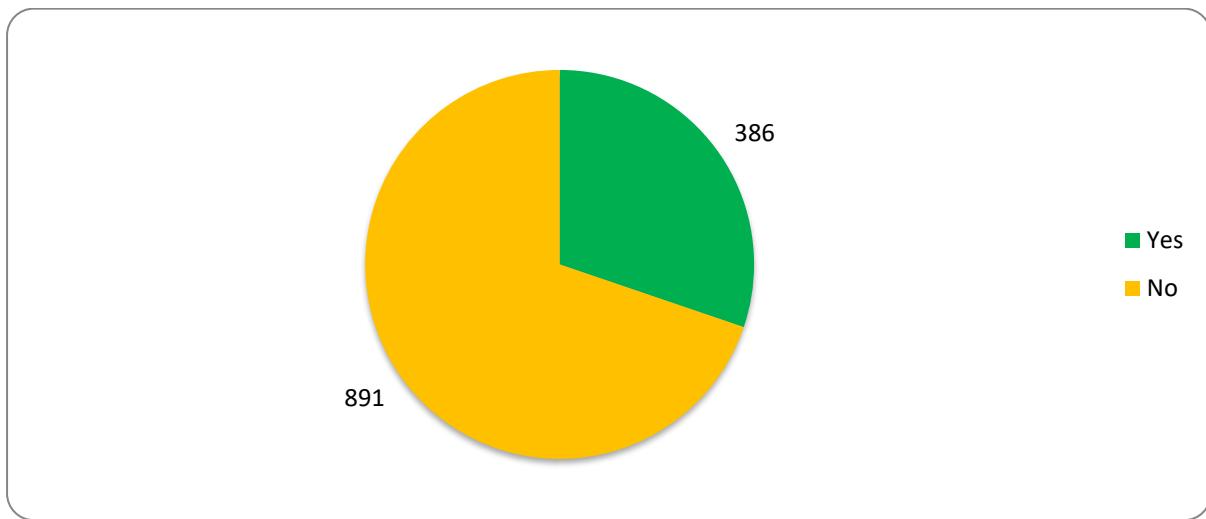
Removal of all Post-16 transport, excluding pupils attending the following Welsh-medium and faith schools (and living over three miles from the school or where there is no available walking route) :

Ysgol Gyfun Gymraeg Llangynwyd

Archbishop McGrath Catholic High School

The Bishop of Llandaff Church in Wales High School.

Do you agree with proposal 4?



As shown above, 69.8% of respondents disagree with proposal 4, whereas 30.2% of respondents agree with the removal of transport for post-16 pupils.

If no, please provide reasons for your response.

Responses received for this question are themed into the table below:

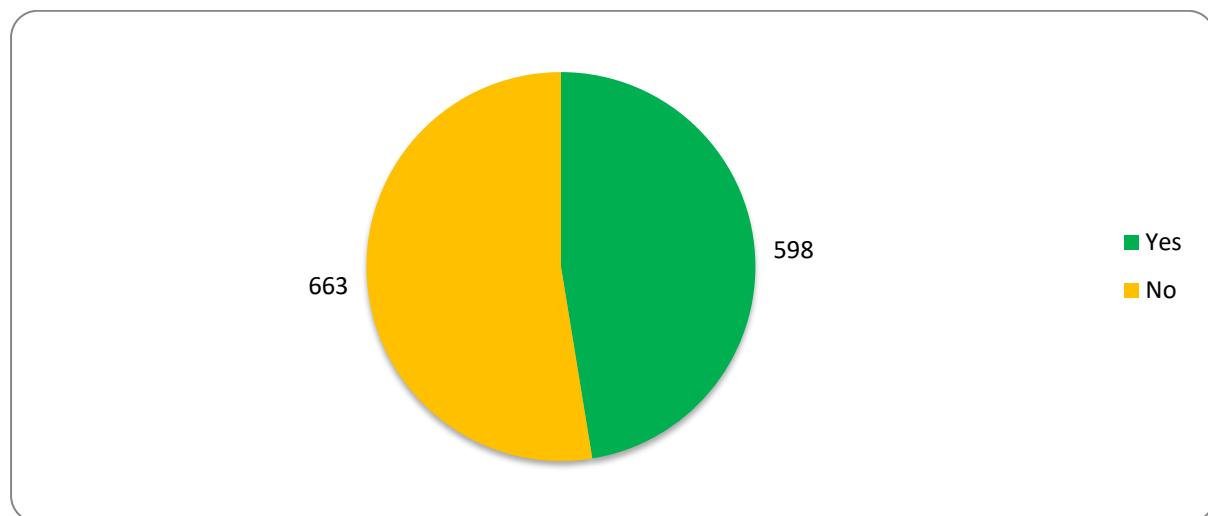
Aspect	Issues raised
Distance	<ul style="list-style-type: none"> • Most Post-16 journeys are longer. • Pupils at the top of the valleys will suffer more. • It's too far especially in the winter months. • It would be too far to college from many learners (Porthcawl for example)
Responsibility	<ul style="list-style-type: none"> • This will be a barrier to young people's education. • More sixth formers will drop-out of school.
Safety and wellbeing	<ul style="list-style-type: none"> • Safety and weather will be an issue. • There should be encouragement for post-16 pupils to learn. • Not enough safe routes to school/college
Faith-based education	<ul style="list-style-type: none"> • There should not be preferential treatment for faith-based education. • It should be all schools or none. • Some pupils of alternative faiths to Christianity do not have the same option of a faith-based education
Welsh-medium education	<ul style="list-style-type: none"> • There should not be preferential treatment for Welsh-medium education. • It should be all schools or none.
Cost	<ul style="list-style-type: none"> • This will be a financial burden on families. • Children are leaving education to work because of the cost of living. • Cost for public transport will result in young people missing out on further education. • Low-income families need to be prioritised. • Not all families have access to a private car
Environment	<ul style="list-style-type: none"> • This will mean more cars on our roads and outside schools. • No parking at schools for pupils
Additional learning needs (ALN)	<ul style="list-style-type: none"> • ALN should be supported as travel for many of them is harder. • The most vulnerable pupils will be the hardest hit
Attendance/attainment	<ul style="list-style-type: none"> • Young people will be deprived of their education. • Not all schools have the same subject offer. • Attendance will suffer in general. • Pupils eligible for free school meals will suffer more and may not pursue post-16 education.
Expectation	<ul style="list-style-type: none"> • This should be based on needs. • There aren't many other options for pupils. • Some pupils may hold back progressing their education. • We should support further and higher education and encourage it.

- | | |
|--|---|
| | <ul style="list-style-type: none"> • Maybe if public transport was more reliable |
|--|---|

Proposal 5:

The offer to parents/carers of pupils with additional learning needs the option of a ‘personal transport budget’ providing a mileage allowance of 45p per mile where they would normally be eligible for free home-to-school transport.

Do you think this is a reasonable proposal?



As shown above, 52.6% of respondents disagree with proposal 5, whereas 47.4% of respondents agree with the option to provide a mileage allowance for parents/carers of pupils with ALN.

If no, please provide reasons for your response.

Responses received for this question are themed into the table below:

Aspect	Issues raised
Cost	<ul style="list-style-type: none"> • Some parents do not have access to a car. • 45p/mile would not cover costs (including public transport/taxis)
Environment	<ul style="list-style-type: none"> • Will likely increase the number of cars on our roads and at and outside schools. • Would not help congestion. • Need safe drop off areas at schools
Expectation	<ul style="list-style-type: none"> • It is unlikely to be feasible for working families. • It would restrict families with their ability to work. • It would be good to have flexibility but there are risks.
Responsibility / Social impact	<ul style="list-style-type: none"> • Families with multiple children to get to school would struggle with this.

Please leave any further comments regarding this proposal below:

Comments received for this question are themed into the table below:

Aspect	Issues raised
Environmental impact	<ul style="list-style-type: none">• More traffic and congestion• Increase in air pollution.• More active travel routes need to be introduced
Attendance / attainment	<ul style="list-style-type: none">• Negative impact on school attendance and education• Detimental effect on future generations
Safety and wellbeing	<ul style="list-style-type: none">• Child safety should be a priority.• Not enough safe routes for walking
Financial	<ul style="list-style-type: none">• Budget savings should be sourced from other services.• Families will struggle financially
Additional Learning Needs (ALN)	<ul style="list-style-type: none">• School transport is relied on by the vulnerable
Faith-based education	<ul style="list-style-type: none">• There should not be preferential treatment for faith-based education.• It should be all schools or none.
Welsh-medium education	<ul style="list-style-type: none">• There should not be preferential treatment for Welsh-medium education.• It should be all schools or none.
Expectation	<ul style="list-style-type: none">• All pupils should have access to school transport.• System needs an over-haul.• Free school transport needs to be offered on case-by-case basis
Distance	<ul style="list-style-type: none">• 3-mile rule needs to be revisited.• Distance is too long for children to walk twice a day.

9. Conclusion

Bridgend County Borough Council consulted on five proposed changes to the current Home-to-School/College Transport Policy.

During the 12-week consultation period, face-to-face engagement sessions were held with stakeholders to provide opportunity for questions and concerns to be raised, as well as provide support and encouragement to complete the survey.

Overall, the responses received shared similar views and concerns regarding child safety and wellbeing, environmental concerns, social and economic impact, and the effect on young people's attendance and education. Many shared the view that there should not be preferential treatment for Welsh-medium education and Faith-based education.

9.1. Equality Impact Assessment and Welsh Language Impact Assessment

An initial Equality Impact Assessment (EIA) screening assessment was completed to identify any negative impacts of the proposed changes to the Home-to-School/College Transport Policy. A full EIA has been produced and will accompany the report to Cabinet. A full Welsh Language Impact Assessment has also been produced and will also accompany the report to Cabinet.

10. Appendices

Appendix 1: Learner travel statutory consultees response: Estyn Changes to home-to-school/college transport provision

Thank-you for sending us a copy of your proposal, setting out the local authority's intention to consult on changes to home-to-school/college transport provision.

While Estyn has a statutory role in considering proposals put forward under the School Organisation Code (2018), changes to a local authority's transport policy, such as you propose, do not fall under that legislation. As a result, Estyn do not need to be consulted in this case. We are grateful that you have informed us of the proposed change but will not be providing a formal response.

Appendix 2: Learner travel statutory consultees response: RhAG



Parents for Welsh Education's response to Bridgend County Borough Council's consultation

1 July 2024

RhAG wishes to thank you for the opportunity to respond to this Council consultation.

Bridgend County Borough on the proposals in the **Learner Travel consultation document**

It is frustrating and very unfortunate that it is the lack of funding that is driving this consultation. The consultation document sets this out at a very early stage. The Learner Travel (Wales) Bill 2008 states that assessing transport need should be the basis of Local Authority travel policy and it is extremely disappointing that, although the county has assessed the need a number of times in the not-too-distant past and has responded repeatedly to the need – rightly on the whole, that further review is taking place again.

At first glance, therefore, I welcomed the County's protection of the Welsh medium provisions of post 16 and in the Nursery period in this proposal.

We are also very aware of the importance of ensuring robust and thorough processes when it comes to any consultation process with the public, so that any proposal has the best chance of being put in place when the proposal comes with sound and rational support.



In researching the consultation document, itself, and the online questionnaire, it became clear to us that there was no Welsh Language Impact Study or indeed an Equality Impact Study as part of the public consultation package. This is inconsistent with other past county consultations, and this concerned us as the consultation in our view did not provide the consulates with sufficient information about the background and early assessment of the Council on the potential impacts these changes would be – positive or negative, have them on the public and more specifically on the cohorts of children who would be affected by this policy change. This gap in our view disturbed Gunning's second principle namely:

2. That there is enough information to give 'intelligent consideration'.

The information provided must be relevant to the consultation and must be available, accessible, and easy to interpret for consulates to provide an informed response.

The Gunning principles were coined by Stephen Sedley QC in a 1985 court case involving a school closure consultation (*R v London Borough of Brent ex parte Gunning*). Sedley defined consultation as legal only when these four principles are met:

<https://www.local.gov.uk/sites/default/files/documents/The%20Gunning%20Principles.pdf>

In addition, we wish to refer the County to a recent ruling.

WELSH LANGUAGE TRIBUNE

Case No: TYG/22/01

CBC

NEATH PORT TALBOT

(Appellant)

v.

WELSH LANGUAGE COMMISSIONER

(Respondent)

<https://tribiwnlysygymraeg.llyw.cymru/sites/welshlanguage/files/2023-10/penderfyniad-nptcbc-0923.pdf>

The judgment makes clear the need to make **conscientious consideration** of the impact on the Welsh language under Standards 91,92 and 93 which are similar to the Gunning principles. Paragraphs 118 and 119 of the judgment state as follows:



To that extent, the Tribunal accepts the definition adopted by the Commissioner when it states that it expects a conscientious effort on the part of the Council to consider the effects of its proposal on the Welsh language in all the ways required by the appropriate Standards, 91, 92 and 93.

Such an interpretation is consistent with Gunning's fourth principle in relation to consultation set out in section 3.1 of the School Organisation Code (2018), although in relation to a slightly later stage in the consultation process, namely that the consultation process "should ensure that the product of the consultation is conscientiously considered when the final decision is made".

Without initially presenting the assessment to the public, this compromises the credibility of public responses as a result of the lack of a full assessment of the impact on the Welsh language. Opportunities have been missed here to set the context for the county's reasons for protecting Welsh-medium services.

An impact assessment would have been able to include details of the Strategic Plan Welsh in Education of the County as well as including details of Part 10 of the Travel Bill setting out the need to promote Welsh language education.

10 Promoting access to education and training through the medium of Welsh

All local authorities and Welsh Ministers must promote access to education and training through the medium of Welsh when they exercise functions under this Bill.

https://www.legislation.gov.uk/mwa/2008/2/pdfs/mwa_20080002_we.pdf

An impact assessment on the proposals one by one would also have given the public the opportunity to better understand the potential impacts – both positive and negative so that a fuller response could be offered. Er enghraifft in proposal 4 it is stated:

*It is proposed, therefore, that this provision be removed. **But recognising the disproportionate impact such a proposal would have on Welsh medium and faith education, this proposal does not apply to those pupils attending sixth forms in Welsh-medium secondary schools and faith-based secondary schools.***

Explaining the basis of the **disproportionate impact would** have been beneficial here to strengthen the rationale for protecting coverage.

10. RhAG communicated three times with the Local Authority Transport officer to enquire about seeing the impact assessment. The officer's reply was that there was no obligation to produce a Welsh Language Impact Assessment. This is extremely inconsistent with previous Council consultations as we have had to complain two times to the Welsh Language Commissioner's Officer about a lack of Welsh language impact assessments and on the first occasion, the Commissioner's Office

found Bridgend County Borough Council failed standards 91,92 and 93. I refer to the case of CS098, Kenfig Mountain School where the report states:

*The Council must therefore **include information within the consultation document about how the decision will affect** the opportunities for public use of Welsh and not treat Welsh less favourably than English.*

It must therefore be asked why Bridgend County Borough Council - on the advice of their solicitors, decided not to create an impact assessment to accompany this consultation contrary to past consultations?

Protecting the Welsh language is quite an achievement as it is. Welsh language standards are there to ensure that the Welsh language receives all fairness and yet, in this case, the Local Authority has chosen to ignore previous advice.

It is also a great disappointment that Bridgend County Borough Council has not learned from the recent Tribunal case which clearly demonstrates the need to improve the practice of consultation processes according to the Welsh Language Standards to comply with the following standards:

91 Policy Making

*When you publish a consultation document relating to a policy decision, that document must **consider** and seek views as to the effects (whether positive or adverse) that the policy decision under consideration would have on -*

(a) opportunities for persons to use Welsh, and (b) not treat Welsh less favourably than English.

92 Policy Making

*When you publish a consultation document relating to a policy decision, that document must **consider** and seek views as to how the policy under consideration could be formulated or modified so that it would have positive effects, or more positive effects, on -*

(a) opportunities for persons to use Welsh, and (b) not treat Welsh less favourably than English.

93 Policy Making

*When you publish a consultation document relating to a policy decision, that document must **consider** and seek views as to how the policy under consideration could be formulated or modified so that it would not have adverse effects, or as it would have less adverse effects, on -*

(a) opportunities for persons to use Welsh, and (b) not treat Welsh less favourably than English.



Although this consultation is not about school arrangements, it is about far-reaching changes to education circumstances and therefore the same principles should be considered when planning a consultation and provide a sound basis for this policy change.

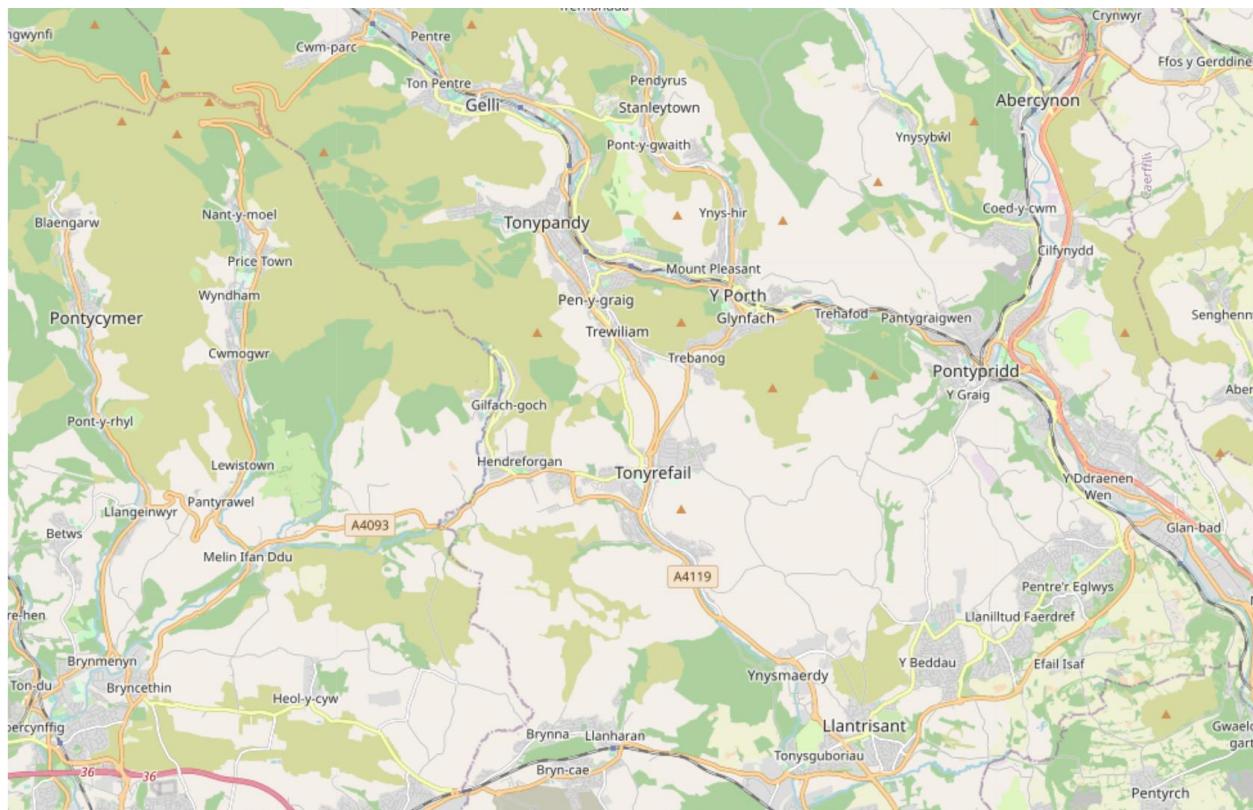
11. Although this consultation does not propose any change to the last transport policy change which is not to offer free transport across the county boundaries to Welsh schools - although there are arrangements for English schools, we here must take the opportunity to apply for the county to reconsider this policy change stating that the transport proposal needs to be balanced for those pupils who are taking place

live in border areas and live in communities where the Nearest Welsh Primary School closer in a county across the border. The Local Authorities commit to the universal ideal of achieving a Million Welsh Speakers by 2050, on behalf of **every** child in the county, wherever they live, while having a policy that supports the child rather than imposing geographical barriers.

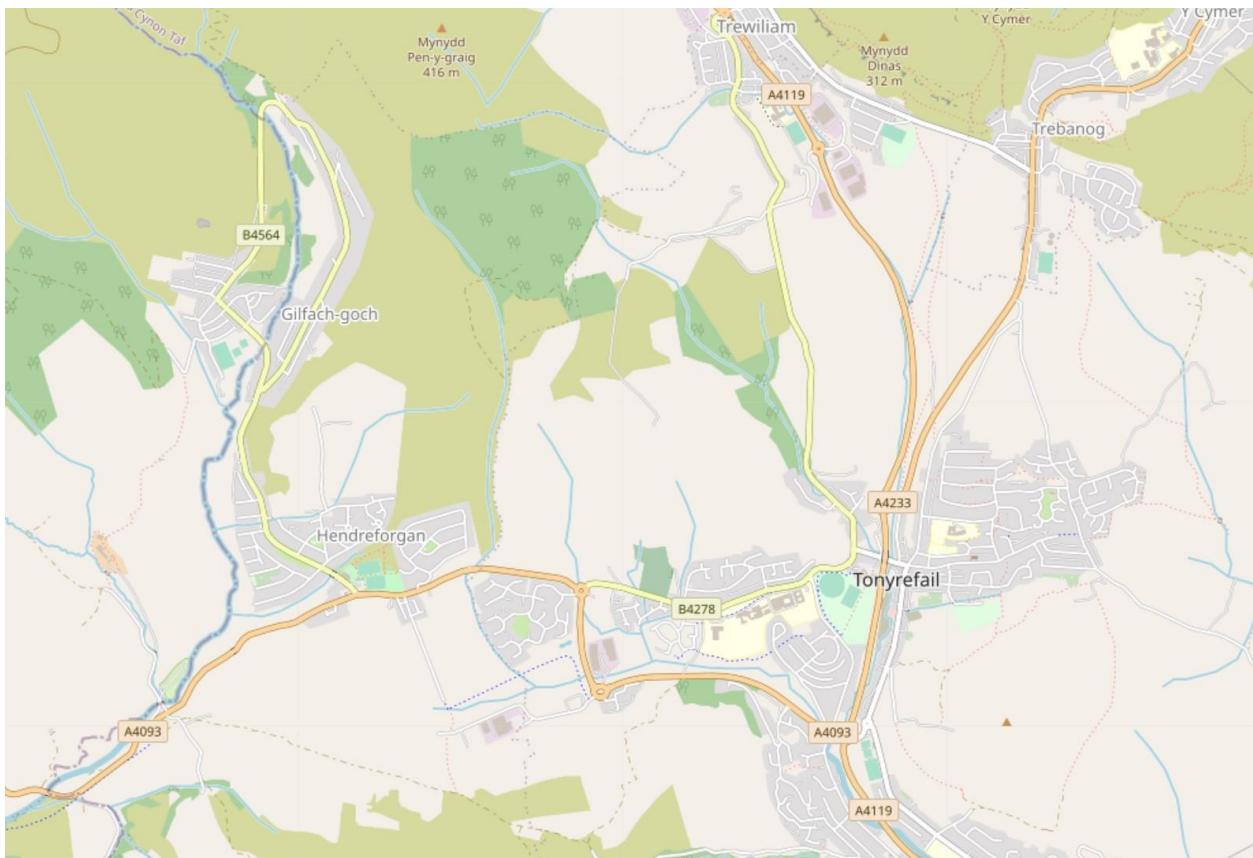
We wish to present to you once again, the situation of the families of the community of Gilfach-goch which is at the northern end of the county. We have raised the case of these families before with you and have received no recognition of this community's challenge to accessible and equal access to Welsh language education.

Below you will find a map of the north of the county adjoining Rhondda Cynon Taf. You'll find Tonyrefail in the middle and to the west are the villages of Hendreforgan and to the north, Gilfach-goch.





Taking a closer look at the communities of Gilfach-goch below, you will see that the county boundary goes straight through the village, which is the blue line. Following the last policy change, the families west of the blue line, no longer have the right to free transport to their nearest Welsh school, Ysgol Gymraeg Tonyrefail, which is just over a mile across the border. Yet the same families are entitled to transport to English-medium education from the same streets. We ask the county to respect the unique geographical nature of this area and offer these children free transport to primary and as they continue their Welsh language education journey to secondary school, to Ysgol Gyfun Llanhari, as the policy allows for English medium pupils. It is not the families who should be responsible for filling the County's schools, but it is the County that should be ensuring adequate growth for filling **all** schools with the children of their local communities, rather than delivering children across the county to schools outside their neighbourhoods.



12. Conclusion - we welcome this policy change and note with disappointment that not all the opportunities were taken to provide residents and county stakeholders with a complete and balanced picture of why the change was made. We hope that the decision to go ahead with this policy change will be on a rational basis and that the lack of an Equality and Welsh Language Impact Assessment will not replace the attempt to change the policy. We hope you will also consider our request for a Gilfach-goch community as well. From what we see no community is affected to the same extent as this village. I would be keen to have a further conversation with you about this matter.

We look forward to continuing to work together positively to make this progress a reality.

Thanks again for the opportunity to respond.

Appendix 3: Public Engagement session

Maesteg School Learner Travel session

20 attendees

Proposal 1 and 2:

- Who determines the safe walking routes?
- Why is three miles so important, seems like a penalty to people coming from the most deprived areas? Weather is always bad does not depend on the season. Bridgend can choose differently to the guidance from Welsh Government.
- Council tax has increased so why can't this be provided. Places from Porthcawl are provided according to a recent email.
- We need the option of being able to buy seats on buses.
- If we pay, would that cover the extra cost trying to be saved by the council?
- Houses are being built in Llangynwyd and this increases the number of children walking to school - departments need to talk to each other.
- Compromises children's health walking to school
- The council has been consulting on this since 2019/2020 you do what you want you do not listen; you're doing this as a tick box exercise.
- Walking to school from the valleys is too far for children.
- No evidence of safe routes. Parents should be given the safe routes plans and leeway should be given to the valley areas.
- Parents/pupils struggle to identify where there is a safe route in this area at busy times. Public transport is appalling at the best of times, which may be decreased. There is no other transport for children.
- The government says where there is no safe route. The local authority has not complied with it. I have spoken to children; they have not been consulted and would not feel safe walking.
- We are paying to transport three children five times a week at £15. Public transport is £5 a day. Costs do not add up. It is cheaper for parents to buy a place on a bus.
- Carbon issues, this does not line up with your Carbon Net Zero plans.
- There will be a need to reschedule public buses to get the children to school at an appropriate time.
- Effects the children and their education.
- Schools need to provide facilities for children to dry and hang coats. Pupils are carrying this about all day with them.
- Parents are being punished as child will not walk 3.5 miles. Attendance is suffering as they cannot get to school.
- Why are we not looking for more innovative ways for money. The local authority is dragging its feet on ways to save more money.
- Parents are working/ cannot afford. Children walking to school whilst their classmates on the bus is heart breaking.



- What happens if a child gets injured on the walk to school which is classed as 'safe'. So many bad stories in the news. It is putting children the most vulnerable at risk.
- Moral duty and personal duties - when this is removed there will be extra pressure on parents, grandparents and so on. This adds more pressure onto the elderly to take grandchildren to school.
- The current policy supports working parents.

Comments on Welsh-medium education / Faith-based schools

- Do not agree with the difference in provisions between Welsh language / faith-based schools.
- Most of the county's council tax goes to those children in Welsh medium or faith-based education transport, when ours will need to walk. Most children go to English-medium, so this seems unfair.
- Seems contradictory to Welsh language schools. We're trying to encourage Welsh speaking and get even less.
- English schools are closer, so people will choose to walk to them rather than go to Welsh schools.
- Welsh speakers have two choices of what school to go to, they choose to go to a school further away from their catchment area.
- Reinstate all transport down the expense and take the money away from something less effecting. Fund everyone!

Proposal 4

- Being from one of the most deprived areas, it's not fair on opportunities for children when it gets to post-16. People in Bridgend are closer to schools than in the valley areas.
- Children are not given any scope to get out of the valley and get jobs.
- Children are not going to come to school if they need to pay their way.
- There is no public transport at appropriate times. Transport and schools need to be talking to each other.
- Parents apply to send to faith schools to get free transport. Costs will increase as more transport is required.
- Children being impacted by financial decisions.
- Children have more chances of success when they are at school.
- Increase council tax / adjust budgets to cover the costs. Children need to get to school.
- It's cruel for children to lose the opportunity to reach their potential and dreams. All children need the transport.

Proposal 5

- Not all ALN will get the transport, you have to fight for that. Really frustrating.
- Why do you need to reapply for ALN each year?

- How much would it save the council if one parent is paid the 45p. Is it justifiable?
- One parent taking a couple of ALN children.
- Pay parents with ALN but not others. Every child deserves the right to get to school ALN or not.
- Why are BCBC paying 45p when HRMC says 42p.
- How do you know that child is getting to school when you're paying that parent.

Pencoed Comprehensive School Learner Travel Session

3 Members of the public:

Concerns raised:

- Different ages of children should be considered, for example: A 5-year-old walking that distance is a lot different than a 9-year-old.
- Single parents will be affected greatly as many rely on school transport in order for them to arrive at work on time.
- Parents would be happy to pay towards costs if this enabled the service to continue.

Proposal 3

- There is a potential of parents pulling children out of Welsh-medium nursery when it comes to starting primary school.
- Students that attend an alternative college if the course is not available at the chosen collage are currently supported, I would query if this would continue?
- People may send the children to Welsh/faith schools to take advantage of still having school transport.
- If this came into effect half way through a student's education, parents cannot make an informed choice. Shouldn't be allowed to take place half way through the collage A/Level course, as it could put extra pressure on parents/students.
- This goes against the other Welsh Government initiative of school attendance campaigns and children going onto further education.

Proposal 5

- Traffic around schools is a hazard, traffic management and carbon emissions more extensive.
- Could parents have an alternative arrangements and fund aside from BCBC (Lindsay explained that in some other local authorities' parents have gone down this route privately).
- There is public concern identified around taking up this option, but not using it all the time but still having the allowance.

- This may not be a cost savings - it could end up costing the authority more.
- There is a danger that parents changing their mind part way through and deciding to use the transport which would result in them losing their place.
- Will increase traffic, carbon, and congestion.
- Financial impacts will be felt by the schools.
- Proposal 5 is very open-ended was the main concern from the group.
- Concerns around the availability of public transport if this is the only option for children.

Porthcawl Primary School Learner Travel Session

2 members of the public:

Proposal 1:

- Safe walking routes: new traffic lights at Pyle – there is no crossing, yet this is classed as a safe walking route. Narrow walk ways and no pedestrian crossing. Kids need to walk the other side of Cornelly. Pyle Road (Marlas Bridge)
- Traffic volume will increase because of everyone dropping their children to school.
- Some parents do not get on with the school, so parents then have chosen another school and then drive to those schools.
- There is lots of choice in primary schools but just one or two comprehensive schools
- Parents pay X amount to provide a bus for comprehensive school kids rather than each individual parent driving to Porthcawl Comp for example.
- Schools should provide welcome packs, and with all walking routes available for the children.

Proposal 2:

- Does the current child still have the transport?
- Agree with the fairness of the proposal, neighbours get transport when others on the same street don't.

Proposal 3:

- Prejudicial for Welsh schools and faith schools above English-medium schools.
- Transport provision does affect the choice of education chosen for the child.
- Should English-medium schools that are strong in Welsh language be included in the protection, for example, Afon y Felin Primary School?

Proposal 4:

- Utilise the provision of public transport – free bus pass.
- Will this still be provided for young people with ALN?

- Young people with ALN should be provided at all ages.
- Neurodiverse should also be included.
- Not every child has access to a car and learning to drive to get to school / college.
- Suggestion of doing a survey on Post-16 learners that would need school transport, identify areas that do not need it.
- Have you considered a single parent family; income will be a lot lower than a double income family. They may struggle to afford use of public transport.

Proposal 5:

- There is a misunderstanding of proposal. We are not asking parents to pay for the provision of transport.

Bridgend College, Pencoed Campus Learner Travel session

2 members of public / staff members

- Concern on financial wellbeing, on families and students – there is already a struggle to get students to college.
- Will impact students living in deprived areas the most.
- Negative impact on Post-16 education and future career prospects.
- Understanding of the need for the cuts and proposals.
- Education and awareness are needed to support the reasons around the protection of Welsh-medium education and Faith-based school transport.
- Agreement that the sibling protection causes unfairness between families living in the same area.

Appendix 4: Pupil Engagement sessions

Maesteg School Learner Travel session:

56 Pupils – Age 11-17.

Proposal 1:

- Disabled access to school: All pupils should be entitled to safely get to school.
- Cost implications – Over £100 per week, per family from Llan.
- Service bus times do not line-up with school hours and does not stop close enough to the school.
- Adds pressure on parents and grandparents to provide lifts to school.
- Parents are fined for children not attending school, however there are no ways to get the children there. Parents have to bear the cost of public transport.
- One pupil changing schools due to school transport issues.
- Unfairness and lack of compromise on who is entitled, pupils in the same street are entitled but some aren't.
- Increase in traffic around the school, encourages a car per student.



- Emergency services would not be able to get through the traffic.
- Increase in traffic around Maesteg in general.
- Unsafe with more cars driving to school.
- Climate emergency – not in line with carbon net zero proposals.
- Swansea Council provide transport under 3 miles. Why can't Bridgend?
- Unsafe to be walking 6 miles a day to and from school.
- Pupils feel intimidated by the roads and public.
- Taxis are difficult to get, unavailable and very costly.
- Suggestion of a paid school bus system – people still pay but at a discounted cost than public transport and bus is provided by BCBC.
- Rights of the child to get to education.
- Detrimental to pupils' education
- Cost of lighting for pathways versus transport
- More air pollution
- Cost of clothing and shoes for walking to school – people in poverty affected.
- Walking to and home from school in dark is dangerous and unsafe.
- More likely to be late and impact on attendance from walking.

Proposal 2: Removal of Sibling protection

- One pupil has moved in with grandparents to qualify for school transport.
- Why the removal of sibling protection now
- Where is the money going to go – does it go to salaries?
- What are these savings going to be used for?
- What are the chances of saving the school buses?
- Will council tax go down if this is being removed?
- Pupils need to be protected and supported when walking distances to school. Older siblings help with their younger siblings.
- This will hugely affect school attendance.
- More pupils will be turning up late to school.
- Traffic already causes pupils to be late, this will make the issue worse.
- More cars, air pollution is a worry.
- What are the safe routes – from Caerau?
- You have to walk on the main roads from Llan.
- Pupils are legally obliged to get to school, yet no provision is in place.

Proposal 4: Post 16 education

- Impact decisions to further education – more people likely to leave school and impact on attitude to learning.
- High expense of public transport / driving
- Increase of vehicles on the road – no parking facilities at schools – dangerous for other pupils
- Transport to get to exams.
- Has a detrimental impact on future career prospects.

CCYD School Learner Travel session:

11 pupils – Year 7-10

Proposal 1:

- Seasonal issues are a concern with poor weather in the winter.
- If we are late for school, we get into trouble.
- If we are injured, will travel be available for recovery time?
- Attendance will be impacted.
- Three miles is a long distance to walk and get to school on time – it's not fair.
- Pupils will need to wake up earlier.
- Being a few metres away from others getting transport is unfair.
- Empty buses passing people walking.
- Not fair on parents having to provide transport.
- Road safety – more children on the road and more incidents.
- Afterschool clubs will be impacted.
- Effect on learning and education – outside in the winter, more prone to catching a cold. Awake earlier and tired in school.
- There are more English pupils who use public transport than Welsh. This will affect English-medium schools.
- In favour of saving Welsh transport to protect culture.

Proposal 2:

- Agree with proposal 2.
- Proposal makes sense for equality for all pupils.
- When people move house, their new distance should be checked.

Proposal 3: Nursery

- Unequal just because you study Welsh.
- If you take it away for English, take it away for everyone.
- We don't want to lose our cultural identity (Welsh)
- Effects parents' employment

Proposal 4: Post 16

- We need to be taking responsibility for our own decisions
- it's our decision to stay in further education so we need to take responsibility to get there.
- Sixth-formers use the same buses as the ones in Year 11. What's the difference than using the same buses as you did through school?
- Provide a cheaper public bus pass.
- Some will be losing out on their education because of where they live rather than their ability.

- Learners would need to get on two public service buses to reach some schools.
- Getting learners to school in the first place is hard enough regardless on transport.
- This really affects pupils in deprived areas.
- This would mean that pupils who live closer to the school will have more opportunities of furthering their education than those who live further away.
- Sixth-formers could pay towards a bigger school transport bus.
- This affects pupils' future opportunities.

Brynteg School Learner Travel session:

23 pupils' Year 7-10

Proposal 1:

- From Pen-y-Fai no school transport is provided.
- Some struggle to get to school as parents are not able to provide transport.
- Causes a worry to get to school.
- Roads are not safe to walk on.
- There will be an increase in traffic and road safety.
- There will be more congestion and air quality issues
- Some qualify for transport as they live over three miles from school yet others a street behind do not.
- Give spaces on empty buses to pupils who may not be eligible
- Select students in nearby streets to fill buses for fairness even if they are not eligible.
- Cost of getting pupils to school is high.

Proposal 2:

- Families struggle to get multiple children to different schools.
- When the older sibling leaves, they should then lose the 'sibling protection'.

Proposal 3:

- Have the same budget offer for ALN for sixth form and nursery transport.

Proposal 4:

- This presents a barrier to further education.
- Families should have the option to ask for support on an individual basis.

Proposal 5:

- How will this be regulated and monitored?
- Sensible option
- Have the same budget offer for ALN for sixth form and nursery transport.



Youth Council Learner Travel session

3 Youth council members:

- Not providing transport for most college students (Post-16) would be detrimental and a large barrier to attend college and sixth-form.
- Having to drive is potentially more dangerous, expensive, and worse for the environment.
- Buses are very expensive and not affordable on 16-18 minimum wage even with a bus pass.
- Young people may feel discouraged to attend further and then higher education and get more qualifications.
- This added more barriers for attending education.
- Will increase the emotionally based school avoidance (EBSA) and not in education employment or training (NEET) populations.
- Not everyone has money for fuel, public transport and to walk everywhere can be difficult in different weather.

Appendix 5: Social Media Analysis

Facebook/Instagram/LinkedIn	Insights	Welsh insights
<p>16 April</p> <p>Have your say! 🚍</p> <p>We've launched a public consultation on proposed changes to the home-to-school and college transport arrangements, which if approved will help us save just over £1 million as we continue to face the impact of national financial pressures.</p> <p>As part of the new proposals, all pupils of statutory school-age will only be eligible for free transport if they live outside of the statutory distances of two miles of a primary school, or three miles of a secondary school. Welsh-medium and faith schools will not be affected.</p> <p>Legacy 'sibling' protection for pupils will be removed along with transport for nursery pupils (excluding those attending their nearest suitable Welsh-medium or faith school) and post-16 transport to all schools and colleges, excluding pupils attending the following schools: Ysgol Gyfun Gymraeg Llangynwyd; Archbishop McGrath Catholic High School; The Bishop of Llandaff Church in Wales High School.</p> <p>Another proposed change is the offer of a 'personal transport budget' to parents or carers of pupils with</p>	<p>Impressions: 28,179</p> <p>Reach: 24,917</p> <p>Engagement: 4,151</p>	<p>Impressions: 58</p> <p>Reach: 35</p> <p>Engagement: 1</p>

<p>additional learning needs (ALN). A ‘budget’ of 45p per mile will be offered to provide financial support to parents or carers on an individual basis, giving them the opportunity to arrange their own transport to school for their child if they wish.</p> <p>To have your say on these proposal, please visit our website: @</p> <p>https://beinvolvedbridgend.uk.engagementhq.com/learner...</p> <p>The consultation will close on Wednesday 3 July 2024.</p>		
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Twitter	Welsh insights
<p>Thursday 18 April</p> <p>📢 We've launched our consultation on proposed changes to the home to school/college transport policy 🚗</p> <p>Have your say - complete the online survey @</p> <p>https://beinvolvedbridgend.uk.engagementhq.com/learner-travel-survey</p>	<p>Impressions : 493</p> <p>Engagements: 15</p> <p>Link clicks: 13</p> <p>Impressions : 15</p> <p>Engagements: 1</p> <p>Link clicks: 1</p>
<p>Saturday 20 April</p> <p>Take part in our consultation on proposed changes to home to school/college transport in #Bridgend County Borough.</p> <p>We want to hear your views. Complete the online survey @</p> <p>https://beinvolvedbridgend.uk.engagementhq.com/learner-travel-survey</p>	<p>Impressions : 995</p> <p>Engagements: 16</p> <p>Link clicks: 11</p> <p>Impressions : 21</p> <p>Engagements: 0</p> <p>Link clicks: 0</p>

Facebook/Instagram/LinkedIn	Welsh insights
<p>23 April</p> <p>We've launched our consultation on proposed changes to our home to school/college transport policy 🚗</p>	<p>Impressions : 17,918</p> <p>Reach: 16,949</p> <p>Impressions : 0</p> <p>Reach: 0</p> <p>Engagement : 0</p>

<p>📢 There are a number of ways you can have your say:</p> <p>📞 (01656) 643 664</p> <p>✉️ consultation@bridgend.gov.uk</p> <p>🔗 https://beinvolvedbridgend.uk.engagementq.com/learner-travel-survey</p> <p>✉️ Communications, Marketing and Engagement, Bridgend County Borough Council, Civic Offices, Angel Street, Bridgend, CF31 4WB.</p> <p>📅 Closing date: 3 July 2024</p>	Engagement : 1,225	

Twitter		Welsh insights
<p>Wednesday 24 April</p> <p>Take part in our consultation to #haveyoursay on proposed changes to the home to school/college transport policy in #Bridgend County Borough.</p> <p>🔗 https://beinvolvedbridgend.uk.engagementq.com/learner-travel-survey</p>	<p>Impressions : 1,718</p> <p>Engagements: 27</p> <p>Link clicks: 16</p>	<p>Impressions: 41</p> <p>Engagements: 2</p> <p>Link clicks: 2</p>

Facebook/Instagram/LinkedIn		Welsh insight
<p>Tuesday 30 April</p> <p>Come along to one of our public consultation events to have your say on the proposed changes to our home to school/college transport policy:</p> <ul style="list-style-type: none"> 📅 23 May - Maesteg Comprehensive School 📅 10 June - Pencoed Comprehensive School 📅 14 June - Porthcawl Comprehensive School 	<p>Impressions : 6,531</p> <p>Reach: 5,604</p> <p>Engagement : 172</p>	<p>Impressions : 28</p> <p>Reach: 27</p> <p>Engagement : 3</p>

<p> 20 June - Bridgend College, Cowbridge Road Campus.</p> <p> All events start at 6pm.</p> <p>You will need to register your place, please visit: {insert link}</p> <p>If you cannot make these events, you still take part in our consultation online in the following ways:</p> <ul style="list-style-type: none">  (01656) 643 664  consultation@bridgend.gov.uk  https://beinvolvedbridgend.uk.engagementhq.com/learner-travel-survey  Communications, Marketing and Engagement, Bridgend County Borough Council, Civic Offices, Angel Street, Bridgend, CF31 4WB. <p> Closing date: 3 July 2024</p>		
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Twitter		Welsh insights
<p>Thursday 9 May</p> <p>Have your say on the proposed changes to our home to school/college transport policy in our public engagement event @MaestegSchool on 23 May at 6pm.</p> <p> Book your place today: #haveyoursay #Maesteg. Closing date: 3 July 2024</p>	<p>Impressions : 1,343</p> <p>Engagements: 14</p> <p>Link clicks: 4</p>	<p>Impressions: 53</p> <p>Engagements: 3</p> <p>Link clicks: 1</p>

Twitter		Welsh insights
<p>Monday 13 May</p>	<p>Impressions: 0</p>	<p>Impressions: 0</p>

<p>Have your say on the proposed changes to our home to school/college transport policy in our public engagement event @PencoedComp on 10 June at 6pm.</p> <p> Book your place today: https://beinvolvedbridgend.uk.engagementhq.com/learner-travel-survey/surveys/event-sign-up-form-2</p> <p>#haveyoursay #Pencoed. Closing date: 3 July 2024</p> <p>#haveyoursay </p>	<p>Engagement: 0</p> <p>Link clicks: 0</p>	<p>Engagement: 0</p> <p>Link clicks: 0</p>
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Facebook/Instagram/LinkedIn		Welsh insights
<p>Monday 20 May</p> <p>We're holding public engagement sessions across the county borough to gather your views on the proposed changes to our home to school/college transport policy </p> <ul style="list-style-type: none"> 14 23 May - Maesteg Comprehensive School 14 10 June - Pencoed Comprehensive School 14 14 June - Porthcawl Primary School <ul style="list-style-type: none"> 14 20 June - Bridgend College, Pencoed Campus All events start at 6pm. <p>You will need to register your place, please visit: https://beinvolvedbridgend.uk.engagementhq.com/learner...</p> <p>If you cannot make these events, you still take part in our consultation online in the following ways:</p> <ul style="list-style-type: none"> (01656) 643 664 consultation@bridgend.gov.uk https://beinvolvedbridgend.uk.engagementhq.com/learner... Communications, Marketing and Engagement, Bridgend County Borough Council, Civic Offices, Angel Street, Bridgend, CF31 4WB. <p> 14 Closing date: 3 July 2024</p>	<p>Impressions: 32,383</p> <p>Reach: 28,097</p> <p>Engagement: 1,462</p>	<p>Impressions: 513</p> <p>Reach: 466</p> <p>Engagement: 6</p>

Twitter		Welsh insights
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Wednesday 5 June Have your say on the proposed changes to our home to school/college transport policy in our public engagement event @PencoedComp on 10 June at 6pm. 🔗 Book your place today: #haveyoursay #Pencoed. Closing date: 3 July 2024 🔗 http://beinvolvedbridgend.uk.engagementhq.com/learner-travel-survey	Impressions: 1,626 Engagements: 34 Link clicks: 7	Impressions: 67 Engagement: 1 Link clicks: 1
Friday 7 June Have your say on the proposed changes to our home to school/college transport policy in our public engagement event @Porthcawl Junior School on 14 June at 6pm. 🔗 Book your place today: https://beinvolvedbridgend.uk.engagementhq.com/learner-travel-survey/surveys/event-sign-up-form-2 #haveyoursay #Porthcawl. Closing date: 3 July 2024 🔗 http://beinvolvedbridgend.uk.engagementhq.com/learner-travel-survey	Impressions: 498 Engagements: 6 Link clicks: 3	Impressions: 0 Engagement: 0 Link clicks: 0

Facebook/Instagram/LinkedIn		Welsh insights
Tuesday 25 June Last chance to have your say in our home to school/college transport consultation! 🗣  There are a number of ways you can have your say: 📞 (01656) 643 664 ✉️ consultation@bridgend.gov.uk 🔗 https://beinvolvedbridgend.uk.engagementhq.com/learner-travel-survey  Communications, Marketing and Engagement, Bridgend County Borough Council, Civic Offices, Angel Street, Bridgend, CF31 4WB.  Closing date: 3 July 2024	Impressions: 11,277 Reach: 10,350 Engagement: 280	Impressions: 26 Reach: 26 Engagement: 0

Twitter		Welsh insights
28 June 👉 Last chance to have your say in our home to school/college transport consultation. Have your say - complete the online survey: 🔗	Impressions: 879 Engagements: 8 Link clicks: 2	Impressions: s: 13 Engagements: 0 Link clicks: 0
Facebook/Instagram/LinkedIn		
Tuesday 2 July Our consultation on proposed changes to home to school/college transport in #Bridgend County Borough closes tomorrow! 👉 Don't miss your chance to have your say! Complete the online survey 🔗 https://beinvolvedbridgend.uk.engagementhq.com/learner... 📞 (01656) 643 664 ✉️ consultation@bridgend.gov.uk ✉️ Communications, Marketing and Engagement, Bridgend County Borough Council, Civic Offices, Angel Street, Bridgend, CF31 4WB. 📅 Closing date: 3 July 2024	Post reach: 948 Post impressions: 901 Engagement: 54	Impressions: s: 4 Reach: 4 Engagements: 0
Twitter		
2 July !! Last chance to have your say in our home to school/college transport consultation. Consultation closes tomorrow - 3 July! 🔗	Impressions: 429 Engagements: 5 Link clicks: 2	Impressions: s: 5 Engagements: 0 Link clicks: 0

Learner travel consultation

10 April 2024 to 3 July 2024

Emerging themes

Proposal 1 - Withdrawal of transport for all learners benefitting from an available walking route to school, in line with statutory distances of two miles for primary age pupils and three miles for secondary age pupils.

Aspect	Issues raised
Time	<ul style="list-style-type: none"> • Too long to walk, especially in bad weather. • May effect pupils' ability to learn.
Distance	<ul style="list-style-type: none"> • Too far to walk, especially for younger children. • Public transport options need to improve. • Children are more likely to be late walking long distances. • Public transport times do not line up with school hours and does not stop close enough to the school.
Responsibility/social impact	<ul style="list-style-type: none"> • The current policy supports families going to work.
Safety and wellbeing	<ul style="list-style-type: none"> • Children will be unsafe. • Walking routes are often not safe. • Roads are busy/unsafe. • Lighting on walking routes in the winter months is poor. • Walking in cold/wet weather could cause physical and mental health issues. • Increased exposure to anti-social behaviour and crime (for example drugs). • Limited options outside schools for parents/carers to safely drop-off children.
Faith-based education	<ul style="list-style-type: none"> • There should not be preferential treatment for faith-based education.
Welsh-medium education	<ul style="list-style-type: none"> • There should not be preferential treatment for Welsh-medium education.
Cost	<ul style="list-style-type: none"> • Public transport is expensive and there will be additional costs for pupils/families. • Many families do not have access to a private car. • The council should make other internal savings. • Many families are already suffering financial hardship, and this would add to the burden.
Environment	<ul style="list-style-type: none"> • There will be a negative impact on the environment. • Children won't walk that far so the impact will be on more travel and an increased environmental

	impact. Net zero carbon targets will unlikely be met.
Additional learning needs (ALN)	<ul style="list-style-type: none"> Pupils with additional learning needs (ALN) should be supported with transport.
Attendance/attainment	<ul style="list-style-type: none"> Attendance/attainment will be negatively impacted.

Proposal 2 - Removal of legacy 'sibling' protection for pupils.

Aspect	Issues raised
Distance	<ul style="list-style-type: none"> Too far for many younger pupils to walk to school while their older sibling is on the school bus. The distance thresholds should be dropped for all pupils
Responsibility/social impact	<ul style="list-style-type: none"> Siblings should have the same entitlement and travel together. I work and won't be able to get my children to school. Having an older sibling alongside supports the transition of younger pupils. This will complicate life for families. Difficult for parents to take children to different schools for the same start time
Safety and wellbeing	<ul style="list-style-type: none"> Young pupils should be permitted to travel with older siblings to support their anxiety. Far more vehicles at drop-off and pick up time outside schools. Safety and welfare are paramount. This is unfair. Children's mental health is deteriorating. Safety should be prioritised over money. Road safety concerns.
Cost	<ul style="list-style-type: none"> Any saving should be found elsewhere. Some families are suffering financial hardship already. This would mean I would have to give up work.
Environment	<ul style="list-style-type: none"> There will be more cars on the roads. Increase in congestion and traffic will affect the whole borough.
Attendance/attainment	<ul style="list-style-type: none"> This may prevent siblings attending the same school. This would create barriers for children's learning. This would drive down attendance
Expectation	<ul style="list-style-type: none"> This should never have happened. Both siblings should have transport The older distances were fairer. Families should have transitional protection to this proposal.

	<ul style="list-style-type: none"> • Unfair that something previously provided is taken away
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Proposal 3 – Removal of all transport for nursery pupils (excluding pupils attending their nearest suitable Welsh-medium or faith school).

Aspect	Issues raised
Time	<ul style="list-style-type: none"> • Small children walking to school in bad weather.
Distance	<ul style="list-style-type: none"> • Little children cannot be expected to walk such a distance.
Responsibility/social impact	<ul style="list-style-type: none"> • This should be removed for all. • This should be means tested. • Makes it difficult for parents to work. • Targets and impacts the most vulnerable children
Safety and wellbeing	<ul style="list-style-type: none"> • Safety is paramount. • Pupils this age should not be going on a bus alone. • Nursery age children are too young. • There are no safe walking routes.
Faith-based education	<ul style="list-style-type: none"> • There should not be preferential treatment for faith-based education. • This is discriminatory to the English language. • It should be all pupils or none.
Welsh-medium education	<ul style="list-style-type: none"> • There should not be preferential treatment for Welsh-medium education. • This is discriminatory to the English language. • It should be all pupils or none.
Cost	<ul style="list-style-type: none"> • Stop this and put the money into other transport for pupils. • This supports working families. • They are not of statutory school age. • This does not need to be funded
Environment	<ul style="list-style-type: none"> • There will be more cars on the roads with more pollution and congestion around schools. • No parking and safe drop off areas
Additional learning needs (ALN)	<ul style="list-style-type: none"> • There should be special dispensation/eligibility for pupils with ALN and looked after children.
Attendance/attainment	<ul style="list-style-type: none"> • How does this support the 'National Mission'? • It will reduce attendance; parents will take children out of nursery.
Expectation	<ul style="list-style-type: none"> • This will present barriers for parents. • Nursery is voluntary. • Nursery pupils require transport. • It should be needs assessed.

Proposal 4 – Removal of all Post-16 transport (excluding pupils attending the following schools):

- Ysgol Gyfun Gymraeg Llangynwyd;
- Archbishop McGrath Catholic High School; and
- The Bishop of Llandaff Church in Wales High School.

Aspect	Issues raised
Distance	<ul style="list-style-type: none"> • Most Post-16 journeys are longer. • Pupils at the top of the valleys will suffer more. • It's too far especially in the winter months. • It would be too far to college from many learners (Porthcawl for example)
Responsibility	<ul style="list-style-type: none"> • This will be a barrier to young people's education. • More sixth-formers will drop-out of school.
Safety and wellbeing	<ul style="list-style-type: none"> • Safety and weather will be an issue. • There should be encouragement for Post-16 pupils to learn. • Not enough safe routes to school/college
Faith-based education	<ul style="list-style-type: none"> • There should not be preferential treatment for faith-based education. • It should be all schools or none. • Some pupils of alternative faiths to Christianity do not have the same option of a faith-based education
Welsh-medium education	<ul style="list-style-type: none"> • There should not be preferential treatment for Welsh-medium education. • It should be all schools or none.
Cost	<ul style="list-style-type: none"> • This will be a financial burden on families. • Children are leaving education to work because of the cost of living. • Cost for public transport will result in young people missing out on further education. • Low-income families need to be prioritised. • Not all families have access to a private car
Environment	<ul style="list-style-type: none"> • This will mean more cars on our roads and outside schools. • No parking at schools for pupils
Additional learning needs (ALN)	<ul style="list-style-type: none"> • ALN should be supported as travel for many of them is harder. • The most vulnerable pupils will be the hardest hit
Attendance/attainment	<ul style="list-style-type: none"> • Young people will be deprived of their education. • Not all schools have the same subject offer. • Attendance will suffer in general. • Pupils eligible for free school meals will suffer more and may not pursue Post-16 education.
Expectation	<ul style="list-style-type: none"> • This should be based on needs. • There aren't many other options for pupils.

	<ul style="list-style-type: none"> • Some pupils may hold back progressing their education. • We should support further and higher education and encourage it. • Maybe if public transport was more reliable
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Proposal 5 – The offer to parents/carers of pupils with additional learning needs (ALN) the option of a ‘transport budget’ providing a mileage allowance of £45p per mile

Aspect	Issues raised
Cost	<ul style="list-style-type: none"> • Some parents do not have access to a car. • 45p/mile would not cover costs (including public transport/taxis)
Environment	<ul style="list-style-type: none"> • Will likely increase the number of cars on our roads and at and outside schools. • Would not help congestion. • Need safe drop off areas at schools
Expectation	<ul style="list-style-type: none"> • It is unlikely to be feasible for working families. • It would restrict families with their ability to work. • It would be good to have flexibility but there are risks.
Responsibility / Social impact	<ul style="list-style-type: none"> • Families with multiple children to get to school would struggle with this.

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Equality Impact full assessment form

When complete, this form must be signed off and retained by the service area. The Full EIA should be recorded as complete on share point (your business manager has access to share point). Where a full EIA is needed this should be included as an appendix with the relevant cabinet report and therefore available publicly on the website.

Equality impact full assessment form

Name of project, policy, function, service or proposal being assessed:	Home-to-School/College Transport Policy consultation
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At this stage you will need to re-visit your initial screening template to inform your consultation and refer to guidance notes on completing a full EIA

Consultation

	Method	Action Points
Who do you need to consult with (which equality groups)?	Parents/carers Pupils/college learners Stakeholders	Public engagement sessions Use of social media Online survey Work with schools and Bridgend College to engage with pupils/students. Stakeholders identified and sent details of the consultation for comment.
How will you ensure your consultation is inclusive?	Full public consultation made available on the local authority website. The consultation used plain English to maximise	The public consultation was made available in online and paper format in both Welsh and English with alternative formats by request.

Method	Action Points
	<p>understanding and encourage participation.</p> <p>To encourage engagement the consultation was available online or in other formats by request.</p> <p>Information about the consultation was shared via social media channels on a variety of platforms.</p> <p>Engagement events for parents and carers held in two secondary schools, one primary school and Bridgend College.</p> <p>Engagement events with pupils held via Bridgend Youth forum, Maesteg School and Coleg Cymunedol Y Dderwen.</p> <p>Workshops arranged outside of working hours (that is 6-8pm) to encourage participation for working parents/carers to attend.</p> <p>The consultation document and survey were made available on the local authority website and details of the consultation were shared on a number of social media channels/platforms.</p> <p>Parents and carers contacted via schools to attend consultation events.</p> <p>Letters sent to all parents/carers in Bridgend schools.</p> <p>Letters sent to all statutory consultees and stakeholders.</p> <p>Letters sent to all elected members.</p>

	Method	Action Points
What consultation was carried out? Consider any consultation activity already carried out, which may not have been specifically about equality but may have information you can use	A full 12-week public consultation was carried out from 10 April 2024 to 3 July 2024.	

Record of consultation with people from equality groups

Group or persons consulted	Date/venue	Feedback/areas of concern raised	Action Points
Consultation events:	<p>Maesteg School</p> <p>Pencoed Comprehensive School</p> <p>Porthcawl Primary School</p> <p>Bridgend College</p> <p>Maesteg School pupils</p> <p>Bridgend Youth Council pupils took part in engagement sessions in the Council Chamber</p> <p>Coleg Cymunedol Y Dderwen</p>	<p>Availability of safe routes to school.</p> <p>Weather conditions will impact.</p> <p>Not providing transport for most college students (Post-16) presents a barrier to attend college and sixth-form.</p> <p>Having to drive is potentially more dangerous, expensive and worse for the environment.</p> <p>Service buses are very expensive and not affordable.</p> <p>If they don't transport- young people may discouraged to attend higher education and getting more qualifications.</p> <p>Adds more barriers for attending education and will increase the 'emotionally based school avoidance' and 'not in education, employment or training' population.</p> <p>Not everyone has money for fuel, public transport.</p>	Consider feedback from learners on all proposals to produce Cabinet report and recommendations
Parent and Carer Engagement sessions:	Parent and carer engagement sessions took place in:	<p>The most common feedback from parents and carers as a result of the consultation responses are summarised below:</p> <ul style="list-style-type: none"> • Public transport options need to improve. 	Consider feedback from parents and carers on all proposals to produce Cabinet

A total of 97 parents took part in engagement sessions in comprehensive school across the county borough	Archbishop McGrath Catholic High School Bridgend College Brynteg Comprehensive Bryntirion Comprehensive Coleg Cymunedol Y Dderwen Cynffig Comprehensive Maesteg High School Pencoed Comprehensive Porthcawl Comprehensive Ysgol Gyfun Gymraeg Llangynwyd	<ul style="list-style-type: none"> • The proposals would create barriers for children's learning. • Walking routes are often not safe. Safety should be prioritised over money. Roads are busy and unsafe • Lighting in the winter months is poor. • Too long to walk, especially in bad weather and walking in cold/wet weather could cause physical and mental health issues. • Increased exposure to anti-social behaviour and crime (for example drugs). • Limited options outside schools for parents/carers to safely drop-off children. • There should not be preferential treatment for faith-based education. • There should not be preferential treatment for Welsh-medium education. • Public transport is expensive and there will be additional costs for pupils/families. • Many families do not have access to a private car. • The council should make other internal savings. • Many families are already suffering financial hardship and this would add to their burden. Low-income families need to be prioritised. • Children won't walk that far so the impact will be on more travel and an increased environmental impact. Net zero carbon targets will unlikely be met. • Pupils with additional learning needs should be supported with transport. • Attendance/attainment will be negatively impacted. 	report and recommendations
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	<ul style="list-style-type: none">• Too far for many younger pupils to walk to school while their older sibling is on the school bus.• The distance thresholds should be dropped for all pupils.• Siblings should travel together.• Having an older sibling alongside supports the transition of younger pupils.• This will complicate life for families.• Young pupils should be permitted to travel with older siblings to support their anxiety.• This may prevent siblings attending the same school.• The older distances we far fairer• Families should have transitional protection to the proposals.• Unfair that something previously provided is taken away.• Little children cannot be expected to walk such a distance. Nursery pupils require transport.• This should be means tested.• This is discriminatory to the English language.• Stop this and put the money into other transport for pupils.• There will be more cars on the roads with more pollution and congestion around schools.• There should be special dispensation/eligibility for pupils with additional learning needs and looked after children.• How does this support the 'National Mission'?• Most Post-16 journeys are longer.• Pupils at the top of the valleys will suffer more.• It would be too far to college from many learners (Porthcawl for example).• This will be a barrier to young people's education.	
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	<ul style="list-style-type: none">• More sixth-formers will drop-out of school. There should be encouragement for Post-16 pupils to learn.• Some pupils of alternative faiths to Christianity do not have the same option of a faith-based education.• Children are leaving education to work because of the cost of living.• The most vulnerable pupils will be the hardest hit.• Young people will be deprived of their education.• Not all schools have the same subject offer.• Attendance will suffer in general.• Pupils eligible for free school meals will suffer more and may not pursue Post-16 education.• We should support further and higher education and encourage it.• As a personal transport budget, 45p/mile would not cover costs (including public transport/taxis).	
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Assessment of Impact

Based on the data you have analysed, and the results of consultation or research, consider what the potential impact will be upon people with protected characteristics (negative or positive). Include any examples of how the policy helps to promote equality. If you do identify any adverse impact you **must seek legal advice as to whether, based on the evidence provided, an adverse impact is or is potentially discriminatory, and identify steps to mitigate any adverse impact – these actions will need to be included in your action plan.**

	Impact or potential impact	Actions to mitigate
Gender	<p>There is no evidence to suggest that there will be any disproportionate impact based on gender.</p> <p>The most recent Pupil Level Annual School Census (PLASC) data (2024) shows that the school population is made up of 48.6% female and 51.4% male.</p>	N/A
Disability	Children and young people who have a disability or additional learning need attending mainstream education would be assessed individually for transport on a discretionary basis under the requirements of the Learner Travel (Wales) Measure 2008	The local authority allows parents/carers to apply for discretionary home-to-school transport provision if there are short-term medical issues that present a barrier for a pupil/student to access their school or other learning environment.
Race	Pupils are treated equally as eligibility is based on distance and the choice of school.	<p>There is no evidence to suggest that there will be a disproportionate impact upon learners based on race or ethnicity.</p> <p>Any learners who require additional support can, under the new proposals apply for discretionary transport and will be considered on an individual basis.</p>
Religion and belief	Learners attending faith schools (primary and secondary) will maintain home-to school-transport in line with the current policy arrangements. Therefore, there will be a neutral or potentially positive impact upon faith-based education as the result of this proposal.	The local authority supports diversity and the choice of education. Having faith schools offers a good choice for parents/carers and pupils seeking a faith-based education, especially at pre-school and Nursery. The preservation of free home-to-school transport in particular for

Impact or potential impact	Actions to mitigate
	pupils attending faith schools may lead to a greater number of parents/carers considering a faith-based education for their child as geographical distance is often a significant barrier for parents considering faith-based education.
Sexual Orientation	There is no evidence to suggest that there will be any disproportionate impact based on sexual orientation as eligibility is based on distance and the choice of school.
Age	<p>There is a potential that the proposals will impact those of non-statutory school age more than those of statutory school age. In particular those, in English-medium schools.</p> <p>The catchment areas of Cynffig Comprehensive, Maesteg Comprehensive and Coleg Cymunedol Y Dderwen in particular, include areas of socioeconomic disadvantage. Therefore, families in these areas will likely incur transport costs that may place greater financial strain on families and households than in other parts of Bridgend.</p> <p>The removal of the free college bus pass for college students will incur potentially significant additional costs for young</p>

Impact or potential impact	Actions to mitigate
<p>people. The consultation feedback indicates that enrolment numbers and attendance rates for young people attending college from these areas is at risk of decreasing with potentially more pupils not in education, employment or training.</p> <p>Children and young people in these areas, whether attending school or college, may also be reliant on public transport. Its availability, timings and capacity have changed in recent years since the pandemic and there are now more limited and less frequent public bus services throughout much of Bridgend, especially in the valley communities.</p> <p>The removal of the 'sibling rule' removes any inequality that has been the current policy in communities in the past.</p>	
Pregnancy & Maternity	There is no evidence to suggest that there will be any disproportionate impact based on pregnancy and maternity.
Transgender	There is no evidence to suggest that children and young people who are transgender or gender neutral will be disproportionately impacted by the proposals.

	Impact or potential impact	Actions to mitigate
Marriage and Civil partnership	<p>There is no evidence to suggest that there will be any disproportionate impact based on marriage and civil partnerships.</p>	NA
Welsh language	<p>Learners attending Welsh-medium schools (primary and secondary) will maintain home-to-school transport in line with the current policy arrangements. Therefore, there may be either a neutral or positive impact upon Welsh-medium education.</p> <p>For Nursery provision, parents may choose to send their child to a Welsh-medium school based on the availability of free home-to-school transport. Likewise, they may determine that the availability of free home-to-school transport at Post-16, may mean a more attractive offer of the continuum of education, that is from Nursery, through statutory education, to Post-16. Whereas free home-to-school transport will not be available to support this continuum of education for pupils attending English-medium schools.</p> <p>There is therefore potential for the option of Welsh-medium education to be a more attractive offer for parents and this therefore supports the local authority's</p>	<p>Work with the Bridgend Welsh Education Forum and schools to ensure promotion of Welsh-medium education, especially at pre-school and Nursery and to ensure the offer of free home-to-school transport to support the continuum of Welsh-medium education is understood as a positive option for parents.</p>

	Impact or potential impact	Actions to mitigate
	desire and statutory responsibility to promote and grow the Welsh language.	

Equality Impact assessment Action Plan

It is essential that you now complete the action plan. Once your action plan is complete, please ensure that the actions are mainstreamed into the relevant Service Development Plan.

Action	Lead Person	Target for completion	Resources needed	Service Development plan for this action
Monitor admissions to faith schools (primary)	Group Manager (Strategy, Performance and Support)	Three years	Pupil Services	Education, Early Years and Young People Directorate Business Plan
Monitor admissions to Welsh-medium schools	Group Manager Schools	Three years	Pupil Services	Education, Early Years and Young People Directorate Business Plan
Monitor the number for discretionary applications for home-to-school transport	Group Manager (Strategy, Performance and Support)	Three years	Pupil Services	Education, Early Years and Young People Directorate Business Plan
Develop and continue to monitor school data (PLASC) for all protected characteristics	Group Manager (Strategy, Performance and Support)	Three years	Pupil Services	Education, Early Years and Young People Directorate Business Plan

Work with Welsh Government and schools to promote opportunities for funding for young people for transport (Post-16)	Group Manager (Strategy, Performance and Support)	One year	Pupil Services	Education, Early Years and Young People Directorate Business Plan
Work with transport providers in relation to routes to school, particularly for Post-16 learners	Group Manager (Strategy, Performance and Support)	One year	Passenger Transport Team	Education, Early Years and Young People Directorate Business Plan

Please detail the name of the independent person (someone other than the person undertaking the EIA) countersigning this EIA below:

Countersigned:	Role:	Date:
Lindsay Harvey	Corporate Director (Education, Early Years and Young People)	10/06/2024

Please outline how and when this EIA will be monitored in future and when a review will take place (max. three years):

Monitoring arrangements:	Date of Review:
This EIA will be monitored on an annual basis in line with the Education, Early Years and Young People Directorate's self-evaluation processes.	January 2026

Details of person completing the Full EIA:

Name:	Role:	Date:
Robin Davies	Group Manager (Strategy, Performance and Support)	07/06/2024

Publication of a Full EIA and feedback to consultation groups

It is important that the results of this impact assessment are published in a user-friendly accessible format.

It is also important that you feedback to your consultation groups with the actions that you are taking to address their concerns and to mitigate against any potential adverse impact.

When complete, this form must be signed off and retained by the service area. The Full EIA should be recorded as complete on share point (your business manager has access to share point). Where a full EIA is needed this should be included as an appendix with the relevant cabinet report and therefore available publically on the website.

If you have queries in relation to the use of this toolkit please contact the Equalities Team on 01656 643664 or equalities@bridgend.gov.uk

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Welsh Language Impact Assessment (WLIA) Tool

Stage 1 – Information Gathering	
NOTE: As you complete this tool you will be asked for evidence to support your views . Please see Welsh Language Impact Assessment Guidance for more information on data sources.	
Proposal Name:	Home-to-School/College Transport Policy
Department	Education, Young People and Early Years
Service Director	Lindsay Harvey (Corporate Director - Education, Young People and Early Years)
Officer Completing the WLIA	Robin Davies (Group Manager - Strategy, Performance and Support)
Email	Robin.davies@bridgend.gov.uk
Phone	01656 754881
Brief Description	The proposal changes to the current Home-to-School/College Transport Policy.
Date	01/03/2024
Please outline who this proposal affects? (Service Users, Employees, Wider Community)	Service users
What are the aims of the policy, and how do these relate to the Welsh Language?	To implement a revised Home-to-School/College Transport Policy. The revised policy provides protection for pupils attending Welsh-medium schools to ensure the local authority is meeting its statutory duty under the Welsh Language (Wales) Measure 2011 and the local authority's Welsh in Education Strategic Plan 2022-2032
Who will benefit / Could the policy affect Welsh language groups? If so, list them here.	The policy proposals do not change the current eligibility of pupils attending Welsh-medium schools in the borough. Rather, the proposed changes to the proposed eligibility for English-medium

	<p>pupils could make the option of a Welsh-medium education more attractive for parents/carers, for their child. The local authority's statutory duty to support and promote the Welsh language is contained in the Welsh Language (Wales) Measure 2011 and is also enshrined in the Learner Travel (Wales) Measure 2008.</p>
Current linguistic profile of the geographical area(s) concerned	<p>The 2021 Census figures regarding the Welsh language show a decrease in the percentage of Welsh speakers across Wales to 17.8%.</p> <p>In Bridgend – the percentage of the population who can speak Welsh decreased from 9.7% to 9.2%. N</p> <p>Numerically, this was a reduction from 13,103 members of the public being able to speak Welsh at the 2011 census to 13,043 in 2021.</p>
Other relevant data or research	<p>To support Cymraeg 2050: A million Welsh speakers' strategy, Welsh Government has set Bridgend County Borough Council a target to increase the percentage of learners taught through the medium of Welsh from c.8% to between 14% - 18% by 2032 (based on Pupil Level Annual School Census data of Year 1 pupils 2019-2020). This is in accordance with the Welsh in Education Strategic Plans (Wales) Regulations 2019.</p> <p>Currently, in Welsh-medium schools in Bridgend, there are 162 pupil places available for Reception pupils. The local authority has set a target of 300 Reception places being available for Welsh-medium pupils by the end of the plan period, which is an additional 138 additional pupil places. The 300 Reception places equate to ten forms of entry, and the aim is to ensure those places are filled.</p>

This Welsh in Education Strategic Plan 2022-2032 sets out the local authority's vision for the next ten years to increase and improve the planning of Welsh-medium education. It will build on progress made during our previous WESP (2017-2022) and set out the actions we will take to achieve our targets. These include:

- increasing Welsh-medium sessional childcare places (creating potential for 176 additional sessional sessions) by establishing four new Welsh-medium childcare hubs through the childcare offer capital grant;
- increasing the number of Welsh-medium Nursery school places, through the Sustainable Communities for Learning Programme by expanding two of our Welsh-medium schools during the first five years of the plan;
- taking forward commitments made in Cabinet to establish a one-form-entry Welsh-medium provision in Porthcawl and a one-form-entry provision in Bridgend South-East which would be subject to Cabinet approval;
- scoping/exploring options to relocate and expand Ysgol Gyfun Gymraeg Llangynwyd to a 3-19 school;
- developing a clear and robust programme for delivering Welsh-medium latecomer provision, so that learners entering the Welsh-medium sector at a later stage (Key Stage 2 or Key Stage 3) are able to follow a course of intensive immersion learning before continuing on their education journey in a Welsh-medium school; and
- continuing to work collaboratively with our Welsh Education Forum and relevant sub-groups to continually review and improve how we provide our parents and guardians with

Welsh Language Impact Assessment (WLIA) Tool

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	information about Welsh-medium education and the opportunities it brings to becoming bilingual.
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Stage 2 – Impact Assessment

In this section you need to consider the impact, the evidence and any action you are taking for improvement. This is to ensure that the opportunities for people who choose to live their lives and access services through the medium of Welsh are not inferior to what is afforded to those choosing to do so in English, in accordance with the requirement of the Welsh Language (Wales) Measure 2011.

Please note there is a separate impact assessment for Equality and Socio-Economic duty that must also be completed for policy proposals. Remember that effects that are positive for some groups could be detrimental to others - even among Welsh language groups. Consider the effects on different groups. For example, a proposal may be beneficial to Welsh learners, but not to Welsh speakers.

Will the proposed action affect any or all of the following?

	Does the proposal have any positive, negative or neutral impacts?	Describe why it will have a positive/negative or neutral impact on the Welsh language.	What evidence do you have to support this view?	What action(s) can you take to mitigate any negative impacts or better contribute to positive impacts?
Opportunities for persons to use the Welsh language e.g. staff, residents and visitors The rights of Welsh speakers and learners to use Welsh when dealing with the council and for staff to use Welsh at Work	Neutral but potentially positive	All correspondence issued in relation to the operation of the Council's Home to School/College Transport Policy will continue to be published in Welsh with the Welsh appearing first. The consultation on the policy proposals was provided bilingually and face-to-face meetings	At present (June 2024) 26% of primary school pupils eligible for big bus transport (as the main transport mechanism offered by the local authority) are transported to Welsh-medium schools and 61% are transported to Welsh-medium secondary schools. Following the implementation of this policy if accepted by Cabinet, this is estimated to increase to 31% for primary school pupils and to be	Ensure all correspondence and information on the local authority's home-to-home-to-school transport contracts is available bilingually. Encourage school transport operators to appoint Welsh-speaking staff where possible on school transport services, especially to

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		<p>were held with the public and offered bilingually.</p> <p>All bus passes provided to pupils are provided bilingually.</p> <p>The policy proposals seek to maintain the status quo regarding the home-to-school transport offer for pupils attending Nursery education, statutory education and Post-16 education, in that pupils attending their nearest suitable Welsh-medium school are able to benefit from free home-to-school transport where they live over the policy distances of 1.5 miles for Nursery pupils, 2 miles for primary school pupils and 3 miles for secondary school pupils.</p> <p>For pupils attending English-medium schools the policy proposal does</p>	<p>maintained at 61% for secondary school pupils.</p>	<p>those serving our Welsh-medium schools</p>
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		<p>not support Nursery or Post-16 pupils with home-to-school transport. Therefore, there is greater potential for parents/carers to consider a Welsh-medium education for their child given the stronger home-to-school transport policy offer.</p> <p>With pupils continuing to travel together on school transport buses to their nearest Welsh-medium schools, this will continue to allow the communal use of the Welsh language on the journey to and from school amongst pupils.</p>		
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Stage 2 – Impact Assessment

Will the proposed action affect any or all of the following?

	Does the proposal have any positive,	Describe why it will have a positive/negative or	What evidence do you have to support this view?	What action(s) can you take to mitigate any negative impacts or
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	negative or neutral impacts?	neutral impact on the Welsh language.		better contribute to positive impacts?												
Numbers and / or percentages of Welsh speakers e.g Welsh-Medium Education / Study Opportunities. Links with the Welsh Government's Cymraeg 2050 Strategy / BCBC Five Year Welsh	Neutral but potentially positive	<p>The local authority has four Welsh-medium primary schools and one Welsh-medium secondary school.</p> <p>The policy proposals seek to maintain the status quo regarding the home-to-school transport offer for pupils attending Nursery education, statutory education and Post-16 education, in that pupils attending their nearest suitable Welsh-medium school are able to benefit from free home-to-school transport where they live over the policy distances of 1.5 miles for Nursery pupils, 2 miles for primary school pupils and 3 miles for secondary school pupils.</p> <p>For pupils attending English-medium schools</p>	<p>The numbers of full-time Nursery places currently applying being applied for in Welsh-medium schools in Bridgend is higher than at Reception. This is potentially to do with the closer proximity of English-medium primary schools of which there are 40 in the borough against the 4 Welsh-medium primary schools (see table below for September 2024 intake)</p> <table border="1"> <thead> <tr> <th>School</th> <th>First choice Full-time Nursery applications</th> <th>First choice Reception applications</th> </tr> </thead> <tbody> <tr> <td>Ysgol Cynwyd Sant</td> <td>42</td> <td>21</td> </tr> <tr> <td>Ysgol Gymraeg Bro Ogwr</td> <td>56</td> <td>41</td> </tr> <tr> <td>Ysgol Gyraidd Gymraeg Calon y Cymoedd</td> <td>21</td> <td>18</td> </tr> </tbody> </table>	School	First choice Full-time Nursery applications	First choice Reception applications	Ysgol Cynwyd Sant	42	21	Ysgol Gymraeg Bro Ogwr	56	41	Ysgol Gyraidd Gymraeg Calon y Cymoedd	21	18	<p>As the local authority has a generous policy offer for Nursery transport of eligibility over 1.5 miles against that of Reception of 2 miles, this may influence choice of Welsh-medium education at Nursery but may greater influence the choice of English-medium education at Reception.</p> <p>The proposed policy aims to address this risk by providing the offer of transport for Nursery pupils to Welsh-medium schools over 1.5 miles from home, to school, but not to English-medium schools. This may ensure early commitment by parents/carers of their child accessing a Welsh-medium Nursery place with greater likelihood of</p>
School	First choice Full-time Nursery applications	First choice Reception applications														
Ysgol Cynwyd Sant	42	21														
Ysgol Gymraeg Bro Ogwr	56	41														
Ysgol Gyraidd Gymraeg Calon y Cymoedd	21	18														

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		<p>the policy proposal does not support Nursery or Post-16 pupils with home-to-school transport. Therefore, there is greater potential for parents/carers to consider a Welsh-medium education for their child given the stronger home-to-school transport policy offer.</p> <p>Therefore, this policy proposal encourages education through the medium of Welsh and may therefore increase the overall numbers of pupils in our Welsh-medium schools. This will support the targets set by Welsh Government and contained within the local authority's Welsh in Education Strategic Plan 2022-2032</p>	Ysgol y Ferch o'r Sgêr	23	18	<p>that child remaining in Welsh-medium education.</p> <p>In terms of adherence to the Welsh Language Measure, the Council must treat the Welsh language no less favourably than English.</p> <p>The new policy proposes a positive treatment of the Welsh language by supporting pupils at both Nursery and Post-16 where no support for English-medium pupils would be available.</p>
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	Does the proposal have any positive, negative or neutral impacts?	Describe why it will have a positive/negative or neutral impact on the Welsh language.	What evidence do you have to support this view?	What action(s) can you take to mitigate any negative impacts or better contribute to positive impacts?
Opportunities to promote the Welsh language e.g. status, use of Welsh language services, use of Welsh in everyday life in work and in the community Actively encourage and promote the use of our services in Welsh to see an increase in demand over time.	Neutral or potentially positive	<p>The local authority believes that the policy proposals create the right conditions for new pupils of all ages to embrace the Welsh language from Nursery through to Post-16 education.</p> <p>The more generous offer for home-to-school transport provision offered by the policy is not expected to discourage parents from applying for Welsh-medium school places.</p> <p>Rather, the policy proposals seek to provide a strong Welsh-medium school transport offer to ensure the take up and continuum of Welsh-medium education.</p>	The local authority has monitored over many years the loss of Welsh-medium pupils to English-medium schools due to the proximity of those schools and the equivalent policy offer for home-to-school transport. While numbers are relatively small, there is broad agreement among Bridgend's Welsh Education Forum members that if a Welsh-medium Nursery pupil is lost to an English-medium school, the likelihood of that pupil re-entering Welsh-medium education in the future is significantly reduced. Therefore, the improved home-to-school transport policy offer for Nursery pupils in particular, supports the continuum of Welsh-medium education through Nursery, into statutory education and then into Post-16 where there would also be a strong policy offer favouring Welsh-medium education but not those pupils wishing to pursue an English-medium education.	The local authority works with WEF partners to support the delivery of its communication strategy promoting the Welsh language and the benefits of a Welsh language education. Significant progress has been made since the inception of the WEF. The local authority will continue to look to support and communicate the importance of Welsh language and Welsh-medium education with WEF partners under the auspices of local authority's WESP 2022-2032. The local authority will monitor any future amendments to the

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		<p>This helps ensure that the local authority is able to meet its duty under the Learner Travel (Wales) Measure 2008 to promote Welsh-medium education.</p> <p>In addition, the introduction of the proposal may result in potential growth in demand for Welsh-medium school places as the critical home-to-school transport support for non-statutory Nursery pupils living over 1.5 miles ensures that the risk of these pupils drifting into English-medium schools due to a comparable is mitigated against.</p> <p>If these benefits are realised through the implementation of this policy offer, this would potentially positively</p>	<p>Learner Travel (Wales) Measure 2008 by Welsh Government following its review of its learner travel policy and arrangements. However, it is unclear what, if any, recommendations made will directly impact the Welsh language.</p> <p>However Welsh Government has stated that in making the recommendations, they have been developed to align with current legislative commitments and financial constraints.</p> <p>The actions set out by Welsh Government will be overseen by a cross-departmental working group to ensure full engagement with the range of policy colleagues with an interest in this cross portfolio issue including</p>
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		<p>impact on the local authority's WESP targets and its desire to increase the number of Welsh language speakers in Bridgend and to grow Welsh-medium education and Welsh language opportunities throughout the borough.</p>		<p>transport, education, Welsh language, health and rural affairs.</p> <p>Local authority officers did consider further supporting Welsh-medium pupils accessing their nearest school through a further reduction in the policy distance for Nursery, pupils of statutory school age and for Post-16 pupils when considering a range of policy options. However, as the rationale for the policy change has been to progress required Medium-term financial efficiencies and reduce overall home-to-home-to-school transport spend, it was not possible to propose a policy offer that would likely significantly increase the cost to the local authority of the</p>
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				provision of free home-to-school transport.
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Stage 2 – Impact Assessment Will the proposed action affect any or all of the following?

	Does the proposal have any positive, negative or neutral impacts?	Describe why it will have a positive/negative or neutral impact on the Welsh language.	What evidence do you have to support this view?	What action(s) can you take to mitigate any negative impacts or better contribute to positive impacts?
Compliance with the Council's <u>Statutory Welsh Language Standards</u> e.g increasing or reducing the Council's ability to deliver services through the Medium of Welsh.	Positive	The consultation exercise and this Welsh Language Impact Assessment have been completed to achieve and assist with compliance with the Council's Statutory Welsh Language Standards and responsibilities.	The policy proposal would not apply equally to Welsh-medium and English-medium pupils. Pupils in Nursery and Post-16 Welsh schools would maintain eligibility for free home-to-home-to-school transport but those in English-medium schools would not retain any eligibility.	Greater promotion of Welsh-medium schools across the Borough. Promotion of the home-to-school transport policy offer available for those wishing to consider a Welsh-medium education for their child.

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<p>Consider the rights of Welsh speakers to use Welsh when dealing with the Council and for staff to use Welsh at Work</p>		<p>With particular reference to Standard 90 (as applicable to the Council), this states: When you (the Council) formulate a new policy, or review or revise an existing policy, the council must consider how the policy could be formulated (or how an existing policy could be changed) so that the policy decision would not have adverse effects, or so that it would have decreased adverse effects, on - (a) opportunities for persons to use the Welsh language, and (b) treating the Welsh language no less favourably than the English language.</p>		
<p>Treating the Welsh language, no less favourably than the English language</p>	<p>Neutral or potentially positive</p>	<p>The new policy proposes a positive treatment of the Welsh language by supporting pupils at both Nursery and Post-16 where no support for</p>	<p>At present (June 2024) 26% of primary school pupils eligible for big bus transport (as the main transport mechanism offered by the local authority) are transported to Welsh-medium schools and 61% are</p>	<p>Greater promotion of Welsh-medium schools across the Borough. Promotion of the home-to-school transport policy</p>

		<p>English-medium pupils would be available.</p> <p>transported to Welsh-medium secondary schools.</p> <p>Following the implementation of this policy if accepted by Cabinet, this is estimated to increase to 31% for primary school pupils and to be maintained at 61% for secondary school pupils.</p> <p>Only Post-16 pupils attending Ysgol Gyfun Gymraeg Llangynwyd would be eligible for free school transport in future and those attending the only faith secondary school in Bridgend, that is Archbishop McGrath Catholic High School.</p>	<p>offer available for those wishing to consider a Welsh-medium education for their child</p>
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Stage 3 - Strengthening the proposal

Having listed actions in section 2 which may mitigate any negative impacts or better contribute to positive impacts – please record below which ones you will imbed into the policy proposal and who will be responsible for them.

Also consider is the proposal necessary? Would it be possible to meet demand without any new developments? Could other existing provision be used? Where should the development be?

What are you going to do?	When are you going to do it?	Who is responsible?
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The Council will continue to adhere to The Welsh Language (Wales) Measure 2011, and work towards achieving the goals of Welsh Government's Cymraeg 2050 vision by promoting the Welsh language.	Ongoing	Corporate Director - Education, Early Years and Young People
Continue to promote Welsh-medium education with WEF partners	Ongoing	WESP Co-ordinator
If the policy is approved by Cabinet we will promote the home-to-school transport policy offer for those wishing to consider the benefits of a Welsh-medium education for their child.	From October 2024 to August 2025	School Transport Team Schools WEF partners
If ways of reducing the impact have been identified but are not possible to implement, please explain why. Give sufficient detail of data or research that has led to your reasoning.		
What was identified?	Why is it not possible?	
n/a	n/a	

Stage 4 – Review

For all policy proposals, whether it is a Significant Key Decision or not, you are required to forward this assessment to Welsh Language services – WLS@bridgend.gov.uk and the Consultation and Engagement team – consultation@bridgend.gov.uk in the first instance for some initial guidance and feedback.

It is important to keep a record of this process so that we can demonstrate how we have considered and built in sustainable Welsh language considerations wherever possible. Please ensure you update the relevant sections below in collaboration with the relevant departments.

Welsh Language Services Comments	Date Considered	Brief description of any amendments made following Welsh Language Services feedback
Consultation Comments	Date Considered	Brief description of any amendments made following consultation

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Stage 5 – Monitoring, Evaluating and Reviewing

How and who will you monitor the impact and effectiveness of the proposal?

If the policy proposals are accepted following the public consultation and approval by Cabinet, the local authority will monitor the impact of the revised policy on the take-up of Welsh-medium places at each statutory admission round, through the monitoring of in-year transfer admissions to Welsh-medium schools compared to English-medium schools and to the number of pupils on local authority provided home-to-school transport.

The local authority will continue to monitor and evaluate the effect of its Home-to-School Transport Policy in relation to both its duty to promote Welsh-medium education under the Learner Travel (Wales) Measure 2008 and its impact and effect on the Bridgend WESP 2022-2032 with WEF partners.

This will be conducted through the collection and analysis of relevant data, engagement with key stakeholders and reporting through the Council's democratic processes such as our Scrutiny committees. The progression of our WESP target in particular the increase in the number of Year 1 pupils taught through the medium of Welsh in Bridgend, will in particular, be an important metric in any future evaluation.

Stage 6 – Summary of Impacts for the Proposal

Provide below a summary of the impact assessment, to include some of the main positive and negative impacts along with an overview of actions taken since the impact assessment to better contribute to more positive impacts.

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The proposal seeks to introduce revision to the current Home-to-School Transport Policy namely maintain eligibility for Welsh-medium pupils at Nursery and at Post-16 for free local authority provided home-to-school transport while removing this eligibility for those pupils attending English-medium schools.

The eligibility distance for Nursery is maintained at 1.5 miles from home, to school. For pupils of statutory school age, the distances are the same as the statutory distances laid down in the Learner Travel (Wales) Measure 2008.

The local authority will continue to accept parental choice providing mainstream English, Welsh and faith school places.

Any policy change can only be implemented from September 2025 at the earliest.

The assessment has identified that there is a possibility that as the policy proposals maintain the current policy offer for Welsh-medium pupils it will therefore have at least a neutral impact on parents/carers considering a Welsh-medium education for their child. However, it is hoped that the policy offer will go further and promote the Welsh-language, increasing the take-up of the Welsh-medium education as the offer of free home-to-school transport for English-medium pupils at Nursery and at Post-16 is removed.

Stage 7 – Sign off			
Name of Officer completing WLIA	Robin Davies	Service Director name:	Lindsay Harvey (Corporate Director Education, Early Years and Young People)
Position	Group Manager (Strategy Performance and Support)		Is implemented with no amendments
		I recommend that the proposal: (Highlight decision)	Is implemented taking into account the mitigating actions outlined

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			Is rejected due to disproportionate negative impacts on the Welsh language
Signature		Service Director Signature	
Date	01/03/2024	Date	01/03/2024

Agenda Item 6

Meeting of:	SUBJECT OVERVIEW AND SCRUTINY COMMITTEE 1
Date of Meeting:	18 JULY 2024
Report Title:	CORPORATE PARENTING CHAMPION NOMINATION
Report Owner / Corporate Director:	CHIEF OFFICER – LEGAL & REGULATORY SERVICES, HR & CORPORATE POLICY
Responsible Officer:	MERYL LAWRENCE SENIOR DEMOCRATIC SERVICES OFFICER – SCRUTINY
Policy Framework and Procedure Rules:	<p>The work of the Overview and Scrutiny Committees relates to the review and monitoring of plans, policy or strategy that form part of the Council's Policy Framework and consideration of plans, policy or strategy relating to the power to promote or improve economic, social or environmental wellbeing in the County Borough of Bridgend. Any changes to the structure of the Scrutiny Committees and the procedures relating to them would require the Bridgend County Borough Council Constitution to be updated.</p>
Executive Summary:	<p>Corporate Parenting is the term used to describe the responsibility of a local authority towards care experienced children and young people. This is a legal responsibility given to local authorities by the Children Act 1989 and the Children Act 2004.</p> <p>The role of the Corporate Parent is to seek for children in public care the outcomes every good parent would want for their own children. The Council as a whole is the 'Corporate Parent' therefore all Members have a level of responsibility for care experienced children and young people in Bridgend.</p> <p>In order to further develop and enhance the Council's Corporate Parenting role with its partners, a Cabinet Committee Corporate Parenting comprising all Members of Cabinet was established by Cabinet on 4 November 2008.</p> <p>The Committee is being asked to nominate one Member as its Corporate Parenting Champion to represent the Committee as an invitee at meetings of the Cabinet Committee Corporate Parenting.</p>

1. Purpose of Report

- 1.1 The purpose of this report is to request the Committee to nominate one Member as its Corporate Parenting Champion to represent the Committee as an invitee at meetings of the Cabinet Committee Corporate Parenting.

2. Background

- 2.1 Corporate Parenting is the term used to describe the responsibility of a local authority towards care experienced children and young people. This is a legal responsibility given to local authorities by the Children Act 1989 and the Children Act 2004. The role of the Corporate Parent is to seek for children in public care the outcomes every good parent would want for their own children. The Council as a whole is the ‘Corporate Parent’ therefore all Members have a level of responsibility for care experienced children and young people in Bridgend.
- 2.2 In order to further develop and enhance the Council’s Corporate Parenting role with its partners, a Cabinet Committee Corporate Parenting comprising all Members of Cabinet was established by Cabinet on 4 November 2008.
- 2.3 The inaugural meeting of the Cabinet Committee was held on 27 November 2008 where it was agreed that the Cabinet Committee will meet quarterly. The terms of reference for the Cabinet Committee Corporate Parenting are:
- to ensure that care experienced children and young people are seen as a priority by the whole of the Authority and by the Children and Young People’s Partnership;
 - to seek the views of children and young people in shaping and influencing the parenting they receive;
 - to ensure that appropriate policies, opportunities and procedures are in place;
 - to monitor and evaluate the effectiveness of the Authority in its role as Corporate Parent against Welsh Government guidance.
- 2.4 At its inaugural meeting, the Cabinet Committee requested that a Corporate Parenting “Champion” be nominated from each of the Overview and Scrutiny Committees to become permanent invitees to the Cabinet Committee.

3. Current situation / proposal

- 3.1 The Committee is requested to nominate one Member as its Corporate Parenting Champion to represent the Committee as an invitee at meetings of the Cabinet Committee Corporate Parenting.
- 3.2 The role of the Corporate Parenting Champion is to represent their Overview and Scrutiny Committee, partaking in discussions with Cabinet over items relating to care experienced children and young people.
- 3.3 It is also suggested that in this role each Champion considers how all services within the remit of Scrutiny affect care experienced children and young people and encourage their own Committee to bear their Corporate Parenting role in mind when participating in Scrutiny.

3.4 Scrutiny Champions can greatly support the Committee by advising them of the ongoing work of the Cabinet Committee and particularly any decisions or changes which they should be aware of as Corporate Parents.

4. Equality implications (including Socio-economic Duty and Welsh Language)

4.1 The Protected characteristics identified within the Equality Act, Socio-economic Duty and the impact on the use of the Welsh Language have been considered in the preparation of this report. As a public body in Wales the Council must consider the impact of strategic decisions, such as the development or the review of policies, strategies, services and functions. It is considered that there will be no significant or unacceptable equality impacts as a result of this report.

5. Well-being of Future Generations implications and connection to Corporate Well-being Objectives

5.1 The Act provides the basis for driving a different kind of public service in Wales, with 5 Ways of Working to guide how public services should work to deliver for people. The following is a summary to show how the 5 Ways of Working to achieve the well-being goals have been used to formulate the recommendations within this report:

- Long Term – The establishment of the Corporate Parenting Cabinet Committee demonstrates the Authority's long-term commitment to improving and strengthening their role as Corporate Parents to care experienced children and young people.
- Prevention – The Corporate Parenting Cabinet Committee are preventative in their nature and ensure that appropriate policies, opportunities and procedures are in place for all care experienced children and young people.
- Integration – This report supports all the Well-being Objectives.
- Collaboration – All Members are Corporate Parents and this report supports collaborative working with Cabinet and Members of Scrutiny and emphasises the role of Corporate Parents for all Elected Members.
- Involvement – Corporate Parent Champions provide practical support and guidance to care experienced children and young people to ensure they achieve their well-being goals.

5.2 Nomination of a Corporate Parenting Champion assists in the achievement of the following of the Council's 7 Wellbeing Objectives under the **Well-being of Future Generations (Wales) Act 2015**:-

1. A County Borough here we protect our most vulnerable

Seeking for children in public care, the outcomes every good parent would want for their own children. All Members have a level of responsibility for care experienced children and young people in Bridgend.

4. A County Borough where we help people meet their potential

Being ambitious for care experienced children and young people and encouraging and supporting their learning and development to fulfill their potential, whether through education, training or employment and ensuring that care experienced children and young people are seen as a priority by the whole of the Authority and by the Children and Young People's Partnership.

6. A County Borough where people feel valued, heard and part of their community

Seeking the views of children and young people in shaping and influencing the parenting they receive, supporting voice, choice and control in all aspects of Corporate Parenting through a children's rights approach.

7. A County Borough where we support people to live healthy and happy lives

Taking steps to reduce or prevent people from becoming vulnerable or dependent on the Council and its services. Supporting individuals and communities to build resilience, and enable them to develop solutions to have active, healthy and independent lives.

6. Climate Change Implications

- 6.1 There are no Climate Change Implications arising from this report.

7. Safeguarding and Corporate Parent Implications

- 7.1 The Cabinet Committee Corporate Parenting addresses any impact on children or young people within the care of the Authority, under the Council's responsibility as a Corporate Parent. Safeguarding is everyone's business and means protecting peoples' health, wellbeing and human rights, and enabling them to live free from harm, abuse and neglect.

8. Financial Implications

- 8.1 There are no financial implications arising from this report.

9. Recommendation

- 9.1 The Committee is asked to nominate one Member of the Committee as its Corporate Parenting Champion to represent the Committee as an invitee at meetings of the Cabinet Committee Corporate Parenting.

Background documents

None.

Agenda Item 7

Meeting of:	SUBJECT OVERVIEW AND SCRUTINY COMMITTEE 1
Date of Meeting:	18 JULY 2024
Report Title:	FORWARD WORK PROGRAMME UPDATE
Report Owner / Corporate Director:	CHIEF OFFICER – LEGAL & REGULATORY SERVICES, HR & CORPORATE POLICY
Responsible Officer:	MERYL LAWRENCE SENIOR DEMOCRATIC SERVICES OFFICER – SCRUTINY
Policy Framework and Procedure Rules:	<p>The work of the Overview & Scrutiny Committees relates to the review and development of plans, policy or strategy that form part of the Council's Policy Framework and consideration of plans, policy or strategy relating to the power to promote or improve economic, social or environmental wellbeing in the County Borough of Bridgend. Any changes to the structure of the Scrutiny Committees and the procedures relating to them would require the Bridgend County Borough Council Constitution to be updated.</p>
Executive Summary:	<p>The Council's Constitution requires the Corporate Overview and Scrutiny Committee to develop and implement a Forward Work Programme for the Committee.</p> <p>The Council's Constitution also provides for each Subject Overview and Scrutiny Committee to propose items for the Forward Work Programme having regard for the Council's Corporate Priorities and Risk Management framework, for the Corporate Overview and Scrutiny Committee to have oversight and refer any cross-cutting topics to a Committee or Research and Evaluation Panel.</p> <p>The Committee is asked to consider and agree its Forward Work Programme, identify any specific information it wishes to be included in and any invitees they wish to attend for the reports for the next two Committee meetings, identify any further items for consideration on the Forward Work Programme having regard to the criteria set out in the report, consider the Recommendations Monitoring Action Sheet and note that the Forward Work Programmes for the Subject Overview and Scrutiny Committees will be reported to the next meeting of COSC.</p>

1. Purpose of Report

1.1 The purpose of this report is to:

- a) Present the Committee with the Forward Work Programme updated at the previous Committee meeting (**Appendix A**) for discussion and consideration;
- b) Request any specific information the Committee identifies to be included in the items for the next two meetings, including invitees they wish to attend;
- c) Request the Committee to identify whether there are presently any further items for consideration on the Forward Work Programme having regard to the selection criteria in paragraph 3.6 of this report;
- d) Present the Recommendations Monitoring Action Sheet (**Appendix B**) to track responses to the Committee's recommendations made at previous meetings;
- e) Advise that the Committee's updated Forward Work Programme, any feedback from the Committee and the Recommendations Monitoring Action Sheet will be reported to the next meeting of Corporate Overview and Scrutiny Committee (COSC), with the comments from each respective Subject Overview and Scrutiny Committee (SOSC), following consideration in this cycle of Committee meetings.

2. Background

- 2.1 The Council's Constitution requires the Corporate Overview and Scrutiny Committee to develop and implement a Forward Work Programme for the Committee.
- 2.2 The Council's Constitution also provides for each Subject Overview and Scrutiny Committee to propose items for the Forward Work Programme having regard for the Council's Corporate Priorities and Risk Management framework, for the Corporate Overview and Scrutiny Committee to have oversight and refer any cross-cutting topics to a Committee or Research and Evaluation Panel.

Best Practice / Guidance

- 2.3 The Centre for Governance and Scrutiny's (CfGS) Good Scrutiny Guide recognises the importance of the Forward Work Programme. In order to 'lead and own the process', it states that Councillors should have ownership of their Committee's work programme, and be involved in developing, monitoring and evaluating it. The Good Scrutiny Guide also states that, in order to make an impact, the scrutiny workload should be coordinated and integrated into corporate processes, to ensure that it contributes to the delivery of corporate objectives, and that work can be undertaken in a timely and well-planned manner.
- 2.4 Forward Work Programmes need to be manageable to maximize the effective use of the limited time and resources of Scrutiny Committees. It is not possible to include every topic proposed. Successful Scrutiny is about looking at the right topic in the right way and Members need to be selective, while also being able to demonstrate clear arguments for including or excluding topics.

- 2.5 The CfGS's guide to effective work programming 'A Cunning Plan?' makes the following reference to the importance of good work programming:

'Effective work programming is the bedrock of an effective scrutiny function. Done well it can help lay the foundations for targeted, incisive and timely work on issues of local importance, where scrutiny can add value. Done badly, scrutiny can end up wasting time and resources on issues where the impact of any work done is likely to be minimal.'

3. Current situation / proposal

Forward Work Programme

- 3.1 Following the approval of the schedule of Scrutiny Committee meeting dates at the Annual Meeting of Council on 15 May 2024, the standing statutory reports to Scrutiny Committees of: the Corporate Plan, the Medium Term Financial Strategy (MTFS) and Budget, Performance and Budget Monitoring, etc. have been mapped to the appropriate timely meeting dates into a Forward Work Programme.
- 3.2 The Forward Work Programmes for each Scrutiny Committee have been prepared using a number of difference sources, including:
- Corporate Risk Assessment;
 - Directorate Business Plans;
 - Previous Scrutiny Committee Forward Work Programme report topics / minutes;
 - Committee / Member proposed topics;
 - Policy Framework;
 - Cabinet Work Programme;
 - Discussions with Corporate Directors;
 - Performance Team regarding the timing of performance information.
- 3.3 There are items where there is a statutory duty for Policy Framework documents to be considered by Scrutiny, e.g., the MTFS including draft budget proposals scheduled for consideration in January 2025, following which COSC will coordinate the conclusions and recommendations from each of the Subject Overview and Scrutiny Committees in a report on the overall strategic overview of Cabinet's draft Budget proposals to the meeting of Cabinet in February 2025.
- 3.4 An effective Forward Work Programme will identify the issues that the Committee wishes to focus on during the year and provide a clear plan. However, at each meeting the Committee will have an opportunity to review this as the Forward Work Programme Update will be a standing item on the Agenda, detailing which items are scheduled for future meetings and be requested to clarify any information to be included in reports and the list of invitees. The Forward Work Programme will remain flexible and will be revisited at each COSC meeting with input from each Subject Overview and Scrutiny Committee reported and any updated information gathered from Forward Work Programme meetings with Corporate Directors.
- 3.5 The Subject Overview and Scrutiny Committee Forward Work Programmes will be reported to the next meeting of COSC, with the comments from each respective Subject Overview and Scrutiny Committee for coordination and oversight of the

overall Forward Work Programme. The SOSC Forward Work Programmes will be included in the standing Forward Work Programme Update report from then on with any feedback from each SOSC meeting included.

Identification of Further Items

- 3.6 The Committee are reminded of the Criteria Form which Members can use to propose further items for the FWP which the Committee can then consider for prioritisation at a future meeting. The Criteria Form emphasises the need to consider issues such as impact, risk, performance, budget and community perception when identifying topics for investigation and to maximise the impact scrutiny can have on a topic and the outcomes for people. Criteria which can help the Committee come to a decision on whether to include a referred topic, are set out below:

Recommended Criteria for Selecting Scrutiny Topics:

PUBLIC INTEREST:	The concerns of local people should influence the issues chosen for scrutiny;
ABILITY TO CHANGE:	Priority should be given to issues that the Committee can realistically influence, and add value to;
PERFORMANCE:	Priority should be given to the areas in which the Council is not performing well;
EXTENT:	Priority should be given to issues that are relevant to all or large parts of the County Borough, or a large number of the Authority's service users or its population;
REPLICATION:	Work programmes must take account of what else is happening in the areas being considered to avoid duplication or wasted effort.

Reasons to Reject Scrutiny Topics:

- The issue is already being addressed / being examined elsewhere and change is imminent.
- The topic would be better addressed elsewhere (and can be referred there).
- Scrutiny involvement would have limited / no impact upon outcomes.
- The topic may be sub-judice or prejudicial.
- The topic is too broad to make a review realistic and needs refining / scoping.
- New legislation or guidance relating to the topic is expected within the next year.
- The topic area is currently subject to inspection or has recently undergone substantial change / reconfiguration.

Corporate Parenting

- 3.7 Corporate Parenting is the term used to describe the responsibility of a local authority towards care experienced children and young people. This is a legal responsibility given to local authorities by the Children Act 1989 and the Children Act 2004. The role of the Corporate Parent is to seek for children in public care the

outcomes every good parent would want for their own children. The Council as a whole is the ‘Corporate Parent’, therefore all Members have a level of responsibility for care experienced children and young people in Bridgend.

- 3.8 In this role, it is suggested that Members consider how each item they consider affects care experienced children and young people, and in what way can the Committee assist in these areas.
- 3.9 Scrutiny Champions can greatly support the Committee in this by advising them of the ongoing work of the Cabinet Committee Corporate Parenting and particularly any decisions or changes which they should be aware of as Corporate Parents.
- 3.10 The Forward Work Programme for the Committee is attached as **Appendix A** for the Committee’s consideration.
- 3.11 The Recommendations Monitoring Action Sheet to track responses to the Committee’s recommendations made at previous meetings is attached as **Appendix B**.

4. Equality implications (including Socio-economic Duty and Welsh Language)

- 4.1 The Protected characteristics identified within the Equality Act, Socio-economic Duty and the impact on the use of the Welsh Language have been considered in the preparation of this report. As a public body in Wales, the Council must consider the impact of strategic decisions, such as the development or the review of policies, strategies, services and functions. It is considered that there will be no significant or unacceptable equality impacts as a result of this report.

5. Well-being of Future Generations implications and connection to Corporate Well-being Objectives

- 5.1 The Act provides the basis for driving a different kind of public service in Wales, with 5 Ways of Working to guide how public services should work to deliver for people. The following is a summary to show how the 5 Ways of Working to achieve the well-being goals have been used to formulate the recommendations within this report:
 - Long-term - The approval of this report will assist in the planning of Scrutiny business in both the short-term and in the long-term on its policies, budget and service delivery.
 - Prevention - The early preparation of the Forward Work Programme allows for the advance planning of Scrutiny business where Members are provided an opportunity to influence and improve decisions before they are made by Cabinet.
 - Integration - The report supports all the wellbeing objectives.
 - Collaboration - Consultation on the content of the Forward Work Programme has taken place with the Corporate Management Board, Heads of Service and Elected Members.

- Involvement - Advanced publication of the Forward Work Programme ensures that stakeholders can view topics that will be discussed in Committee meetings and are provided with the opportunity to engage.
- 5.2 When setting its Forward Work Programme, the Committee should consider how each item they propose to scrutinise assists in the achievement of the Council's 7 Wellbeing Objectives under the **Well-being of Future Generations (Wales) Act 2015** as follows :-
1. A County Borough where we protect our most vulnerable
 2. A County Borough with fair work, skilled, high-quality jobs and thriving towns
 3. A County Borough with thriving valleys communities
 4. A County Borough where we help people meet their potential
 5. A County Borough that is responding to the climate and nature emergency
 6. A County Borough where people feel valued, heard and part of their community
 7. A County Borough where we support people to live healthy and happy lives

6. Climate Change Implications

- 6.1 The Committee should consider how each item they scrutinise affects climate change, the Council's Net Zero Carbon 2030 target and how it meets the Council's commitments to protect and sustain the environment over the long term. There are no Climate Change Implications arising from this report.

7. Safeguarding and Corporate Parent Implications

- 7.1 The Committee should consider how each item they scrutinise affects care experienced children and young people, and in what way the Committee can assist in these areas. Safeguarding is everyone's business and means protecting peoples' health, wellbeing and human rights, and enabling them to live free from harm, abuse and neglect. There are no Safeguarding and Corporate Parent Implications arising from this report.

8. Financial Implications

- 8.1 There are no financial implications arising from this report.

9. Recommendation

- 9.1 The Committee is recommended to:

- a) Consider and approve the Forward Work Programme for the Committee in **Appendix A**.
- b) Identify any specific information the Committee wishes to be included in the items for the next two meetings, including invitees they wish to attend;

- c) Identify whether there are presently any further items for consideration on the Forward Work Programme having regard to the selection criteria in paragraph 3.6 of this report.
- d) Note the Recommendations Monitoring Action Sheet in **Appendix B** to track outstanding responses to the Committee's recommendations made at previous meetings;
- e) Note that the Forward Work Programme, any feedback from the Committee and the Recommendations Monitoring Action Sheet will be reported to the next meeting of Corporate Overview and Scrutiny Committee (COSC), with the comments from each respective Subject Overview and Scrutiny Committee (SOSC), following consideration in this cycle of Committee meetings.

Background documents

None.

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APPENDIX A

2024-25 Draft Forward Work Programme
Subject Overview and Scrutiny Committee 1

18 July 2024 at 11.00am		
Report Topic	Information Required / Committee's Role	Invitees
Home-to-School/College Transport Policy	<p>Outcome of the HTST policy public consultation.</p> <p>To include aspects relating to:</p> <ul style="list-style-type: none"> • Safe routes to schools • Implications of revised LDP • School catchment areas • Pupils' admission numbers • New school builds 	<p>Cabinet Members Cabinet Member for Education and Youth Services.</p> <p>Officers Corporate Director for Education, Early Years and Young People. Head of Education and Family Support Group Manager (Strategy, Performance and Support)</p> <p>CSC</p> <p>Headteacher Nominees Headteacher Maesteg Comprehensive Headteacher Nottage Primary</p> <p>External</p>

Monday 16 th September 2024 at 11.00am –		
Report Topics	Information Required / Committee's Role	Invitees
Annual review of Education and Early Years and Young People Strategic Plan	To include update on ALN and Budget implications from 2024-25	<p>Cabinet Members Cabinet Member for Education and Youth Services.</p> <p>Officers Corporate Director for Education, Early Years and Young People.</p> <p>CSC</p> <p>Headteacher Nominees - TBA</p> <p>External</p>

Monday 18 th November 2024 at 11.00am		
Report Topics	Information Required / Committee's Role	Invitees
School Modernisation Update	<ul style="list-style-type: none"> • Pre-decision Scrutiny 	<p>Cabinet Members Cabinet Member for Education and Youth Services.</p> <p>Officers</p>

	<ul style="list-style-type: none"> The Committee agreed to consider Welsh Medium Education under their future item on School Modernisation and requested that they receive evidence that the Local Authority had gathered on the 'demand' for additional Welsh education and childcare provision, as part of this report, particularly in those areas such as Porthcawl where there were proposed developments. Information to be requested regarding the childcare hubs, facilities on the areas in need based on the LDP evidence to be made available for the School Modernisation Update scheduled on the FWP. <u>To include the upgrading of older school facilities</u> – Scope to include an update from the Corporate landlord in order to consider the current situation with the whole school estate (Area to be covered in Questioning Summary). 	<p>Corporate Director for Education, Early Years and Young People.</p> <p><u>CSC</u></p> <p><u>Headteacher Nominees - TBA</u></p> <p><u>External</u></p>
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Thursday 16 th January 2025 at 11.00am		
Report Topics	Information Required / Committee's Role	Invitees
Medium Term Financial Strategy 2025-26 to 2028-29		<p><u>Cabinet Members</u> Cabinet Member for Education and Youth Services.</p> <p><u>Officers</u> Corporate Director for Education and Family Support</p> <p><u>CSC</u></p>

		<u>Headteacher Nominees - TBA</u> <u>External</u>
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Monday 3rd March 2025 at 11.00am –		
Report Topics	Information Required / Committee's Role	Invitees
Behaviour, Attendance and Exclusions		<p>Cabinet Members Cabinet Member for Education and Youth Services.</p> <p>Officers Corporate Director for Education and Family Support</p> <p>CSC</p> <p><u>Headteacher Nominees - TBA</u></p> <p><u>External</u></p>

Thursday 8th May 2025 at 11.00am		
Report Topics	Information Required / Committee's Role	Invitees
Safeguarding		<p>Cabinet Members Cabinet Member for Education and Youth Services.</p> <p>Officers Corporate Director for Education and Family Support</p> <p>CSC</p> <p><u>Headteacher Nominees - TBA</u></p> <p><u>External</u></p>

Members briefing sessions.

- Reporting of exam results - Session to be held to update Members on recommencing of reporting exam results.
- Leadership and Safeguarding – How they are being audited.

- Secondary School meal Provision - Either an information report or a briefing session arranged as soon as possible to further explore issues raised by Members on this subject. Members have also requested more visits to schools, focusing on secondary school meal provision in this instance, and the capacity of the catering service to meet this need.
- New Estyn Inspection Framework
- Governing Bodies – Support and funding. Invitation to be extended to representatives and the Governors Association

Information reports to be provided.

- English Language School's catchment areas / capacity
- Appointment of Local Education Authority (LEA) governors – Policy and rules
- Criteria and procedure for the appointment and removal of local authority school governors'
- Corporate performance

Potential Items to be scheduled.

- ALN Provision and Implementation Update
- Review of school improvement services
- Review of post inspection plan
- School mergers
- Reduction in Nursery Education Provision
- Update on UPFSM Rollout (to include pupils' views and be invited to meeting)
– possibly taken up by BREP
- Delegated budgets, monitor the implications of any proposed reduction to school delegated budget – on school budgets, staffing structures, redundancies, and any resulting impact on pupils – possibly taken up by BREP

Scrutiny Panel

- Potential research and evaluation panel comprising a few members of the Committee to consider the subject of Governing Body support and funding in more detail with any recommendations reported back to the main committee.

Subject Overview and Scrutiny Committee 1**RECOMMENDATIONS MONITORING ACTION SHEET 2023-2024**

Date of Meeting	Agenda Item	Action	Responsibility	Outcome	Response
12 October 2023	Whole-School Approach to Emotional and Mental Wellbeing	That an audit of schools be undertaken to identify the significant level of School Governor vacancies along with an audit of School Governor skills to assist Members in understanding what can be done to attract more people with the right skills to becoming Community School Governors, and the outcome of the audits be made available to the Committee for information in the first instance.	Director of Education and Family Support / Group Manager, School Support	ACTIONED – response and information circulated 24 June 2024.	https://democratic.bridgend.gov.uk/ecSDDisplayClassic.aspx?NAME=SD877&ID=877&RPID=8689854&sch=doc&cat=13517&path=13490%2c13492%2c13497%2c13517&LL=L=0&LLL=0
12 October 2023	Whole-School Approach to Emotional and Mental Wellbeing	That the Bridgend Governors' Association be requested to clarify that all School Governing Bodies are included on distribution lists for their upcoming meetings and that all Local Authority and Community Governors are circulated with the promotion of their upcoming training sessions.	Director of Education and Family Support / Group Manager, School Support	ACTIONED – response and information circulated 24 June 2024.	https://democratic.bridgend.gov.uk/ecSDDisplayClassic.aspx?NAME=SD877&ID=877&RPID=8689854&sch=doc&cat=13517&path=13490%2c13492%2c13497%2c13517&LL=L=0&LLL=0
12 October 2023	Whole-School Approach to Emotional and Mental Wellbeing	That the Committee write a letter to Welsh Government requesting that more be done at a national level to raise the profile of / incentivise recruitment and retention of school support staff, as these important roles are significant in delivering requirements and ensuring	Scrutiny / Chair actioning	ACTIONED: A letter from the Chair of Subject Overview and Scrutiny Committee 1 to the Welsh Minister	https://democratic.bridgend.gov.uk/documents/s32057/SOSC1t0WGreSchoolSupportStaff.pdf?LLL=-1

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Date of Meeting	Agenda Item	Action	Responsibility	Outcome	Response
		well-being is at the forefront, however support staff are leaving to work in jobs outside the sector.		(sent on 11 March) and response(received 28 March) .	https://democratic.bridgend.gov.uk/documents/s32217/ResponseseltrWGtST12Oct23.pdf?LLL=-1
12 October 2023	Whole-School Approach to Emotional and Mental Wellbeing	That the invaluable practice of requesting appropriate Headteacher Invitees to attend for the reports being considered by this Committee, be continued.		Scrutiny actioning	https://democratic.bridgend.gov.uk/ecSDDisplayClassic.aspx?NAME=SD877&ID=877&RPID=8689854&sch=doc&cat=13517&path=13490%2c13492%2c13497%2c13517&LL=0&LLL=0
12 October 2023	Whole-School Approach to Emotional and Mental Wellbeing	The document being constructed by Cwm Taf Morgannwg Public Health Team to analyse the Perform and Grow Programme linked to their self-evaluation tool, for Members to get an understanding of mental well-being across the county borough.	Whole School Approach to Health and Well-being Coordinator / Group Manager Learner Support	Recommendations circulated requesting response – to be provided.	https://democratic.bridgend.gov.uk/ecSDDisplayClassic.aspx?NAME=SD877&ID=877&RPID=8689854&sch=doc&cat=13517&path=13490%2c13492%2c13497%2c13517&LL=0&LLL=0
12 October 2023	Whole-School Approach to Emotional and Mental Wellbeing	A breakdown of the Welsh Government: Whole-School Approach to Emotional and Mental Wellbeing Grant received by the Local Authority referred to in the report, to include: a. The reasons for the increase in Activity funding during 2022-23 and the decrease in 2023-24.	Whole School Approach to Health and Well-being Coordinator / Group Manager Learner Support	Recommendations circulated requesting response – to be provided.	https://democratic.bridgend.gov.uk/ecSDDisplayClassic.aspx?NAME=SD877&ID=877&RPID=8689854&sch=doc&cat=13517&path=13490%2c13492%2c13497%2c13517&LL=0&LLL=0

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		<ul style="list-style-type: none"> b. What the funding provides, including how many sessions of counselling and if this is sufficient. c. Whether there are any alternative funding streams for the Activities listed in the tables and whether they are adequately funded. d. The Council's contribution towards the Activities listed in the tables. 			
12 October 2023	Whole-School Approach to Emotional and Mental Wellbeing	The outcomes and evaluation of the review of the framework referred to in the report which was planned to ensure it was fit for purpose during late 2022.	Whole School Approach to Health and Well-being Coordinator / Group Manager Learner Support	Recommendations circulated requesting response – to be provided.	https://democratic.brdgnd.gov.uk/ecSDDisplayClassic.aspx?NAME=SD877&ID=877&RPID=8689854&sch=doc&cat=13517&path=13490%2c13492%2c13497%2c13517&LL=L=0&LLL=0
12 October 2023	Whole-School Approach to Emotional and Mental Wellbeing	Information regarding support mechanisms and the sickness absence procedures for staff and headteachers and their role in supporting the recruitment and retention of staff.	Whole School Approach to Health and Well-being Coordinator / Group Manager Learner Support / Group Manager School Support	Recommendations circulated requesting response – to be provided.	https://democratic.brdgnd.gov.uk/ecSDDisplayClassic.aspx?NAME=SD877&ID=877&RPID=8689854&sch=doc&cat=13517&path=13490%2c13492%2c13497%2c13517&LL=L=0&LLL=0

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Date of Meeting	Agenda Item	Action	Responsibility	Outcome	Response
12 October 2023	Whole-School Approach to Emotional and Mental Wellbeing	An update on those schools that did not have breakfast clubs and the plan going forward for their provision to ensure that all learners can receive breakfast, particularly given the cost of living and the colder weather.	Director of Education and Family Support	Recommendations circulated requesting response – to be provided.	https://democratic.bridgend.gov.uk/ecSDDisplayClassic.aspx?NAME=SD877&ID=877&RPID=8689854&sch=doc&cat=13517&path=13490%2c13492%2c13497%2c13517&LL=L=0&LLL=0
12 October 2023	Whole-School Approach to Emotional and Mental Wellbeing	The Committee requested an update on the timescale of the publication of the Welsh Government Home to School Transport review.	Director of Education and Family Support / Scrutiny	ACTIONED: A letter from the Chair of Corporate Overview and Scrutiny Committee to the Welsh Ministers and response	https://democratic.bridgend.gov.uk/documents/s31981/AppendixALettertoDeputyMinisterforClimateChange.pdf https://democratic.bridgend.gov.uk/documents/s31979/AppendixBResponsefromWGClimateChange14December2023.pdf
12 October 2023	Whole-School Approach to Emotional and Mental Wellbeing	A copy of the recently published Welsh Government Guidance and summary relating to elective Home Education, that sets out the requirements and how the interface with local authorities and parents in this area works.	Director of Education and Family Support	Recommendations circulated requesting response – to be provided.	https://democratic.bridgend.gov.uk/ecSDDisplayClassic.aspx?NAME=SD877&ID=877&RPID=8689854&sch=doc&cat=13517&path=13490%2c13492%2c13497%2c13517&LL=L=0&LLL=0

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Date of Meeting	Agenda Item	Action	Responsibility	Outcome	Response
11 April 2024	Welsh in Education Strategic Plan (202-32)	<p>Whilst acknowledging that the WESP Annual report 2022-23 predated the recent approval of the MTFS 2024-25 to 2027-28, the Committee expressed strong concern over the significant financial implications that now faced the Local Authority, which could potentially compromise the delivery of the ambitions and commitments contained in the WESP.</p> <p>An example of this relates to the proposal to increase capacity at Ysgol Gymraeg Bro Ogwr and Ysgol Y Ferch o'r Sgêr as well as the development of a seedling school in Porthcawl, given the proposal in the current MTFS to reduce nursery provision to the statutory minimum from 2025-26. There was further concern relating to the Welsh medium childcare hubs and the fact that two hubs already built in Bettws and Blackmill still lay vacant and if providers could not be sought, would remain vacant. Not only was there a reputational risk to the Local Authority but also a financial risk to the Capital expenditure for further nursery provision and Welsh childcare provision, the latter of which also had ongoing revenue implications for the Local Authority.</p>	Corporate Director of Education and Family Support / Welsh in Education Strategic Plan Co-Ordinator	ACTIONED – response and information circulated 8 July 2024.	

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Date of Meeting	Agenda Item	Action	Responsibility	Outcome	Response
		<p>The Committee therefore recommended that:</p> <ul style="list-style-type: none">a) The Five and Ten Year WESP plan be amended and updated (if possible), to reflect the recent financial implications including the impact of any proposed changes to Nursery provision and Home to School Transport provision, which was also highlighted within the future MTFS budget reductions;b) That both plans be amended to reflect the current situation of the childcare hubs, as the plan implies that those in Bettws and Blackmill are already open.c) That the concerns of the Committee relating to the reputational risk of having vacant Welsh childcare hubs as well as the ongoing financial risk of revenue funding required for this			

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Date of Meeting	Agenda Item	Action	Responsibility	Outcome	Response
		provision, be brought to the attention of the Cabinet Secretary for Education.			
11 April 2024	Welsh in Education Strategic Plan (202-32)	The Committee considered the timescales of the Annual WESP report and recommended that they receive an update containing the draft Annual WESP report 2023-24, before it is approved by Cabinet in September 2024, in order that they can undertake pre-decision scrutiny and have a greater impact.	Corporate Director of Education and Family Support	ACTIONED – response and information circulated 8 July 2024.	
11 April 2024	Welsh in Education Strategic Plan (202-32)	Whilst appreciating that the individual sub-group reports contain the latest updates, the Committee recommend that the larger Five Year WESP Plan needed to contain those updates so that a full picture could be provided to the Scrutiny Committee alongside the Annual Report. If this was not possible, the Committee requested that they receive the subgroup plans with these updates.	Corporate Director of Education and Family Support / Welsh in Education Strategic Plan Co-Ordinator	ACTIONED – response and information circulated 8 July 2024.	
11 April 2024	Welsh in Education Strategic Plan (202-32)	The Committee recommended that the Annual report contain figures and information relating to the work being undertaken with English speaking nurseries to encourage the use of Welsh language.	Corporate Director of Education and Family Support / Welsh in Education	ACTIONED – response and information circulated 8 July 2024.	

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Date of Meeting	Agenda Item	Action	Responsibility	Outcome	Response
			Strategic Plan Co-ordinator		
11 April 2024	Welsh in Education Strategic Plan (202-32)	Members discussed the number of teaching staff able to teach Welsh (as a subject) and through the medium of Welsh in regard to the school workforce annual census, which showed teachers skills across the board from basic to proficiency. The Committee noted that the statistics were in isolation and recommended that a comparison be undertaken with other Local Authorities of similar characteristics to assist Members in understanding the level of skills for teachers.	Corporate Director of Education and Family Support / Welsh in Education Strategic Plan Co-ordinator	ACTIONED – response and information circulated 8 July 2024.	
11 April 2024	Welsh in Education Strategic Plan (202-32)	The Committee requested clarification on the four new funding streams that have been agreed by Welsh Government as priorities in relation to Welsh Language.	Corporate Director of Education and Family Support	ACTIONED – response and information circulated 8 July 2024.	
11 April 2024	Welsh in Education Strategic Plan (202-32)	Members discussed the subject of parental support as well as the decisions behind parents choosing to send their children to an English medium or Welsh medium school. The Corporate Director of Education and Family Support advised he would confer with the School's Admission Team as to what information	Corporate Director of Education and Family Support	ACTIONED – response and information circulated 8 July 2024.	

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		was available or could potentially be gathered.			
11 April 2024	Welsh in Education Strategic Plan (202-32)	The Committee supported the work being undertaken and support provided to pupils with Additional Learning Needs (ALN) in Welsh Medium education and felt that Members would benefit from receiving anonymous case studies where children with ALN have really excelled and achieved high educational attainment.	Corporate Director of Education and Family Support	ACTIONED – response and information circulated 8 July 2024.	
11 April 2024	Welsh in Education Strategic Plan (202-32)	The Committee requested further information on what incentive schemes were currently being run by Welsh Government to encourage and increase the number of Welsh-medium teachers.	Corporate Director of Education and Family Support	ACTIONED – response and information circulated 8 July 2024.	
11 April 2024	Annual Local Authority Scrutiny Report Central South Consortium 2022-23	Members discussed their consideration of the last annual report brought to the Committee from the Central South Consortium (CSC) and recommended that pre decision scrutiny of the 2025-2028 Business Plan be built into the CSC planning process to enable the Committee to provide some value into the process.	Corporate Director of Education and Family Support / Central South Consortium	ACTIONED – response and information circulated 8 July 2024.	
11 April 2024	Annual Local Authority Scrutiny Report Central South	The Committee recognise the restrictions that Welsh Government has placed on the sharing and publishing of performance data in the public domain. It	Corporate Director of Education and Family Support /	ACTIONED – response and information	

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Date of Meeting	Agenda Item	Action	Responsibility	Outcome	Response
	Consortium 2022-23	was however recommended, and agreed by representatives from the Central South Consortium, that it would be useful to include further detail of some of the ALPs performance analysis, such as the number of 'A' level entries, in future reports, as this would provide a more informed picture.	Central South Consortium	circulated 8 July 2024.	
11 April 2024	Annual Local Authority Scrutiny Report Central South Consortium 2022-23	Members requested additional information on CSC grant funding; how it is divided up and allocated, as well as clarification on the associated funding formula.	Corporate Director of Education and Family Support / Central South Consortium	ACTIONED – response and information circulated 8 July 2024.	