

Learner Travel Review

Consultation report

Date of issue: 17 April 2015

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1. Overview

A public consultation reviewing Bridgend County Borough Council's home to school transport policy was undertaken over a twelve week period from 29 September 2014 and 22 December 2014. The consultation received 725 responses from a combination of the consultation survey and seven community workshops held across the county borough. This report details the analysis associated with the consultation.

2. Introduction

A public survey inviting views on the proposed reforms for home to school transport was conducted between 29 September 2014 and 22 December 2014. The local authority outlined three independent proposals based upon school pupil's travel to and from school and how any suggested changes to the current policy will affect residents of the county borough. These proposals will affect all mainstream pupils from the age of five upwards.

The survey was made up of three sections, section one asked five questions regarding the respondent to understand their demographic, section two included five qualitative questions regarding the proposals and their potential impact if implemented and section three featured the standard equalities questions suggested by Welsh Government. All questions asked in the survey were optional and all survey respondents had the opportunity to remain anonymous.

The survey was made available to complete electronically in either English or Welsh via a link on the current consultations page of the council's website. Click [here](#)¹ to view the content of the now archived webpage, which still includes an active link to the survey. Paper copies of the consultation document and the accompanying surveys were made available at all local libraries throughout the county borough.

Comments were also invited via letter, email and phone call. Contact details were also provided for anyone wishing to receive a paper copy directly or any alternative formats of the survey.

¹ <http://www1.bridgend.gov.uk/services/consultation/hub/learner-travel-review.aspx>

3. Promotional tools and engagement methods

The consultation was promoted within the council through a 'message of the day' notification. Emails were also sent to the following stakeholders: councillors; regional AMs; local MPs; the First Minister; town and community councils; neighbouring councils; Estyn; governors; the Church in Wales; head teachers and all Local Service Board members including the Police. All school pupils received physical letters to read and share with their parents/guardians. Secondary heads were also encouraged to use the texting service to inform parents, to use 'Moodle' to directly message pupils and with a link to the online survey, raise the subject at school council meetings and place a link to the survey on their websites. The consultation was also referenced as agenda items at the Bridgend Association of Secondary Head teachers' meeting (BASH), the Federation of Primary Head teachers' meeting. The Bridgend Admissions Forum, Bridgend Equalities Forum (BEF) and Bridgend County Borough Youth Council (BCBYC) were also asked to cover the topic as an agenda item (the latter involved several communications attempting to arrange a full meeting). A meeting with the BCBYC took place on Monday 23 March 2015 after the formal consultation period closed. This meeting was attended by the youth council cabinet members, one cabinet member, and one councillor. BCBYC agreed to include the consultation as an agenda item in their next full youth council meeting. A separate meeting was also offered to all parent governors, however, alternative arrangements were made following low levels of interest. See appendix 4 for more detail.

Throughout the consultation, the screens in the Civic Offices displayed a bi-lingual message regarding the consultation and events.

3.1 Consultation document and survey

A consultation document was created to provide respondents with information on the consultation itself and included a link to the consultation questionnaire. Contact details were also provided to offer additional support or guidance if necessary. Both documents were written in plain English to maximise potential inclusion and translated into Welsh.

3.2 Social media

The council tweeted its 4900 @BridgendCBC followers and posted to the 560 users who have liked our Facebook page about the consultation on several occasions during the consultation period to help raise awareness of the consultation and the associated seven customer engagement workshops. The twitter account received 32 retweets (a retweet is a share from another twitter account which could be a member of the public or a business account) and six favourites from the public on 13 promotional tweets sent.

3.3 Local press

The consultation also received publicity on the front page of the Glamorgan Gazette² on 2 October 2014 and on the council's website (www.bridgend.gov.uk). The topic overall has received high levels of publicity across Wales.

² <http://www.walesonline.co.uk/news/local-news/parents-face-paying-756-school-7865894>

3.4 Community engagement workshops

Six community engagement workshops were proposed based upon the geographical nature of the county borough. Bridgend College, Archbishop McGrath Catholic High School, Porthcawl Comprehensive, Pencoed Comprehensive, Coleg Cymunedol Y Dderwen and Maesteg Comprehensive were selected to represent the county borough including any associated feeder primary schools. The events were open for all residents of the county borough to attend between 4pm and 7pm. The events were designed to offer support to complete the questionnaire and answer any questions attendees may have had. An additional seventh community engagement workshop was arranged due to demand at Ysgol Gyfun Gymraeg Llangynwyd.

Venue	Date	Attendees
Pencoed Comprehensive	13 October 2014	0
Archbishop McGrath Catholic High School	15 October 2014	34
Coleg Cymunedol Y Dderwen	16 October 2014	1
Porthcawl Comprehensive	20 October 2014	1
Maesteg Comprehensive	22 October 2014	3
Bridgend College	23 October 2014	5
YGG Llangynwyd	25 November 2014	32
Total		76

4. Response rate

725 responses to the survey were received in total by the closing date of Monday 22 December 2014. Of the responses received 694 were in English and 32 were in Welsh.

The responses were made up of:

Format	English	Welsh	Total
Paper	552	1	553
Online	131	31	162
Email	7	0	7
Letter	2	0	2
Report	1	0	1
Total	693	32	725

Two responses for the survey were received online after the closing date which unfortunately could not be included in the final report.

5. Headline figures

Proposal one

5.1 61 per cent of the responses received stated that proposal one would have a negative impact on them/their family if introduced.

5.2 Of the respondents stating that they themselves or a family member used free transport – almost two in three (65 per cent) said that there would be little or no impact if proposal one were to be introduced.

Proposal two

5.3 35 per cent of respondents stated that the proposed increase to a “paying place” was too expensive, with a further 37% of respondents citing other negative impacts that the proposal would have.

5.4 25 per cent of respondents stated the proposal would have little/no impact, with 4% directly stating that they agreed with proposal two.

Proposal three

5.5 Exactly one in five (20 per cent) believe introducing proposal three would have a negative impact on the community in the future.

5.6 13 per cent of respondents stated that Archbishop McGrath Catholic High School would be disproportionately affected if proposal three were to be introduced due to their large catchment areas; similarly nine per cent of respondents stated the same for YGG Llangynwyd.

Other

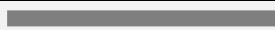




5.7 Almost all (94 per cent) of the respondents used one of three commuting methods:

- Council provided school buses (55 per cent);
- Driving by car (21 per cent);
- Walking (18 per cent).

6. Questions and Analysis

Question one and question two asked for personal information (name and email address) which could be used if the respondent chose to be contacted once the consultation report became available.

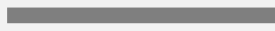





6.1 Organisation / school

Organisation / school (Q3 + Q4)	#	%	
Archbishop McGrath Catholic High School	564	75	 75%
YGG Llangynwyd	66	9	 9%
Y Dderwen Comprehensive	38	5	 5%
Bridgend College	10	1	 1%
Other	74	11	 11%

The question offered respondents to select multiple options, as such, the total responses of 752 is larger than the total number of respondents (725). 75 per cent of responses received (564) were affiliated with Archbishop McGrath Catholic High School. This was due to the strong promotion within the school for staff, parents and pupils to attend the community engagement workshop(s) and/or complete the consultation questionnaire. There was strong feeling at the outset of the consultation in respect of Archbishop McGrath Catholic High School being more negatively impacted by the proposals than other schools.

YGG Llangynwyd and Coleg Y Dderwen Comprehensive totalled nine per cent and five per cent of respondents respectively. These three schools have the largest catchment areas in the county borough. Question four repeated question three for respondents with more than one affiliated schools, the results were combined into the table above to give an overall response.

6.2 Please tick the option(s) that best describes you as a respondent

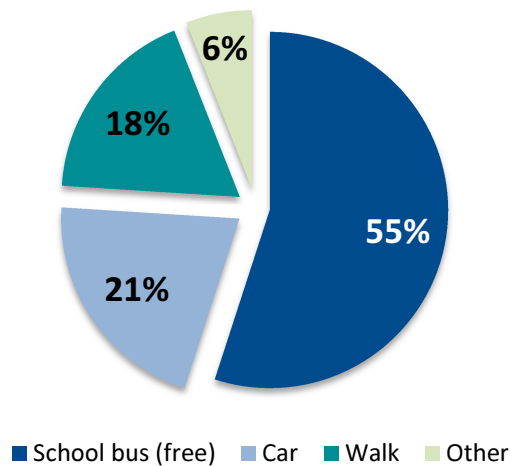
Demographic (Q5)	#	%	
Pupil (secondary)	551	75	 75%
Parent / carer	91	12	 12%
School worker	60	8	 8%
Student	12	2	 2%
School governor	12	2	 2%
Other	12	2	 2%

The question offered respondents to select more than one option, as a multi choice question the total of 738 is higher than the total amount of respondents (725).

Over seven in ten (75 per cent) of the respondents were secondary pupils aged between 11 and 18 years of age. The majority of these responses were received from Archbishop McGrath Catholic High School.

There were 91 responses from parents/carers totalling just over one in ten (12 per cent) of the respondents.

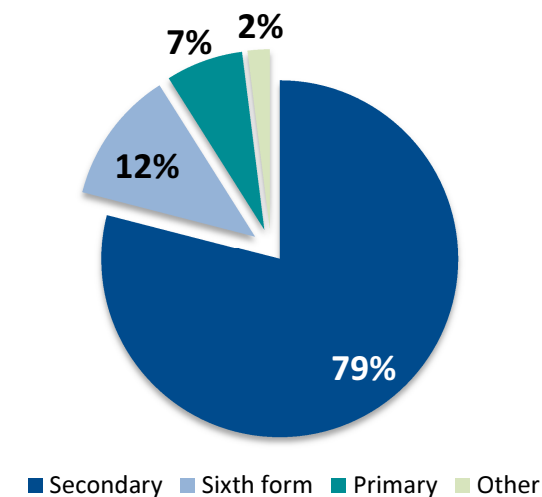
6.3 How do you or your child(ren) currently travel to school?



A mode of transport question was asked to respondents on how either they themselves, or family members, travelled to school/college. The highest form of response was on free school buses with over half of the respondents (55 per cent) identifying that they (or a family member) use council provided bus transportation.

Travelling by car and walking received 21 per cent and 18 per cent of responses respectively. These three forms of transport alone total 94 per cent of respondents commuting to and from school.

6.4 Please tick the option(s) that best describes you or your child(ren) as pupils/students



As part of understanding the demographic of responses received, respondents were asked to identify what level of study they or their family members were currently undertaking.

Nearly four in five (79 per cent) stated that either themselves or a family member were currently in secondary school (11-16 years of age), and a further one in ten (12 per cent) were in sixth form (17-18 years of age) within secondary school.

6.5 Proposal one

To increase the distance required for free transport between a pupil's home and their school, to match the distance required by law (including Welsh and religious schools).

Proposal one	#	%	
Policy will have little effect	258	34	34%
Cost on family	122	16	16%
Change from Welsh to English school	99	13	13%
Affect parent's working hours	43	6	6%
Worry regarding attendance	39	5	5%
Proposed distance too far to walk	39	5	5%
Safety of children worries	38	5	5%
Agreement with policy	35	5	5%
Disagreement with policy - general	35	5	5%
Other	58	8	8%

61 per cent of the respondents had some form of concern in respect of the proposal, compared with 34% of respondents who felt the proposal would have little or no effect. Of the respondents that use free transport – almost two in three (65 per cent) said that there would be little or no impact to themselves or their family members if proposal one were to be introduced. However, only 5 per cent of total respondents agreed with the proposed change to policy.

16 per cent of respondents stated that the proposal would result in a cost to their family and 13 per cent stated that the proposal may cause pupils to change from a Welsh speaking school to an English speaking school. More specifically for the latter point regarding Welsh speaking schools, further analysis into the 13 per cent gathered from the qualitative data highlighted that due to the geographical location of YGG Llangynwyd, an alteration to the free transport distance from two miles to three miles is likely to mean pupils/students living in Maesteg having to pay for a bus seat (which may not be guaranteed)/ or find alternative means of transport. The cost and the risk of not being guaranteed a seat on the bus could encourage parents or pupils/students themselves to transfer to the English speaking comprehensive school (Maesteg Comprehensive School) as it could be more convenient for some pupils, with a cost saving for the family due to Maesteg Comprehensive being within easy walking distance.

Other issues raised by the respondents, related to the potential impact on the child: 'worry regarding attendance', 'proposed distance too far to walk', and concern regarding the 'safety of children' with each topic receiving five per cent of the total responses. Qualitative responses highlighted that the proposed new walking distance could be potentially

dangerous particularly in the winter months. Also, the distance was deemed too far to walk by five per cent of respondents.

One in five respondents stated they used a car for home to school transport (see section 6.3). Respondents were concerned that the number of vehicles on the road would increase if the new proposal was introduced as 5 per cent of the responses highlighted concerns for the ‘safety of children’.

It is also important to mention that one parent referenced the fact they themselves could neither walk their child to school due to a disability, nor afford the payments for travel if proposal one was introduced. The respondent suggested that any amendment to the proposals must inform the parent/guardians of the support provided by the council in situations such as these.

6.6 Proposal two

To charge the full cost of a school bus pass for pupils who do not receive free school transport.

Proposal two	#	%	
Increase too expensive	228	35	35%
Little or no effect	151	23	23%
Change of lifestyle/working hours	83	13	13%
Change from WME* to mainstream	56	9	9%
Worry regarding attendance	33	5	5%
Proposed distance too far to walk	33	5	5%
Safety of children worries	30	5	5%
Agreement with policy	25	4	4%
Other	17	2	2%

*Welsh Medium Education (FE)

In the responses to proposal two, over one in three (35 per cent) stated that the introduction of the proposal was too expensive in comparison to the current price charged, whilst one in five (23 per cent) stated that the proposal would have little or no effect. 13 per cent of respondents stated that the proposal would cause a change of lifestyle for example through alterations to their current transport arrangements which may directly impact on the parent/guardians ability to attend work on time.

Respondents suggested alternatives to the increase. One respondent urged the council to introduce a subsidy to help with the increase in payment; another stated that issuing the charges on a monthly basis would help them to make the payments. Overall, 73 per cent of respondents referenced some form of concern and/or disagreement with the proposal with 23 per cent saying it would have little effect and 4% agreeing with the proposal.

However, further analysis into the data (mode of transport used by respondents) revealed that only 16 of the 725 respondents (two per cent) would be impacted by proposal two if

introduced. At present there are 48 pupils currently paying Bridgend County Borough Council for transport.

Through the community engagement workshops, feedback from the attendees suggested that all pupils willing to pay for transport should be guaranteed a seat on the bus – at present, the eligible cohort take precedence over pupils / students paying for a place. For example, a paid place is only made available to purchase when there is an unoccupied seat on a school bus. If a child purchases the seat, preference is still given to pupils who are entitled to the free transport, which could result in the paid place being removed with little notice given (this will include a refund for the period of time the bus seat was not made available for the paying child/pupil).

6.7 Proposal three

To stop providing free transport for learners aged 16 or over, who go to school or college.

Proposal three	#	%	
Negative future impact on the community	127	20	20%
Cost would impact FE* attendance	120	19	19%
Little or no impact	110	18	18%
Religious education could be impacted	81	13	13%
Welsh education could be impacted	56	9	9%
Quality of life would change	48	8	8%
Provide savings required elsewhere	38	6	6%
Introduce hardship fund or subsidy / increase EMA**	13	2	2%
Current bus routes insufficient	10	2	2%
Other	23	3	3%

*Further Education (FE) **Education Maintenance Allowance (EMA).

79 per cent of respondents referenced some form of concern and/or disagreement with the proposal. Exactly one in five (20 per cent), of responses received stated that if proposal three were to be introduced it would have a negative impact on the future of the community. Similarly just less than one in five (19 per cent) respondents stated that the cost would potentially deter pupils from accessing further education. Nevertheless 18 per cent believed it would have little or no impact on themselves or their family.

13 per cent of respondents believed that religious schools could be disproportionately impacted and nine per cent of respondents believed that Welsh education could be disproportionately impacted by the introduction of proposal three. Both Archbishop McGrath Catholic High School and YGG Llangynwyd as previously mentioned in this paper have large catchment areas unlike mainstream English speaking schools (with the exception of Y Dderwen). Attendees at the community engagement events stated that Archbishop McGrath Catholic High School and YGG Llangynwyd may have to compete more with the accessibility of English Medium and non-faith schools if the proposal was introduced. Affiliates of the school's in their qualitative responses have referenced concern around the

sustainability of the two schools respectively and the potential impact on academic performance. For instance, parents and pupils may choose to attend an English Medium or non-faith school from the beginning of secondary education as opposed to pupils obtaining their GCSE's and subsequently moving schools for post-16 education.

At the community engagement workshop in YGG Llangynwyd, attendees also noted the additional impact that the proposal could have on existing pupils in years 7-11 in YGG Llangynwyd as they have received all education to date through the medium of Welsh. If parental/pupil choice/circumstances meant that without the current free transport provision pupils were unable to access YGG Llangynwyd for post-16 education, they would suffer the double disruption of not only changing school after their GCSE's, but also changing the medium through which they have always accessed education.

If the proposal was passed, one respondent alternative was to host certain lessons for YGG Llangynwyd sixth form at a more central location, particularly those that are currently conducted alongside Ysgol Llanhari. More generally for all further education establishments, one head teacher at a community engagement event suggested a potential reform of post-16 education in Bridgend to minimise the necessity of travel.

According to two per cent of the respondents, if proposal three is implemented then there needs to be availability of and improvements to public bus routes for students in further education. In particular, students from YGG Llangynwyd and Archbishop McGrath Catholic High School stated they would have to catch multiple public buses in order to reach their destination each day.

The consultation referenced the potential of a hardship fund which was also mentioned by two per cent of the respondents. Despite the guidance regarding EMA being for transportation costs, these respondents felt that an increase to the financial support due to proposal three should be introduced.

6.8 Are there any groups of learners aged 16 or over who you believe should continue to receive free transport?

Exceptions	#	%	
Disabled children	106	25	25%
Every child	87	21	21%
Children in care / care leavers	73	18	18%
Households on low incomes or certain benefits	57	14	14%
NEETs / those at risk	26	6	6%
All of the above	25	6	6%
Protect Welsh and Faith schools	20	5	5%
Over 16s	10	2	2%
Other	13	3	3%

Exactly one in four respondents (25 per cent) suggested that disabled children should be entitled to continue to receive free transportation. Just over one in five (21 per cent)

believed that all children should be entitled to free transportation – which would oppose the introduction of proposal three. Almost one in five (18 per cent) respondents supported children in care/care leavers to continue receiving free transport.

14 per cent of respondents felt that households on a low income or in receipt of certain benefits should also continue to receive free transport.

6.9 What changes could the council reasonably make to encourage pupils and students to walk or cycle more often to and from school or college?

Exceptions	#	%	
Safe routes	99	35	35%
Better / new routes	67	24	24%
Training schemes (improve awareness)	31	11	11%
Better facilities for bikers (lock ups etc.)	31	11	11%
Special bike deals / bike schemes	21	7	7%
Adequate street lighting	15	5	5%
Other	19	6	6%

35 per cent of respondents stated that introducing safe routes was the preferred way to encourage more pupils and students to walk or cycle more often. Respondents also referenced that introducing better routes to school would help influence pupils and students with almost one in four (24 per cent) making reference to this suggestion. Alongside safer routes to school, it was also suggested by 11 per cent of respondents that training schemes should be offered to improve awareness of the routes available and also teach those that require help. The same percentage (11 per cent) also wanted better facilities for cyclists, such as bike racks and shower/changing facilities.

Other suggestions offered were that schools should receive awards for being ‘green’ such as certificates and stickers for pupils/students which two per cent of the responses stated. Alternatively one respondent suggested that by having a communal drop off point further from the school would ensure there is some degree of physical exercise; although this has been disputed by others within the consultation as the knowledge their child safely arriving at school is paramount.

7. Additional consultation data

A closed opt-in yes or no question on learner travel was asked in Bridgend County Borough Council's Budget Review 2015³. The results revealed that exactly half of the respondents (50 per cent) opted-in for a review of the current home to school transport with a potential cost savings of £550,000.

8. Additional research

8.1 Pupil engagement workshops

After the closure of the live consultation period additional research had been conducted to further research the impact from the children and young people's viewpoint. Nine pupil engagement workshops were planned using the comprehensive schools as venues. The events were designed to gather qualitative feedback from pupils living within the county borough. Two additional workshops were held at Ysgol Cynywd Sant and Ysgol Y Ferch O'r Sger upon request. In total, there were 94 attendees over the 11 engagement workshops, (please see appendix 3 for the full list of attendees).

The pupil engagement workshops were semi-structured to encourage the pupils to talk about the topics that are important to them whilst also ensuring that all three of the proposals were addressed.

Venue	Date	Attendees		Total
		Primary	Secondary	
Brynteg Comprehensive School	23 March 2015	2	4	6
Coleg Cymunedol Y Dderwen	23 March 2015	11	2	13
Bryntirion Comprehensive School	24 March 2015	4	2	6
Porthcawl Comprehensive School	24 March 2015	0	4	4
Archbishop McGrath Catholic High School	26 March 2015	3	12	15
Pencoed Comprehensive School	26 March 2015	5	2	7
Maesteg Comprehensive School	27 March 2015	0	4	4
YGG Llangynwyd	27 March 2015	4	9	13
Ysgol Cynywd Sant	13 April 2015	10	-	10
Cynffig Comprehensive School	14 April 2015	2	4	6
Ysgol Y Ferch O'r Sger	14 April 2015	10	-	10
Total		51	43	94

³ <http://www1.bridgend.gov.uk/services/consultation/hub/budget-review-2015.aspx>

8.2 Qualitative pupil workshop findings

Proposal one.

As part of the consideration in respect of proposal one, all pupils were asked to consider how they would feel if they had to walk the three miles if the proposal were to be introduced. Overall the majority of the pupils thought the introduction of this proposal was unfair. In fact, many of the attendees also believed that the current provision of two miles was also too far for a pupil to walk. Those who expanded on the answer stated that they did not like the idea of walking home from school after school ends. Although many said it was unfair, most did not say it was impossible.

Safety was a key issue raised at all events. Road crossings outside the schools and the distance of the journey (particularly for younger pupils), which may be dark and wet in the winter months were highlighted by attendees. The issues raised by pupils differed geographically by each school attended. For instance, various local main roads (the main road outside of Pencoed Comprehensive for example) or steep terrain (Moriah Place road as particularly difficult to walk, as identified at the Cynffig Comprehensive event) were identified.

Regarding the entitlement to free transport if the proposal were to be introduced, one attendee suggested that those currently entitled to free school meals should also be entitled to free transport. However, other pupil's main concern was regarding the families just above the eligibility for such entitlements, as these families would actually be the most severely hit.

Some pupils debated if the cost of any alterations that the council would need to make as a result of the proposals such as traffic calming, improvements to routes etc would make financial sense as the initial investment would outweigh the associated savings. Similarly, pupils felt the current public transport available locally is insufficient, as some pupils would have to catch two public buses to attend school. For example, those attending Archbishop McGrath High School would have to catch a bus into Bridgend town followed by a second bus from Bridgend town to Brackla.

The unpredictable weather was a particular deterrent when considering alternative forms of transport for pupils. The effect the walk would have on productivity was highlighted particularly if the pupil had to remain in wet clothes all day. Comprehensive schools for example were outlined as having insufficient facilities; namely locker space to help with the pupil's heavy bags and coat hangers for wet clothing. Many pupils said the walk would be much less of a problem if they had other people to walk with for company. However some sixth form pupils stated they already often walk home in the afternoon rather than waiting for their school bus (free transport).

A suggestion to better improve the current service was to remove the bus passes for those who are not using the service (or not interested in using the service) to make more efficient use of the finite resources available.

Those who stated that the proposal was fair, highlighted the fact that although it is a change in routine it would eventually become acceptable. Arranging alternative travel such as encouraging friends to walk together or promoting the bike training scheme (national standards level two training) had worked successfully in Llangewydd Junior School and other pupils said they would like to feel more confident in using their bike. The

comprehensive schools would need to ensure there are sufficient safety precautions such as bike racks and CCTV to encourage more to use this form of transport.

The impact on pupil attendance was consistently referenced by all attendees as the proposal would pose an additional barrier to pupils who currently struggle to maintain a high attendance, in particular those who would be considered at risk of becoming a NEET (not in education, employment or training).

Proposal two.

Opinion was divided on the introduction of proposal two. While younger pupils felt that they should be able to go to any school in the borough for the same cost, older pupils felt that a charge was justified particularly in the instance of the pupil choosing to attend a school outside of their catchment area. Some pupils have suggested that parental choice has encouraged some pupils to attend a secondary school beyond their catchment comprehensive school. In this case, some pupils thought it was unfair that they have free transport as these pupils are not attending their 'catchment' comprehensive.

Others who agreed with the proposal in principle said the cost was still too high and should be subsidised or additional efficiencies need to be made in order to lower the overall cost of the service and therefore the price charged to paid users.

Those who disagreed with the introduction of the proposal also mentioned that the payment should depend on the family's financial situation. For instance, introducing a support scheme for those who cannot afford to make such payments. Other circumstances referenced were potentially only charging those aged 17 and over. Finally, a minority stated they felt that by introducing proposal two it may deter the current users or potential users from using the service at all.

Proposal three.

The main issue for pupils regarding proposal three was the affordability of transport. Post-16 pupils claimed that they are encouraged to keep any part-time work to a minimum in order to maximise their educational potential. They believed that they should receive some form of discount such as increasing the discounted public transport travel age to 18 for students. Those currently in sixth form, or about to enter sixth form stated that the introduction of proposal three would not be a deterrent to them attending sixth form. Those who were interested in sixth form saw further education as a necessity therefore alternatives would have to be made in order for them to continue their education. Similarly, as for proposal one, the majority said that the introduction of proposal three would be hard but not impossible.

Regarding the financial impact, pupils were worried about the effect on all families regardless of income. There was a worry for those who had the potential to become NEET as the proposal may deter people from continuing in further education. For those that do continue with education post-16, the attendees said they would expect an overall fall in attendance. For example, if they were traveling in for one lesson only, they would be more tempted to miss the class entirely. Almost all of the attendees who received education maintenance allowance (EMA) said they did not use all the EMA for the purposes in which it was received.

Those who disagreed with the proposal made a point of stating that as they were not in full time employment, they should still be regarded as pupils – receiving equality with all other pupils attending the school regardless of their age / school year.

Pupils in YGG Llangynwyd highlighted their concerns regarding the future of the Welsh language in Bridgend given that the introduction of proposal three may encourage some parents to avoid Welsh medium education entirely and send their children to closer, English medium schools, as they would not be able to afford the long-distance transport required once the pupil attends sixth form. YGG Llangynwyd pupil's also raised their concerns over the potential significant impact the proposal could have on pupil outcomes, if pupils who have received a Welsh medium education feel unable to access post-16 provision in YGG Llangynwyd, either due to cost or lack of available public transport. Archbishop McGrath High School pupils also believed that the high cost of transport may be the deciding factor on the school they choose to attend.

Similarly to proposal one, attendees at the majority of the events also highlighted the following:

- of public transport in the area;
- The potential negative impact the change will have on their life outside of school;
- The danger the additional traffic may have on their schools; and
- How sufficient the current school facilities are in supporting the introduction of proposal three - for example the aforementioned availability of school lockers and bike racks.

9. Appendices

Consultation responses	Appendix 1
EIA screening	Appendix 2
List of pupil engagement workshop attendees	Appendix 3

Venue	Representation (pupils)	#
Brynteg Comprehensive School	Brynteg Comprehensive School	4
	Oldcastle Primary School	2
Coleg Y Dderwen	Coleg Y Dderwen	2
	Ogmore Primary School	3
	Bettws Primary School	4
	Nantymoel Primary School	4
Bryntirion Comprehensive School	Bryntirion Comprehensive School	2
	Llangewydd Junior School	4
Porthcawl Comprehensive School	Porthcawl Comprehensive School	4
Archbishop McGrath Catholic High School	Archbishop McGrath Catholic High School	12
	Archdeacon John Lewis Primary School	3
Pencoed Comprehensive School	Pencoed Comprehensive School	2
	Croesty Primary School	2
	Pencoed Primary School	3
Maesteg Comprehensive School	Maesteg Comprehensive School	4
YGG Llangynwyd	YGG Llangynwyd	9
	YGG Cwm Garw	4
Cynffig Comprehensive School	Cynffig Comprehensive School	4
	Mynydd Cynffig	2
YGG Cynywd Sant	YGG Cynywd Sant	10
YGG Ysgol Y Ferch O'r Sger	YGG Ysgol Y Ferch O'r Sger	10
Total		94

Non-statutory contact list	Appendix 4
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Non-statutory contact list	Number of responses
Councillors	0
Regional AMs	1
Local MPs	0
The First Minister	0

Town and community councils	1
Neighbouring councils	0
Estyn	0
Governors	13
The Church in Wales	0
Headteacher	3
Local Service Board members	0
The Bridgend Admissions Forum	0
Bridgend Equalities Forum (BEF) members	0
Bridgend County Borough Youth Council (BCBYC)	0