

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Executive Member Policy and Resources
Date:	14 April 2010
Title:	Extension of Home to School Transport Pilot to July 2011
Reference:	1521
Report From:	Director of Environment and Director of Children's Services

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1. Executive Summary

- 1.1. The Home to School Transport Initiative has been a successful pilot designed to reduce congestion associated with the number of journeys to school by car, improve attendance and deliver children 'ready to learn'.
- 1.2. The BusIT scheme in Waterside and Eastleigh involved a package of measures, including the introduction of BusIT cards and a £1 flat fare, the development of a new website for students and re-timing and extending existing bus services, and has resulted in over 66,000 trips by bus per annum, a 195% rise on the previous passenger level. The subsidy is £0.66 per trip.
- 1.3. The yellow bus scheme involves three American-style school buses operating in Basingstoke serving five schools. There are 238 registered users who make in total over 33,000 trips per annum. The subsidy is £4.32 per trip. The scheme was described as 'very successful' by the national Yellow School Bus Commission in September 2008 and is now full, with a waiting list. Car journeys saved are calculated to equal approximately 300,000 kilometres per annum, with a carbon dioxide saving of 69 metric tonnes a year.
- 1.4. The walking and cycling initiative was introduced at 11 schools in Farnborough using information and training for pupils as well as incentives and competitions. Of 234 students who responded to a questionnaire at the schools, 35% had taken part in the pilot, 58% of respondents walked and 5% cycled to school.
- 1.5. As the initiatives were introduced in stages and usage has built up over the three years, the operation of the scheme at full strength for a further year would allow better understanding of performance. The authority can work with

schools and operators to identify elements of the programme which might have viability beyond the pilot period without County Council funding, as well as considering the best way to manage the removal of those services which would no longer run.

2. Contextual information

- 2.1. Extension of the Yellow Bus contract would be subject to competitive tender; the existing operator is understood to be interested in bidding for the work.
- 2.2. The BusIT pilot involves dealings with three local bus operators which have shown interest in continuing the scheme.
- 2.3. A further range of walking and cycling initiatives have been developed which would build on the work already undertaken and align with other school travel initiatives undertaken by the County Council.

3. Finance

- 3.1. The pilot programme was funded with a three year budget of £1.5 million. Careful use of resources and competitive tender prices will result in an unspent balance of £377,000 in July 2010. Cost estimates indicate the extension of the operation until July 2011 will cost £322,000, which is affordable within the original budget figure.

4. Performance

- 4.1. The performance of the project would be monitored in line with current practice to ensure accurate comparisons with work to date.

5. Other key issues

- 5.1. Many pupils in the pilot areas have adapted their travel patterns to reflect those of the pilots. A decision will allow arrangements from September 2010 to be put in place and advised to the participating schools.

6. Future direction

- 6.1. A further year of operation would allow exploration with the schools and service suppliers as to which of the initiatives may have value beyond the pilot period.

7. Recommendation

- 7.1. That approval be given to utilise the projected unspent balance of £377,000 from the Home to School Transport Initiative budget to enable the project to continue until July 2011.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	No
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	Yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	No
Corporate Improvement plan link number (if appropriate):	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

1.1. The proposals in this report maintain accessibility for the community.

2. Impact on Crime and Disorder:

2.1. No impact.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
 - Maintaining journey opportunities by bus will result in fewer journeys being made by private car.
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?
 - This recommendation will have a significant positive effect on sustainable transport provision.