

APPENDIX 3

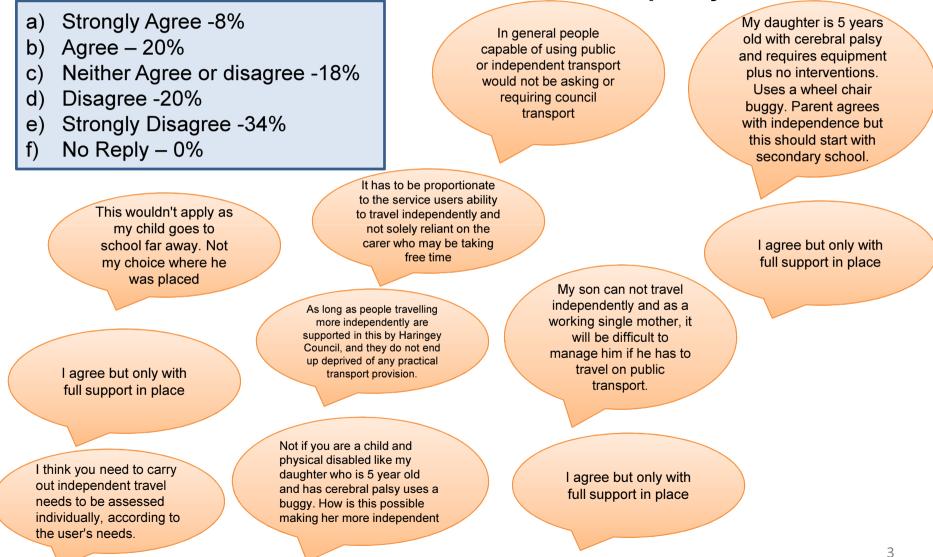
Travel Policy Consultation Results

21.02.2017

Response Rate Consultation Part 1- Service Users and Carers

- We did pre-consultation work with both adults and children services
- The consultation ran from 7th of July 2016 to 4th of October 2016.
- We organised various workshops for parents, carers and users.
- We sent the consultation pack to all users of SEND Transport and all Day Centre Users.
- We got 39 responses to the consultation which equates to a response rate of 6%

Q1. Do you agree with the principle of the policy 'to encourage more independent travel' through accessing the range of travel assistance options identified in the policy ?



Q2. Alternative options to travel assistance. Please choose all that you would like to use:

- a) Freedom pass or free Oyster photo card for all under 18's from Transport for London 49%
- b) Provision of a bus pass. 39%
- c) Reimbursement of mileage costs for parents/carers 23%
- d) Personal Transport Budget– 41%
- e) Car Share 10 %
- f) Walking bus 15%
- g) Travel Mate 10%
- h) Zip Car 8%
- i) Dial a ride 38%
- j) Travel Training 18%

NONE of the above are possible at all INSANE to think this is an option for my young person Door to door service which my son has used all along. He is now at the stage where it is a bigger step towards his independence travelling on the minibus to and from 6th Form With a freedom pass I would need someone younger to travel with me, A support worker or similar. In my experience dial-a-ride don't always turn up.

None other than school buses.

Please remember that not only mobility impairment persons are unable to take public transport. A child with autism finds it difficult to take public transport. They become anxious because of sounds, unable to get a seat and as simple as if one bus stop is close and they have to go to the other can be a real challenge.

My daughter is 5 years old and uses a buggy as well as additional equipment that goes with her to school. The practicalities of using public transport at peak times is not ideal

I have 4 children at different schools. 1 in Camden, 1 in Barnet, 1 in Essex 1 in Haringey. None of these options would work for my children.

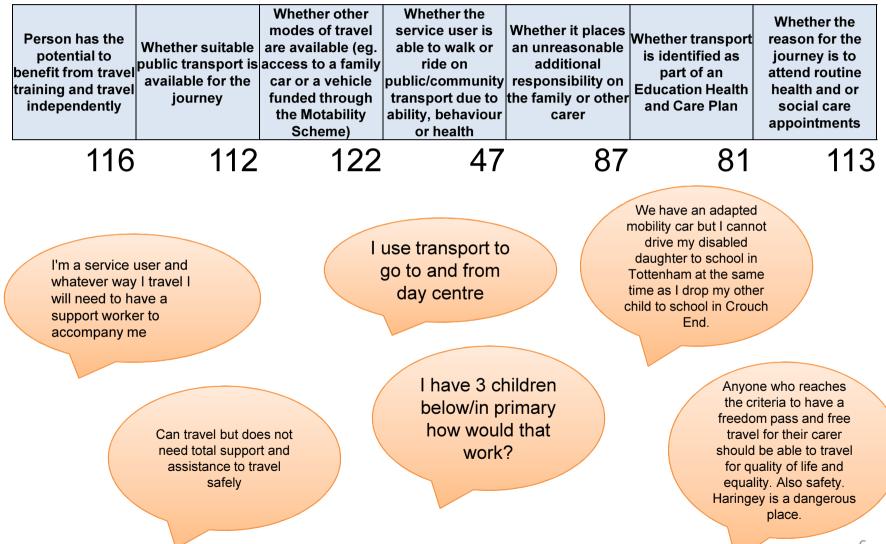
Q3. If you currently use transport what are your main reasons for using travel assistance? (1 for highest and 5 for lowest priority)

	No reply	1	2	3	4	5
Total	44%	16%	10%	9%	3%	18%
To achieve the quickest travel time						
from A to B	46%	18%	14%	2%	2%	18%
For the convenience of the carer	44%	10%	14%	4%	2%	26%
To develop the independence of						
the service user	41%	14%	15%	10%	2%	18%
To reduce the costs of the service						
user/carer	54%	8%	8%	8%	4%	18%
To improve the health of the service						
user	46%	10%	10%	24%	2%	8%
To access services	39%	37%	4%	4%	0%	16%

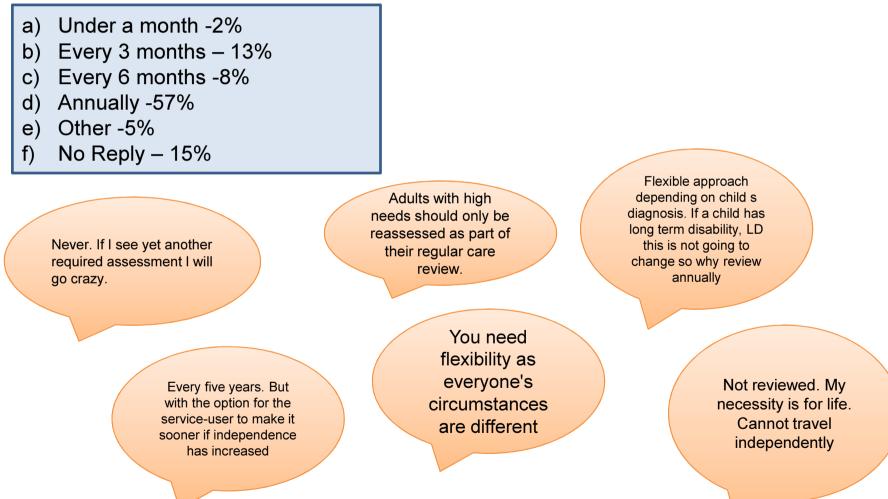
My daughter is 5 - cant walk and needs additional equipment that goes with her to school At present I could walk to the day centre but Haringey would have to pay more money to provide a support worker.

I have another child at another school I cannot do school runs at the same time in different parts of the borough

Q4. When deciding who should be entitled to free travel assistance which of the following do you think should be assessed? (rank from 1 to 7)



Q5. The Travel Policy mentions that travel assistance will be reviewed regularly. How long do you think is a reasonable time frame to review your travel needs?



Q6-7

Q6. Do you agree that young people with statements or Education Health Care Plans, who move from schools to Further Education colleges at age 16 will have their travel needs reviewed?

No reply	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly Disagree
8%	10%	39%	15%	13%	15%

Q7. Do you agree that Haringey Council is not responsible for providing transport for young people, who have been placed by Haringey Children and Young People's Services with fostercarers in another borough?

No reply	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly Disagree
8%	5%	21%	28%	28%	10%

Q8. Some people are eligible for concessionary fares. Do you think people in receipt of concessionary fares should not be entitled to further travel assistance from Haringey

Council?

a) Strongly Agree -13%

b) Agree – 10%

- c) Neither Agree or disagree -21%
- d) Disagree -21%
- e) Strongly Disagree -28%
- f) No Reply 7%

Children with long term disabilities will still need the same provision so I'm not sure that it's necessary The Motability scheme and provision of the vehicle is every five years; however people should have access to transport if needs worsen or other circumstances change

Again Safety is an issue. You need to take so many things into account. Have you ever tried to get an electric wheelchair onto a public bus or get a cab when you need it. Some people need travel assistance to access services such as health, visiting family

Depends on disability as they might not be able to access public transport

I am really concerned that young and vulnerable service-users are being forced into situations that will cause them a great deal of distress.

Everyone wants to be as independent as they can be, but trying to ram everyone into a onesize-fits-all approach will not work. Many service-users require a lot longer than a few weeks to build up to gradually more independent way to travel. My real objections are to the bus-stop style pick-ups which

do not make anyone more independent, indeed they make service-users more dependent, create complications for households with more than one service user or those with very young children who will have to get their entire families out in the morning to wait at a bus stop with the service user and then repeat the whole performance, whatever the weather, again in the evening.

Q9. Do you think that people receiving a mobility benefit should use this to pay for travel assistance from the local authority?

- Strongly Agree -0% a)
- b) Agree -7%
- Neither Agree or disagree -19% c)
- d) Disagree -21%
- Strongly Disagree -51% e)
- No Reply -2%**f**)

I disagrre because it depends how much you get in benefit. Also what needs a person has are different.

component goes towards a car which is needed for her to travel anywhere. If I took her to the day service it would take at least 3 hours of her time away from home. I could not cope without this time to do all that is necessary before 3pm when she leaves the centre.

What Haringey fail to remember is that mobility rate ranges from low to high. A person getting low rate cannot afford to pay for transport from it so this needs to be more specific. People use their mobility allowance to purchase convenient means of equipment to ensure their children are fully equipped. These things are not provided by the LA. The mobility rate is not a lot of money so it cannot pay for transport at all

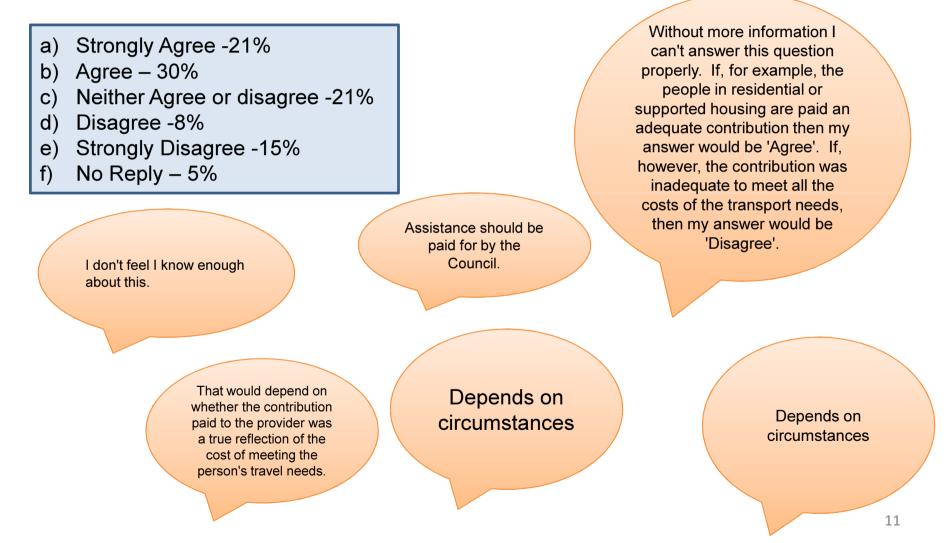
Children with special needs have multiple appointments in multiple settings to attend and I don't think above will cover all of this. Also going to school 5 days a

My daughters mobility

A proportionate charge may be appropriate, but some of the mobility allowance should be available to meet the person's wider travel needs.

These questions cannot be answered in a blanket way like this! There is far too much that depends on an individual's own abilities and needs. If you take away part of the mobility benefit to pay for travel assistance to access education or services during the week, then those using the Motability scheme would have to give up the scheme in order to fund the travel assistance they need during the week leaving them without a vehicle for the evenings, weekends and holidays. Is that what Haringey wants.

Q10. Do you agree or disagree that people in residential or supported housing who are charged a contribution for transport should have their travel assistance costs paid for by their provider?



Q11. If you are a carer would you be interested in any of the following:

	No reply	Yes	No
Attending Travel Training so that you could train the person you care for?	26%	18%	56%
Attending Travel Training so that you could train other carers?	28%	10%	62%
Attending Travel Training so that you could train other service users?	28%	8%	64%
Would you be willing to Car share your car?	26%	8%	66%
Would you be willing to share a ride in someone else's car?	26%	13%	61%
Would you be interested in using something like Zipcar or DriveNow car schemes?	26%	13%	61%

My daughter needs an adapted wheelchair car not able to car share Zipcar

As carer life is so hard looking and caring for the loved ones. This is more responsibility for carer and they don't get paid for any hard work that they do.

As we are both working parents of disabled child who uses the school bus to get to school safely I do not understand why change, I can see this being more costly in the long run In principle training the carer is a good idea. However, in practice most carers are parents of the service-users and of course are already doing everything they can to prepare their young people for an independent life including using their common sense and training them to travel independently as far as possible. For many of these young people it is not just

a case of "get on a couple of buses and push your wheelchair between bus stops, the provision and home", it is how exhausting that would be and the fact that they would be too tired to access the provision once they reached it after having undertaken such a journey. On a separate note, you also need to be very careful about suggesting car-sharing to users of Motability vehicles as they could potentially be in breach of their lease agreement under the scheme.

Q12. Overall do you agree with the purpose of the Travel Policy?

- a) Strongly Agree -0%
- b) Agree 21%
- c) Neither Agree or disagree -13%
- d) Disagree -20%
- e) Strongly Disagree -36%
- f) No Reply 10%

As previously stated, the Travel Policy tries to mix up the development needs of the people with disabilities with environmental concerns and a drive to save money. These are separate issues and should be addressed separately. Some people with high needs would benefit from accompanied travel on public transport, even though they may not be able to progress to fully independent travel.

I agree with the principles of sustainable transport and greater independence but am frankly insulted that the council is couching its cuts and money saving in this way. As I said before, if the authority really wants to help our young people to gain greater independence in travelling, more time and work individually with carers, provision and the young people themselves is required.

> If the individuals could be independent then they would have been, there is no point in trying to give independence to children it will only bring more problem to their life.

Promoting independence, enabling mobility. Does Haringey like seriously understand the wide vast of disability. You see, we try to make sure our children live as independent as possible but sometimes it is just hard and causes more distress than what we expect. Our children being happy is so important and they just cannot cope. It is so hard to now force a child to go take public transport and other means that will take them in a melt down, makes them so distress and then the carer parent is unable to manage. I strongly disagree with this and I hope there can be some other purpose or elaborate more on this purpose but definitely not for our children.

Equalities

	No Reply		5%	
A child or	A child or young person with SEND			
An adı	An adult social services user			10%
	A carer		54%	
	Parent		21%	
White	British	Irish		
14	12	2		
35%	30%	5%		

White Other	Turkish/Cypriot	Kurdish
3	2	1
7%	5%	2%

Mixed	White and Black Caribbean	White and Asian	White and Black African	Other
5	1	1	1	2
11%	2%	2%	2%	5%

Asian or Asian British	Indian
3	3
8%	8%

Black or Black British	African	Caribbean
4	3	1
11%	8%	3%

Chinese	Chinese
3	3
8%	8%

Prefer not to Say
8
20%

Are you or the person you care for in receipt of any mobility benefit?

No reply	Yes	No	Don't know
5%	62%	31%	2%

Do you, or the person you care for live in residential or supported housing?

No reply	Yes	No	Not applicable	
5%	8%	82%	5%	

What is your age

No reply	16-24	25-44	45-64	65+	Prefer not to say
0%	2%	28%	46%	10%	14%

Do you have a physical or mental health condition or illness

	No reply	Yes	No	Prefer not	
				to say	
	0%	21%	64%	15%	

What is you gender?

No reply	Male	Female	Prefer not to say	
-	18%	72%	10%	

What is your sexual orientation?

No reply	Homosexu al (Gay)	al	Heterosex ual (Straight)	Bisexual (Attracted to both sexes)	Prefer not to say
10%	0%	2%	63%	2%	23%

General Interpretation of Results – Consultation Part 1

- From reading all the responses to the consultation (a low return rate of 6%), the perception was that most people who responded are service users/carers/ parents who have /care for high complex need cases, and are afraid that the Travel Policy will take travel assistance away from them.
- Most people stated in various form that this should not be a blanked policy (which is not) and that travel arrangements should take individual circumstances into account (which Haringey does).
- Also, most respondents feel that the drive of the policy is to make further budget savings, rather than offer a wide range of alternative travel arrangements, which would be tailored to each individuals needs and outcomes to be met.

Consultation Part 2 – Schools and Other Agencies

- Consultation papers were sent out on 22nd December 2016 for an additional period consultation with Schools and Other Agencies which ran until 7th February 2017
- We consulted with:
 - Any other local authority we considered it appropriate to consult
 - Secretary of State for Education
 - Transport for London
 - proprietors of 16-19 Academies in the Council's area
 - the governing bodies of all schools in the Council's area
 - the governing bodies of schools maintained by the Council at which education suitable to people aged 17 or older is provided
 - the governing bodies of further education institutions in the Council's area
- The Consultation yielded 2 responses from schools and 1 from the DfE

Consultation Part 2 – General Feedback

• One of the respondents felt that:

"the policy is comprehensive in nature and does provide a clear and fair rationale behind the changes. I am certain many parents and guardians may have their own views, but as a policy it answers the pertinent questions, provides options and alternatives and explains why such changes have to be made, whilst emphasise the importance for learner independence and delicately balance the needs of learners and concerns of parents, carers and guardians"

 One of the other respondents commented on some of the formatting of the document (which we have clarified in the new draft) and expressed disagreement on faith school pupils being entitled to school transport on the ground that they are attending a faith school further away from home, than the closest non-faith school to their address.

Consultation Part 2 – General Feedback

- The DfE made comments around section 2.3 with regards to the Disability Living Allowance and around section 2.6 with regards to Alternative Provision
- Both points were taken into account and the policy has been re-drafted in response