

13 December 2011

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DIOCESE OF MIDDLESBROUGH SCHOOLS SERVICE
DIOCESAN RESPONSE: MIDDLESBROUGH COUNCIL'S CONSULTATION ON HOME TO
SCHOOL AND COLLEGE TRANSPORT POLICY
PROPOSAL TO REMOVE THE ENTITLEMENT FOR TRAVEL SUPPORT IN RESPECT OF NEW
PUPILS ATTENDING ROMAN CATHOLIC SCHOOLS

For many years Middlesbrough Authority has covered the transport costs for children travelling to their nearest school, where the travel involved was beyond the agreed statutory mileage. This has equally applied to eligible pupils accessing their nearest Catholic or Church of England Schools. On 14 October 2011 Middlesbrough Council decided to initiate a consultation exercise on ending that support for new pupils attending Roman Catholic Schools in 2013.

Taking the Authority documentation as a whole the Diocese believes that parents choosing such should have transport to their nearest Catholic school in just the same way as those accessing the nearest Community school. Within the generality of that assertion there is a strong case against ending the entitlement not only in principle but because the proposal runs contrary to nationally agreed policies, lacks fairness, is insufficiently informed by not taking the educational case into account.

1. Looking first to principle, the Diocese would identify consideration of the following:

- 1.2 Assistance with travel costs to denominational schools was enshrined within Section 55 of the 1944 Education Act. It was reinforced in Schedule 19, paragraph 15 of the 1993 Education Act and Section 509 of the 1996 Education Act.
- 1.3 More recently the 2006 Education and Inspections Bill specifically aimed to reduce the impact of transport as a barrier to parents exercising their education preferences and also improved and extended the offer of free transport originally set out in the 1944 Education Act. As a result the Government is funding Local Authorities to provide secondary age pupils from low-income families with transport to the nearest school preferred on grounds of religion or belief where this is between 2 and 15 miles from the pupil's home.
- 1.4 The maintenance of free transport where it currently exists is also reinforced via conventions developed by the United Nations on Human Rights (1948), Civil and Political Rights (1996) and the Rights of the Child (1989). All three have been ratified by the UK Government in 1951, 1976 and 1991 respectively. The European Convention on Human Rights, incorporated

into UK Law in 1998, guarantees that the enjoyment of the rights and freedoms to education shall be secured without discrimination on religious grounds.

- 1.5 Children accessing their nearest Community schools will continue with their present support whilst those looking to the nearest Catholic school and Church of England Controlled schools may well be penalised. Bear in mind too that Catholic schools operate via linked parishes. The parents who will be most heavily hit in Catholic schools are likely to be those just over the income thresholds and may well find expression of their preferences a financial impossibility particularly if they have several children of school age. This discriminates disproportionately against such parents on both religious and socio-economic grounds.

Keeping in mind the proposal, the parents being discriminated against are not Roman Catholics and Anglicans alone but, at Secondary level, any parents looking to access denominational education.

- 1.6 The ending of transport entitlement will also lead to the Authority contravening long established practices. The Diocese would suggest that withdrawal from these is not acceptable. This view is echoed by the Secretary of State for Education who has expressed his hope that Authorities will continue to think it right not to disturb well established practices, some of which have been associated with local agreements or understandings about the siting of Catholic schools. The White Paper, *The Importance of Teaching* makes clear that local authorities continue to have an important strategic role to play.

"We want all families to be able to choose the right school for their child. We are therefore reviewing home-to-school transport so that we can better meet the needs of not only disadvantaged families, but all families, ensuring transport is properly targeted to those that need it most. In relation to the grant, which supports extended rights for free home-to-school travel, we will be announcing transition funding in the new year to enable local authorities to continue to deliver their duty in this area for the rest of this academic year, pending the outcome of the review" (Michael Gove, WMS).

- 1.7 More recently you might be interested to know that Jim Dobbin raised the issue of cuts to discretionary transport subsidies at Prime Minister's Questions on Wednesday 7th December 2011. His question and the reply he received from the Prime Minister are copied below.

Jim Dobbin (Heywood and Middleton) (Lab/Co-op): Since the Education Act 1944, successive Governments have supported subsidised travel for students who live 3 miles or more from the faith school of their choice. Some local authorities are beginning to cut back on that financial support, and I do not think any Member in this House wants to see that happen. Can the Prime Minister encourage local authorities to embrace the spirit of the 1944 Act on this particular issue?

The Prime Minister: The hon. Gentleman asks a very important question. I support school choice—parents having the ability to choose between schools—and I also support faith schools. Indeed, I have chosen a faith school for my own children. So I will look very carefully at what he says and at what local authorities are doing, discuss it with the Education Secretary and see what we can do to enhance not only choice, but the faith-based education that many of our constituents choose.

As advised directly to the Diocese, the Secretary of State continues to attach great importance to the opportunity that many parents have to choose a school or college in

accordance with their religious convictions. Moreover I am certain that all parties concerned would not wish to see changes in school transport which might disrupt the excellent education standards achieved by pupils currently at Catholic schools.

1.8 Restrictions on transport provision to Catholic schools run contrary to the thrust of Human Rights Legislation and long standing local practices so the conclusion is that a reasonable Local Authority properly directing itself as to its Human Rights obligations and the principles of public service should find it necessary to continue the relevant free transport in order to facilitate attendance at Catholic schools.

2. Nationally Agreed Policies. The Diocese suggests that the ending of entitlement contradicts:

2.1 The National Agenda has placed equal stress on diversity because it puts parents at the centre of our thinking and retains their range of educational choice which in turn guarantees cultural and education pluralism. For many parents the lack of transport support to Catholic schools will necessarily diminish that range of choice.

2.2 In the interests of community cohesion and social inclusion Catholic schools, with places available, welcome applications from parents of other faiths or no faith who want a Catholic education for their children. Government policy is to promote such concepts and indeed both are subject to OFSTED inspection. Without existing transport support those parents may not be able to send their children to Catholic schools, so undermining the strategy for community cohesion and social inclusion

2.3 The Government has repeatedly stressed that transport costs should not be a barrier to education provision. To reinforce this The Education and Inspections Act placed and funded an obligation on Local Authorities to ensure that pupils aged 11 – 16 from low income families (in receipt of maximum level of working tax credit or free school meals) whose parents wish them to attend their nearest suitable school preferred on the grounds of religion or belief should receive transport support where they live more than 2 miles but less than 15 miles from that school with effect from September 2008. Imposition of charges on parents looking for education in Middlesbrough's Catholic schools deliberately erects a barrier to the educational aspirations of many parents.

2.4 The Government's 14 – 19 Education Policy envisages that students in that age group will be educated not only in their 'home' schools but in other institutions catering for their individual needs and entitlements. Are the young people so involved likely to be penalised by imposition of transport costs if those other institutions include Catholic schools? An outcome contrary to the assertion by Louise Ellman, Chair of the Commons Transport Committee, that "Travel should not present a barrier to accessing the new diploma courses".

2.5 Currently 20% of morning rush hour traffic is attributable to the school run and Government policy is to generate a modal shift from car to bus. For children entering denominational schools in the future and lacking transport support to those schools the outcome could be an unacceptable increase in car use, presenting risks to the environment and subsequently to children's health and well-being.

3. A Lack of Fairness. The Diocese disputes the changes would bring greater fairness and equity in transport provision:

The coalition government understand that savings to budgets have to be made but that any such savings should be fair.

- 3.1 Consider two families of three children, one on low income but just above the Working Tax Credit Limit who wish their children to receive their secondary education at the nearest Church school which is 3½ from home, the other family is well-to-do, and wish their children to be educated at the nearest secular school which is 15 miles away. Under the proposals made by Middlesbrough Council, free travel would be granted to the well-to-do family, for the low income family either no transport would be provided or there would be a charge of between £350 and £700 per year per child. For a family of three the cost over the children's time in secondary school could be £10,000+.
- 3.2 Is it fair to tell a family whose earnings take them just above the Working Tax Credit threshold that they must pay £10,000+ to send their children to the Catholic school of their choice 3½ miles from home, while for a well-to-do family living in comfortable surroundings 15 miles from their chosen secular school, they will not have to contribute a penny for their travel? What arguments of "fairness" could be used to persuade the family with the least ability to pay that this is fair?
- 3.3 The more general concern is that the only people the proposals will affect are poorer families throughout Middlesbrough whose income takes them just beyond the Free School Meals/Working Tax Credit limit. Those who can afford will manage to pay or provide additional transport.
- 3.4 The proposals will affect the poorest, the most vulnerable, those in the most challenging situations. In these circumstances the proposals could not be considered to pass any reasonable test of fairness.

4. The assertion in the Consultation Paper and the Council's Presentation is that if travel support to Denominational Schools were abolished there would be significant savings. The Diocese doubts such.

- 4.1 An attempt is made in the members report to identify savings that might be generated by the proposed changes in transport policy. It is unclear if the Authority has factored in the transport subsidies from Central Government for children from low income families introduced via the 2006 Education and Inspections Act. Indeed, it is difficult to identify how many parents will qualify in that category. So the sums involved in this exercise are unknown and may be low. As a result the Diocese cannot see how education in Middlesbrough is served by instituting such savings for removal of long agreed transport to Catholic schools; a saving which can only undermine the ability of parents to send their children to Catholic schools and in turn possibly undermine the stability of those schools. The costs arising from the latter given the recognised value of Catholic schools to the breadth, choice and quality of provision in Middlesbrough, will only serve to offset any savings.
- 4.2 Further to the financial uncertainties identified above a second area to consider is whether there are any savings. Even if such exist, it will take five years for the proposal to reach its full impact. From that potential saving must be deducted the costs of transport to Catholic schools for eligible children deemed as vulnerable and hard to place
 - Children with a disability or temporary medical condition
 - Children who cannot be expected to walk to school because of the nature of the route
 - Pupils permanently excluded from other schools
 - Looked after children (LAC)

- Children who have been out of education for longer than one school term and where attempts at 'normal' admission have so far failed
- Children of registered refugees and asylum seekers where previous attempts through 'normal' admissions have failed
- Children returning from secure units or otherwise having serious offending issues.

Added to these are children for whom a denominational school is their closest school and over the statutory distance from their home. To all these groups, and if charges were introduced, the Diocese would seek further exemptions under the "Every Child Matters" agenda for siblings of children currently on roll at Catholic schools. Taken together the cost of exemptions and their administration may well offset any savings, particularly when added to these are those expenses arising from appeals by parents against the decision to withhold transport support. In resisting appeals the Authority will have to demonstrate under Section 509 (4) (b) of the 1996 Education Act how in reaching its conclusion, it has taken account of the wishes of parents for a school place which provides religious education of the religion to which the parent(s) adhere. In essence and taking all these factors together the balance of financial advantage lies with leaving the present arrangements undisturbed.

- 4.3 The Catholic schools already save the council tax payer millions of pounds per year. Catholic schools, Primary & Secondary find 10% of all capital costs. This is a saving of hundreds of thousands of pounds year-on-year for the Council on routine capital costs.
- 4.4 The proposed savings on transport would be a fraction of the cost of rescuing one failing school and there are several failing/weak schools which require support each year in the town. The Local Authority does provide some capital support for community and Catholic schools. However, the proportion allocated to Catholic schools is significantly lower than the proportion for secular schools.
- 4.5 There can be no positive impact gained for children taken from a Catholic school where all gain high quality GCSE passes and progress into education, employment or training, and placing them in a school where this is not the case. If the Local Authority have surplus places in the system. Then hard decisions made to address these would save significantly more than is projected through barring access of children to successful schools. Catholic schools already save the council tax payers of Middlesbrough £millions annually. It is unfair to expect those schools which are already contributing significantly to cost saving to shoulder an additional burden. It also does nothing to address the underlying issues which have contributed to the financial problems faced by the council.
- 4.6 It is worth emphasising too that provision of schools by the Diocese and Religious Orders invited to serve in the Diocese has saved the Authority many millions of pounds and that parents at Middlesbrough Catholic schools are still heavily subsidising the public purse by a 10% contribution to building and repair costs in those schools. These same parents, as tax and rate payers, are also contributing to Middlesbrough's school education budget and if charges were introduced they will continue to do this whilst being denied any transport support to their nearest Catholic school yet subsidising transport to non Catholic schools: An outcome which is contrary to natural justice and clearly undermines the concept of 'free' Catholic education.

5. Educational case: The real debate centres on the value of educational experience for children relative to perceived cost.

- 5.1 The Catholic schools in Middlesbrough are some of the jewels in the education crown of the town. They have probably the most socially diverse pupil populations of any schools within the Local Authority, drawing from wide catchments which cover the full social spectrum. Typical characteristics of these schools is that most are rated Outstanding and Good by Ofsted and

are heavily oversubscribed. It seems counterintuitive to attack these highly successful schools rather than take advantage of their expertise to support the failing schools or schools in trouble in the area.

- 5.2 The impact of the proposed travel arrangements would certainly ensure that many of the less well off families would be unable to send their children to their nearest Catholic School. Their places in these oversubscribed schools would be filled from better off families eager to send their children to a better school. Such families would come from a more local catchment, impacting on any neighbouring non-denominational school, or would be those from further afield who could afford to pay for or arrange alternative transport, contributing further to transport congestion and pollution.
- 5.3 The impact of the proposals is likely to lead to a middle class drift to these better schools. The effect on the Catholic schools would impact on the religious character of the schools and create a much more privileged clientele. This would not be desirable and contrary to the ethos and aspirations of service to the whole community, across the social spectrum, of our Catholic Schools.
The impact on neighbouring secular schools is likely to be profound. A middle class drift to the Catholic Schools, with the community secular schools picking up the children of poorer families unable to afford the transport to their nearest Catholic School. This would dilute the religious character of Church Schools, with more admissions available for families choosing the school based on their provision of outstanding education rather than principally, faith based considerations. This would almost certainly widen the already significant gap in performance between the Catholic and secular schools of the county.
- 5.4 Catholic Schools draw from a wide area with relatively small pupil numbers admitted from many localities causing minimal impact on a number of community schools. Catholic Schools are heavily oversubscribed. The proposals would reduce the catchment of Catholic Schools forcing them to draw more locally from their oversubscription list, hence drawing a much larger proportion of pupils from a smaller area impacting significantly on the one or two community schools neighbouring a Catholic School.
- 5.5 If Catholic schools cannot draw their pupils from a wide catchment they will attract pupils from a more local catchment. For a group of thirty children drawn from a wide catchment by a Catholic school the impact on several non-denominational schools is minimal. For each group of thirty children drawn from one area, the impact on the local non-denominational school would lead to a financial loss equivalent to 3 to 4 teachers each year for five years. This would cause severe turbulence with a significant negative effect on the balance of educational provision in the area.
- 5.6 The proposals would contribute significantly to the creation of a two-tier system where middle class parents gain increased access for their children to good Catholic Schools with many Local Authority schools viewed as a default option. Educationally, the proposals would be damaging, changing the character of the Catholic Schools, weakening community secular schools and widening further the gap in performance. The schools to suffer the most would be the ones which are already failing or weak, hence creating additional problems and expense for Middlesbrough.
- 5.7 If the Local Authority are genuinely interested in improving the quality of education available for the children of Middlesbrough they should be taking every step to ensure that more children rather than less can attend these better and oversubscribed Catholic schools.

6. The real costs to this generation are impossible to calculate: The Diocese maintains that this should not be used as an excuse to ignore those real human costs.

The proposal will create a significant and potentially damaging degree of turbulence.

- 6.1 Catholic schools are very much in demand and draw from large catchments. To reduce this would impact on the families who not only apply for admissions but the many other families who would like the opportunity to apply should they eventually decide to or not. The vast majority of applications for secondary places will have a denominational school on their list of school preferences, where there is that choice. Dissatisfaction with the proposals will be shared by families with a particular faith background and those of no particular faith background.
- 6.2 Expecting families to pay upwards of £10,000 to have their children educated 3½ miles away at their Catholic school of preference, when many in considerably more comfortable situations will have their children transported 15 miles to their secular school of choice, will be unpalatable for many citizens.
- 6.3 If implemented, the proposals will generate many appeals. Should there be one case of any entitlement to free transport granted to parents of a child to attend a secular school which is not available for parents choosing a faith school, any appeals procedure no matter how robust would come under severe strain. Examples could include:
1. Children from faith school denied transport on the same route taken by children attending secular schools.
 2. Children obtaining free transport to a secular school where there is a closer qualifying faith school
 3. Children obtaining free transport to an Academy where there is a nearer qualifying school but denied transport to a Church school where there is a nearer qualifying school.
 4. Parents provided with free transport to a secular school of choice where there is a nearer qualifying school, but denied transport to a Church school where there is a nearer qualifying school.
- 6.4 If any of the four instances above or other such example, providing entitlements for a secular choice not available for a faith choice, were to happen in even one case, a robust defence of any appeal would become untenable. Catholic schools catchment overlaps with several secular school catchments. Therefore, the impact on pupil numbers on any individual secular school is minimised. Should the catchment of the Catholic school be reduced, the impact is likely to be felt by one or perhaps two secular schools. As Catholic schools are generally excellent and oversubscribed they will continue to attract pupils. The resulting impact on the one or two local secular schools is likely to cause considerable turbulence impacting significantly on pupil numbers and staffing.
- 6.5 Placing Catholic schools and neighbouring secular schools in competition where there had previously been a harmonious working understanding, serving different pupil populations and providing local people with a genuine choice, will result in turbulence as they increasingly compete for the same pupil populations.
- 6.6 The Catholic schools have admissions policies which admit children of all faiths and no faith. If Catholic schools are forced to admit fewer pupils from further afield on the higher faith based admissions criteria, they will therefore have more places to offer on the lower or no faith criteria. As Catholic schools are generally excellent and oversubscribed, these places will be readily filled. It is highly likely a two-tier system will develop with Catholic schools becoming the schools of choice for the affluent and aspirational with the local secular schools becoming

a default option. It would not be satisfactory on any part, impacting on the religious character of the Church schools and weakening many secular schools.

- 6.7 Voluntary Aided denominational schools have always worked cooperatively with the Local Authority in coordinating admissions within agreed limits which preserve the quality of provision throughout the town. VA schools however, are independent admissions authorities and can decide on their own admissions limits. There could be distinct benefits for Church schools in drawing from their oversubscription lists and increasing significantly their PAN, should the long standing mutually agreed understanding of the greater good be placed to one side. Where this has happened in other areas significant turbulence has been created.

7. Overall Impact: The Diocese considers the overall impact of the proposals to unfair and unjust.

Overall the proposals are unfair as families who can afford least would be penalised most.

- 7.1 They would be discriminatory in practice, as they would establish entitlements for parents choosing a secular education which would not be available for parents choosing a faith based education.
- 7.2 They are educationally unsound establishing a more privileged clientele in denominational schools, impacting significantly on neighbouring schools and widening further the gap in performance between denominational and non-denominational schools.
- 7.3 They are financially misdirected. Catholic schools already save the Local Authority many millions of pounds, through their contribution to capital projects and their outstanding record, which places no burden on the substantial funds required by the authority to improve their weak and failing schools.
- 7.4 If there is a problem one does not start by dismantling that which works well. If the Local Authority was genuinely concerned to make achievable, sustainable and equitable savings they would tackle the underlying issues of underperformance and surplus places in their community schools.
- 7.5 The proposals should be withdrawn. The Catholic schools are the jewels in the crown of the town's educational provision. They are blessed with strong leadership and management and expertise in establishing outstanding and successful schools. Any approach by the Authority to draw on the wealth of experience within the Catholic schools would be well received. Drawing on this level of experience and knowledge it should be possible for the authority to make equitable, sustainable and educationally sound savings in excess of those anticipated by the proposed changes in Home to School Transport.

8. Consultation

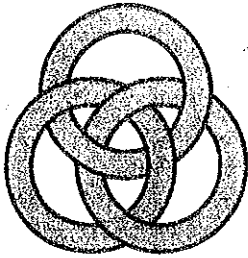
- 8.1 Local Authorities are under a statutory duty to have regard to new Home to School Travel and Transport Guidance and Section 137 of that Guidance states that LAs *"should consult widely on any changes to their local policies on school travel arrangements, with all interested parties included in the consultations."*
- 8.2 Any action to change transport policy in the way envisaged is a "key decision" as per the regulations under the Local Government Act 2000. One would expect Cabinet to consider such as a separate educational and faiths schools item rather than see it simply under a "Projected Budget" agenda.
- 8.3 Taking the previous points together the Diocese again anticipates that parents will have the opportunity to be directly involved in the consultation process and to question elected members on the proposal previous to any decision on its enactment and would suggest, if it is

not already planned, that meetings to that effect are organised by the Authority in each of the Catholic schools.

9. Conclusion:

For the reasons outlined here the Diocese of Middlesbrough and indeed the whole community served by Middlesbrough Catholic schools asks that the Authority withdraws any proposal to penalise parents for seeking places at those schools; all of which are recognised for the excellence of their contribution to education in Middlesbrough. As per its remit the Diocese has advanced its arguments on behalf of those schools which fall to the responsibilities of the Bishop of Middlesbrough but equally feels that the case presented applies with the same force to all parents seeking places in denominational schools for their children.

J R Tat
Director of School
13 December 2011



TRINITY CATHOLIC COLLEGE

A Specialist College Of Technology, Maths & Computing

Our Ref: PCO/AGR/FHA

15th December 2011

I am writing on behalf of the governors of Trinity Catholic College to express the strongest possible concerns regarding the local authority's proposal to remove the discretionary subsidy for transport to Catholic schools.

Our main concerns are as follows:

- Those families with an income just high enough to ensure they are not eligible for the statutory subsidies are most badly affected. Some will be facing a transport cost of over £150 per month.
- There is no clear evidence to support the savings identified in the consultation documentation. Bus routes must be maintained for hundreds of pupils to opt in to on a daily basis, this cannot be managed at zero cost, as there is no meaningful model predicting the likely usage of these buses. The school is not well served by current bus routes. We think it is essential that clear and detailed savings/cost analysis is made public before any decision is made.
- Many of our parents have serious concerns regarding "safe" walking routes to school.
- Access to Saltersgill Avenue is already a significant transport management issue. If hundreds of additional children are forced to be transported to school by car this will cause the already seriously stretched transport management of this area, to breaking point. This is a significant 'hidden' cost which 'counters' the 'predicted savings'.
- If parents simply can't afford to pay for their children's transport to school, the right to 'choose' a school will be effectively lost for hardworking families on low incomes. This is contrary to the governments 'choice' agenda, but more importantly will lead to a position that gives real choice to only the most privileged. This could change the nature of the 'inclusivity' of our school and potentially have a knock on effect on other schools in Middlesbrough. Once again another significant 'hidden' cost that counters the 'predicted' savings.

Head teacher - Peter Coady • email: peter_coady@middlesbrough.gov.uk

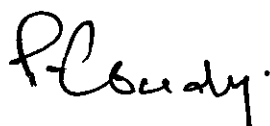
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- We also feel that as this issue is such a serious issue, where a very small saving is being made at considerable 'hidden costs' to the town, it is a decision that should involve representatives of the whole community (the catchment for the school) not simple made by the Executive member. This seems to be an issue for 'transparency of process' and 'local democracy' at least.
- Finally we would urge councillors to consider the interpretation of the "nearest appropriate school" to be one that isn't simply about the nearest school of the correct phase for parents looking for an education for their children in a Faith based context.

Yours sincerely



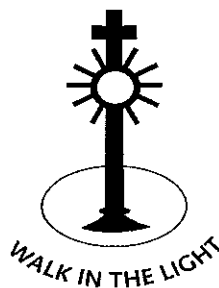
Peter Coady
Headteacher



Mike Wood
Chair of Governors

22/11/11

4/11



St. Clare's R.C. Primary School

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21st November 2011

Dear Sir

The Governors of St Clare's RC Primary School wish to voice their objections to the current proposals to withdraw the provision of faith school transport in Middlesbrough.

The proposed cuts to withdraw free transport for pupils between home and school for faith schools will result in a loss of choice for many parents as Trinity Catholic College is their preferred school on the basis of their faith.

The current guidelines from the DFE supports subsidies to schools with a religious character:

'The Secretary of State continues to attach great importance to the opportunity that many parents have to choose a school or college in accordance with their religious or philosophical beliefs and believes that wherever possible Local Authorities should ensure that transport arrangements support the religious or philosophical preference parents express.'

The current system for admissions states that we have '**a system where all parents feel they have the same opportunities to apply for the schools they want for their child**'. Trinity College is the only Catholic Secondary School in Middlesbrough and as such parents will have no other option if they wish their child to attend a school that has the religious character of a Catholic school.

We are also concerned that there is not a current direct bus route to Trinity Catholic College meaning that children are either unable to get to school by public transport or they will have long circuitous journeys on a number of buses. Some of the children making such journeys are as young as 11.



Cuts will affect families on low incomes and those with an income just high enough to ensure they are not eligible for the statutory subsidies.

The fact that the cuts will be introduced from 2013 means that the parents of children already attending the school will face the prospect of huge transport bills which they did not anticipate when they applied and were allocated places for their child in 2011.

It would be disruptive to the child's education to move him or her and it is likely that places at other schools are not available.

The Governors of St Clare's RC Primary School therefore request that the proposal to withdraw faith school transport is withdrawn.

Yours sincerely

A handwritten signature in black ink, appearing to read "J. Rodgers". The signature is written in a cursive style with a large initial "J" and a long, sweeping underline.

Chair of Governors