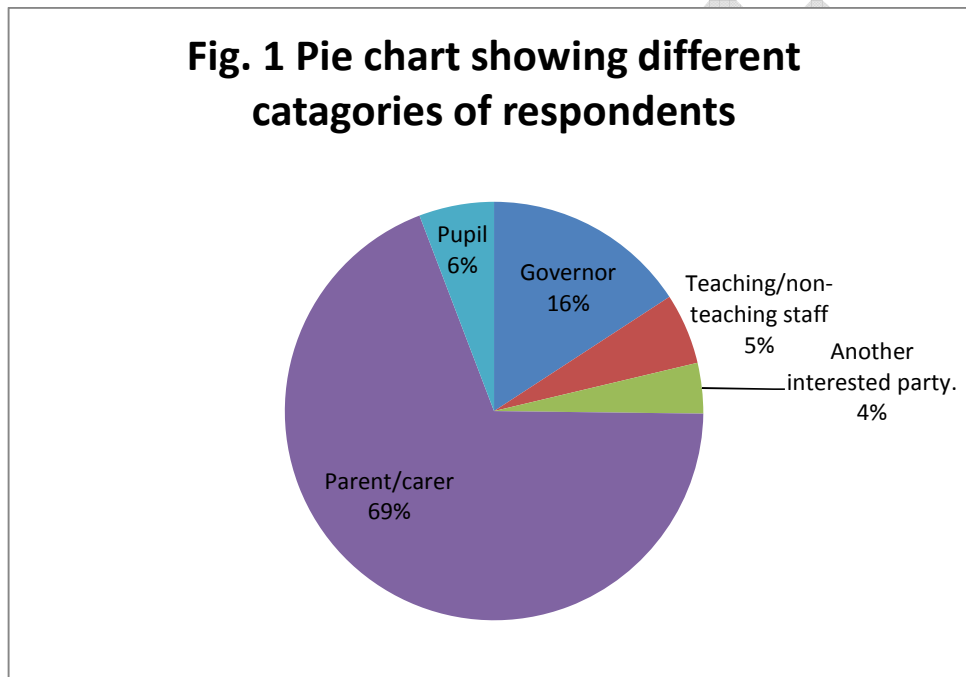


Home to School Transport Questionnaire Results (Initial Analysis) November 2012

Approximately 2,500 letters/questionnaires were distributed to stakeholders and 574 responses were received prior to the deadline of 2nd November representing a response rate of 23%.

Of those that responded 87% (498) were residents of Bath & North East Somerset (B&NES) and 13% (76) were non-B&NES residents. Generally, responses received from non-B&NES residents tended to attend St. Gregory's Catholic College. A full breakdown of which schools respondents were associated with will be provided in a subsequent update. Figure 1 shows that the majority of responses came from parents/carers (441) followed by Governors (101), pupils (37) and teaching/non-teaching staff (35). Those that categorised themselves as other interested parties included Councillors, grandparents, bus/coach operators or residents who lived near to a school.

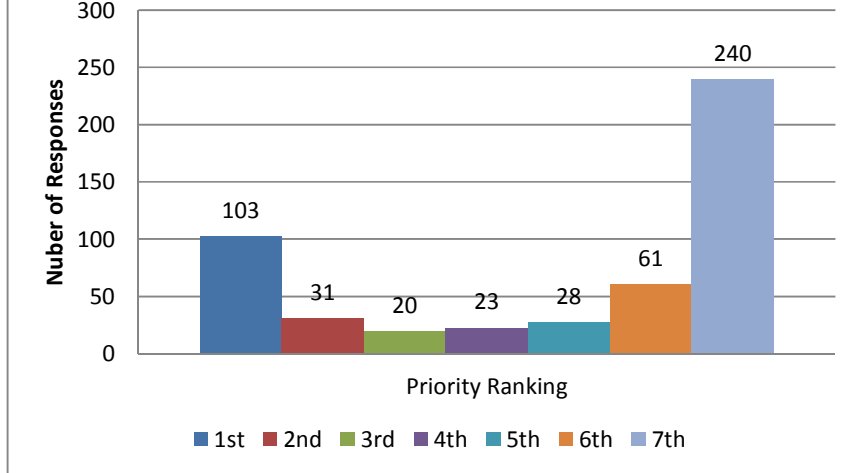


We asked people responding to the questionnaire to prioritise the seven home to school transport policy subsets in order of importance from 1 being the most important and 7 the least important. On the written copies we received, there did appear to be some level of misunderstanding with this question as a number of respondents rated each of the categories with the same level of importance e.g. every single category was marked as a '1' for most important. This would not have been an issue for respondents using the online form as the questionnaire only allowed responders to use each ranking once.

The easiest way to present this information is to present the findings for each of the seven policy subsets (see individual graphs below). It appears that of those that responded distance and hazardous routing appeared to have the highest level of priority; with a statement of SEN, young people in care and low income families also considered priorities.

Transport on the grounds of religion or belief:

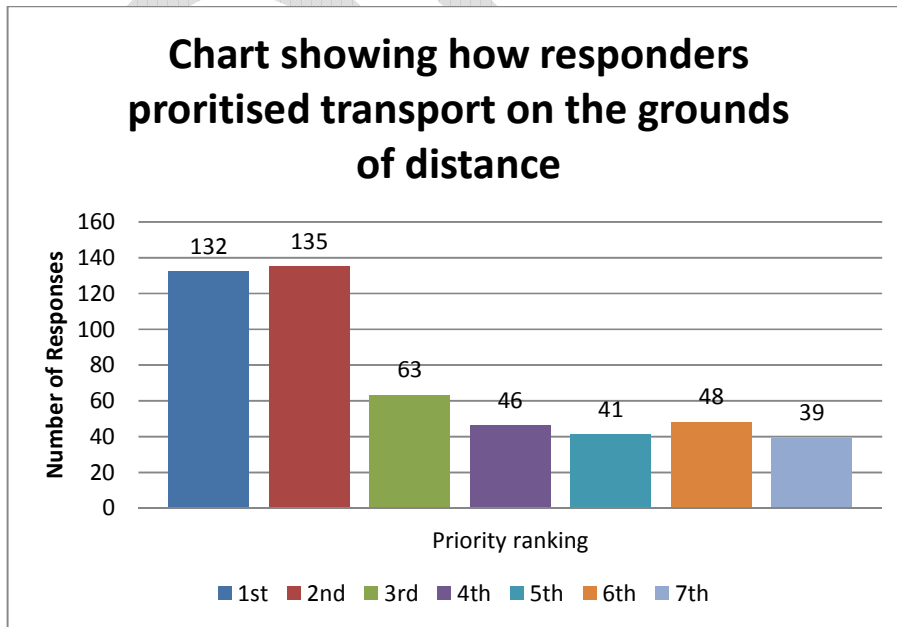
Chart showing how responders prioritised transport on the grounds of religion/belief



Of the 506 people that responded to this question, 240 (47%) said that they would prioritise receiving subsidised home to school transport on the grounds of religion or belief as their lowest priority i.e. 7th however a further 20% said that they would make this their highest level of priority. This suggests that there are split views about the priority level for this policy subset amongst the questionnaire responders.

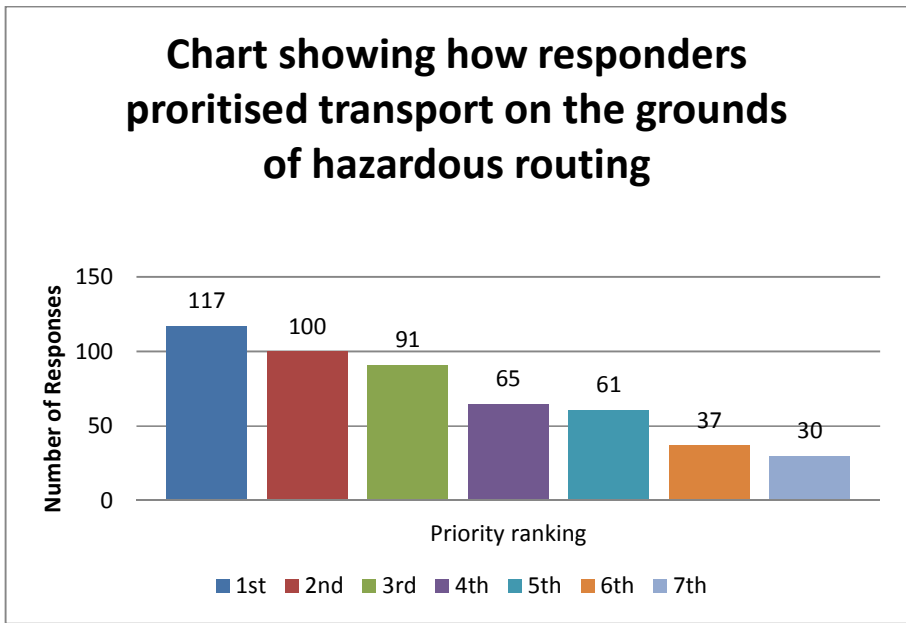
Distance:

Chart showing how responders prioritised transport on the grounds of distance

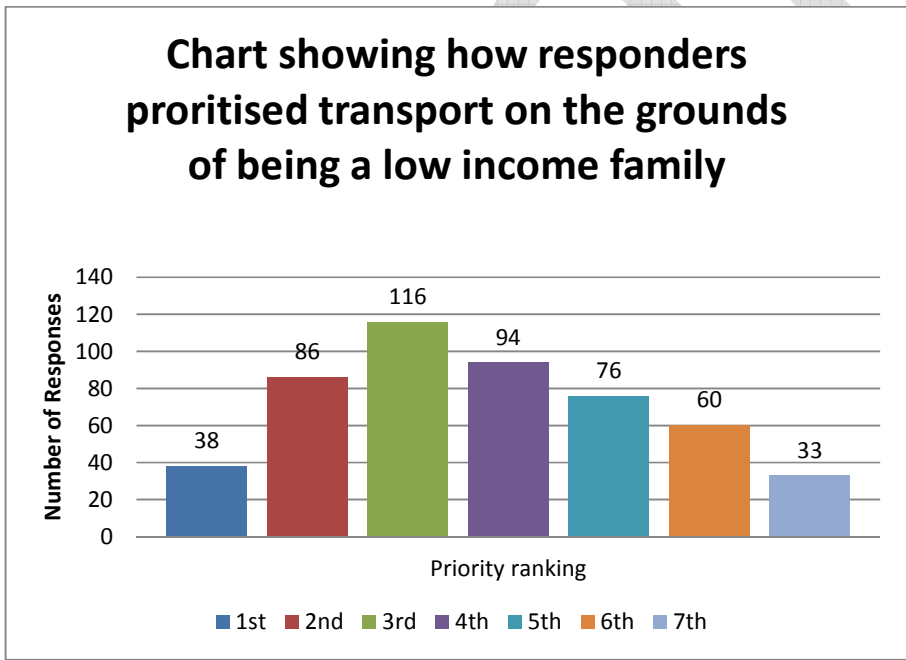


Distance emerged as one of the top priorities for those responding to this question with 267 responders stating that distance was either their first or second priority.

Hazardous Routing:

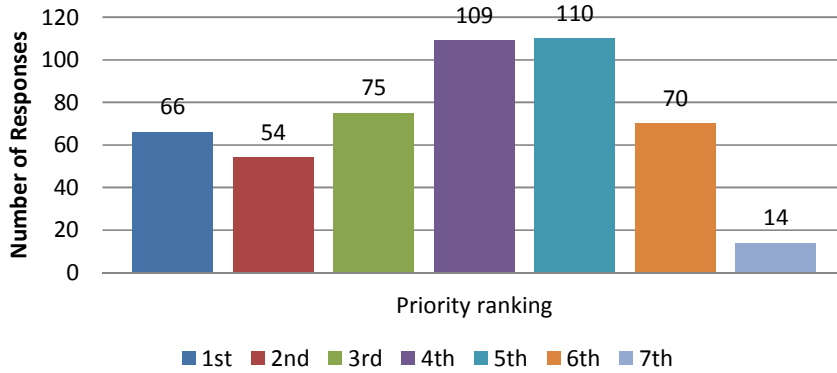


Low income families:



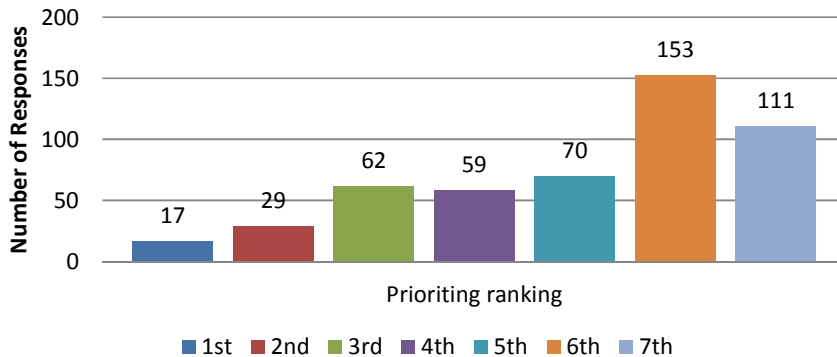
Statement of Special Educational Need:

Chart showing how responders prioritised transport on the grounds of having a statement of Special Educational Need



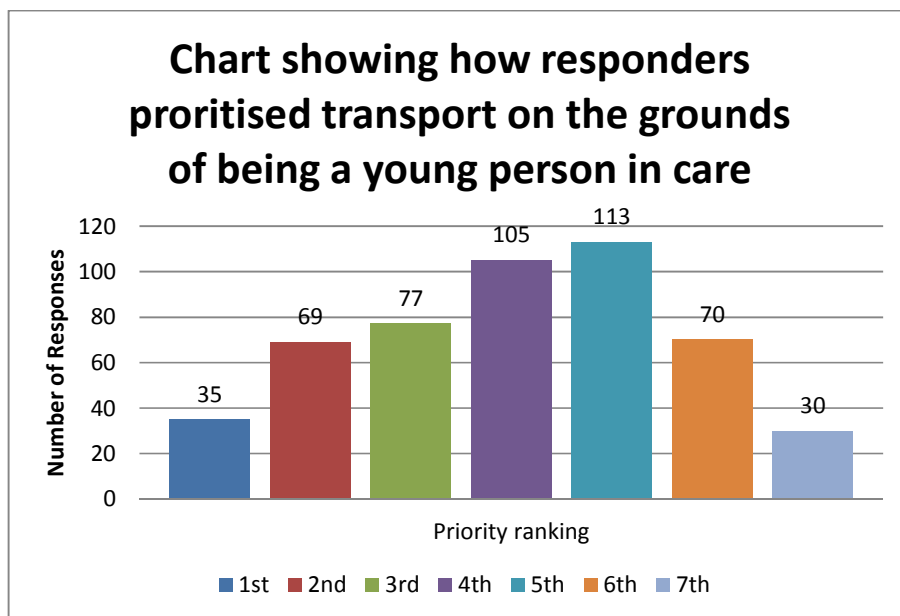
Temporary Medical Grounds:

Chart showing how responders prioritised transport on the grounds of having a temporary medical condition



Temporary medical grounds emerged as a lower priority for survey respondents, with the majority of respondents stating that this would be their 6th or 7th priority.

Young People in Care:



Subsidised Transport Users vs. Non-subsidised Transport Users:

65% of questionnaire responders said they did receive some form of travel assistance, a small percentage of these respondents were from outside the B&NES area so any assistance they received would have been from a neighbouring local authority. Respondents could identify multiple grounds on which they received subsidised transport e.g. attending a school on the grounds of religion/belief and statutory walking distance.

The responses were as follows:

- Walking distance: 44%
- Attend a school on the grounds of religion/belief: 34%
- Hazardous routing: 33%
- Statement of special educational needs: 11%
- Low income families: 5%
- Young person in care: 1%
- Temporary medical grounds: 1%

An additional 3% said they would prefer not to say what form for subsidy they received. The overwhelming form that this transport took was a school coach/bus (83%) followed by a taxi (10%) or a bus pass (3%). A small number received another form of assistance which included those that received more than one method of transport e.g. a school bus for one child and a taxi for a child with SEN or a fuel mileage claim.

94% of respondents said that they were either 'very satisfied' or 'satisfied' with their current form of travel assistance.

Positive comments included:

- Positive comments about the bus drivers being polite and understanding which parents found reassuring
- One respondent noted that they had suggested an alternative route for their school bus which was implemented by the Council and they were very pleased about this
- A number of comments were received about high quality buses/coaches

Some areas of concern were raised including:

- Late arrival of coaches at pickup points
- Lack of continuity of some drivers for children with a statement of SEN
- Some comments were made about the quality/cleanliness of the buses provided on certain routes
- Some reports of bad behaviour of young people on the transport
- Booster seats for children using buses to get to primary school
- Some concerns were raised about the safety of certain drop off points on busy roads
- An online facility to apply for transport subsidies rather than paper formats

Specific suggestions to improve efficiency:

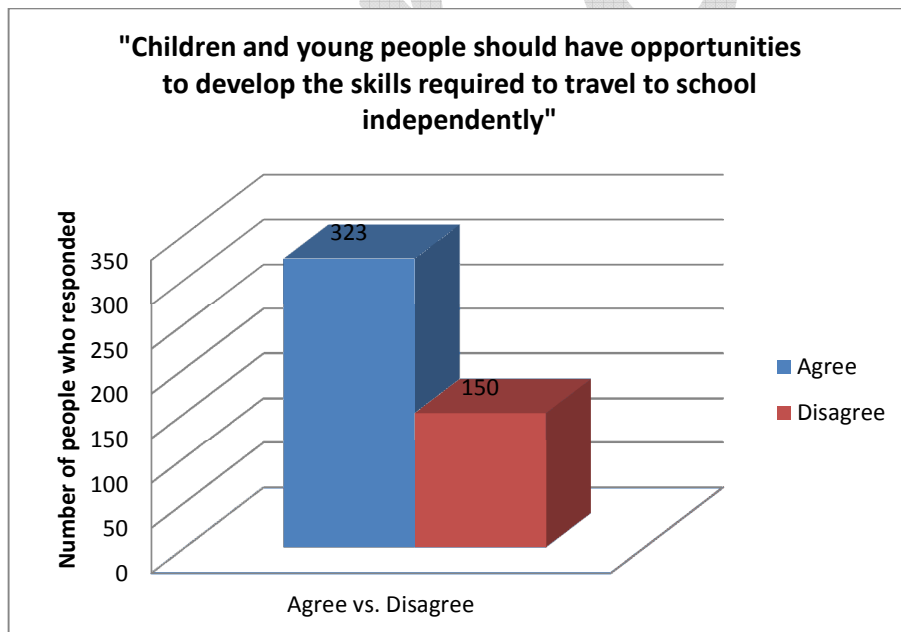
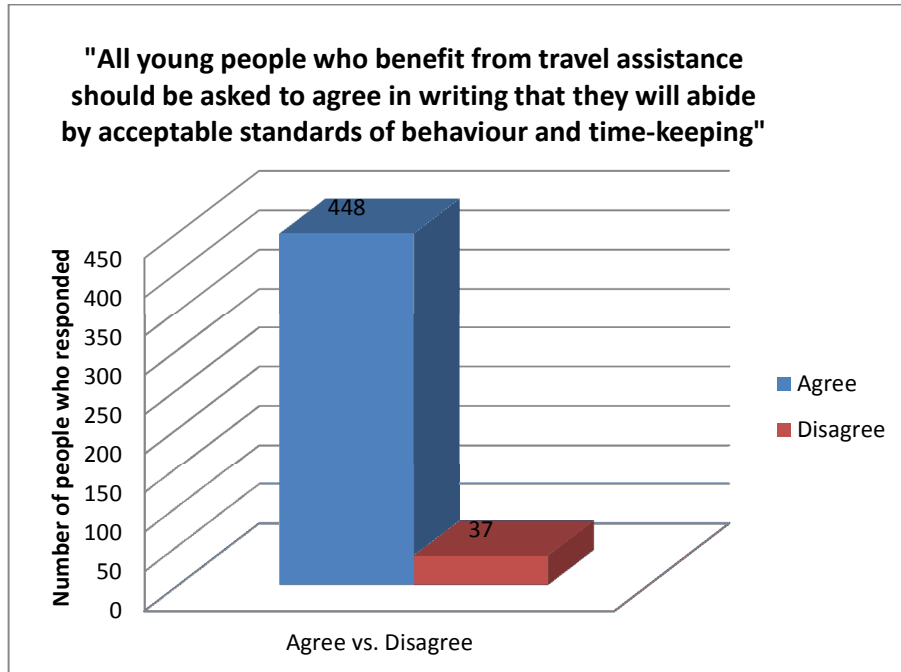
- A more holistic approach to school transport with improved communication between all parties e.g. notification to parents/carers regarding which company is operating the transport used by their child, notification about road works or bad weather results in bus routes being altered and information about what to do if their child leaves school early through illness and will not require transport
- Improved public transport or safer cycle routes in rural areas e.g. Chew Magna. A specific suggestion was made to install a cycle route between Bishop Sutton to Chew Valley School as this could remove the need for the school bus and improve young people's fitness.
- Another responses noted that there are currently two buses which serve their village which both turn up at the same time and wondered whether it would be more efficient to have one bus that was large enough to take all of the students from the village
- One comment noted that the current routing used for their children could be more efficient as it currently uses a taxi that can only take 6 passengers when there are 8 children on the route. The responder noted that this resulted in a longer day for the children as they have to get to school early enough for a second run to be completed

For those that did not receive subsidised transport, the most common forms of transport were as follows:

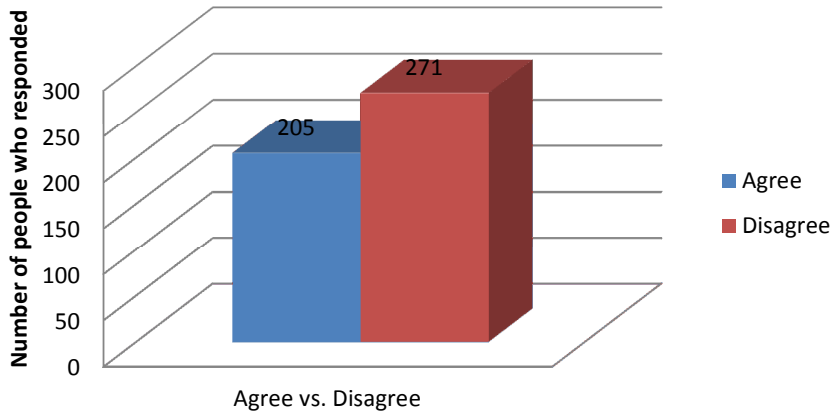
- Walking (37%)
- Car (28%)
- Paying for an unused seat on a school bus (18%)

- Public bus service (13%)
- Cycling (1%)

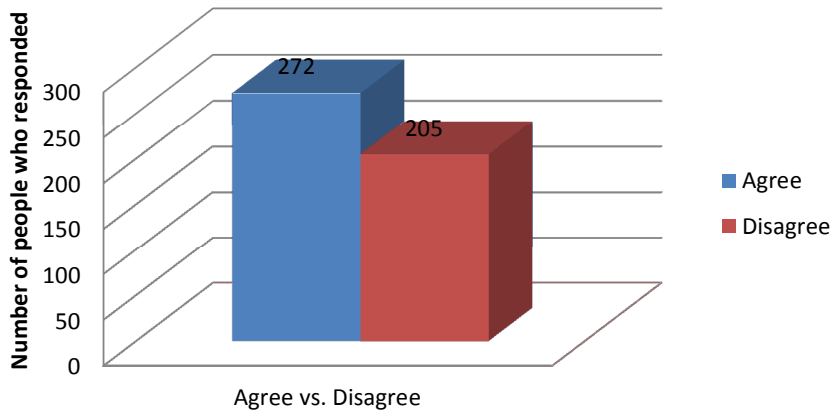
Survey responders were asked whether they agreed or disagreed with a series of statements the results from which are as follows:

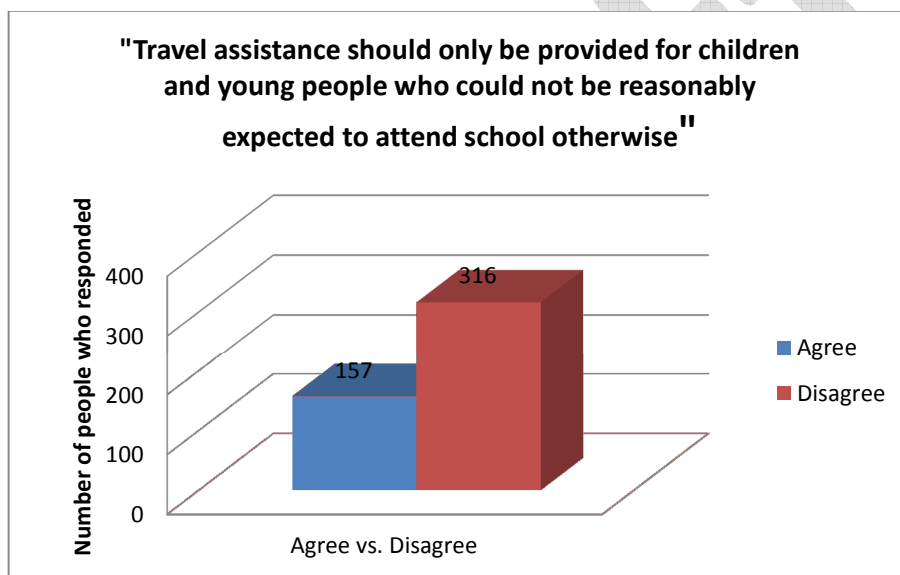
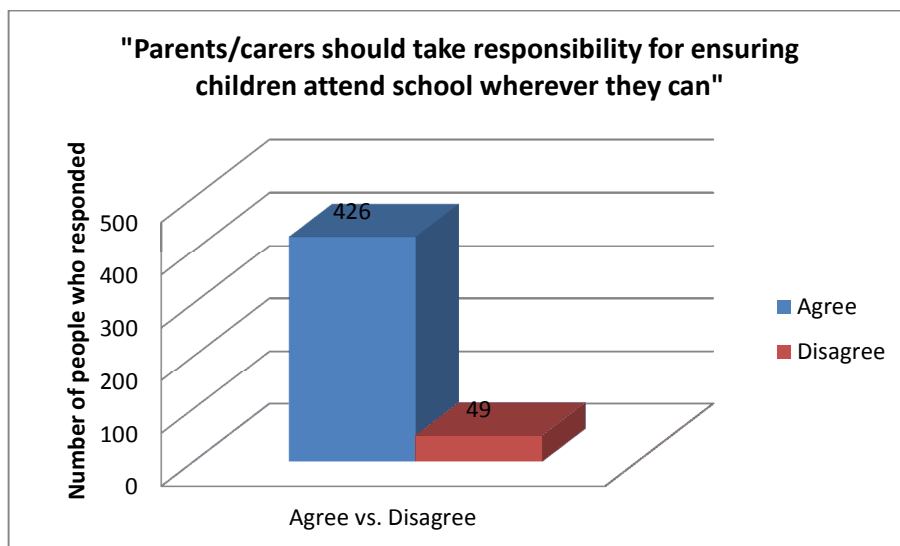


"Children should walk, cycle or travel by public transport wherever they can without extra help from the local authority"



"Families who receive travel assistance, who are not on a low income, should make a contribution towards costs"





Equalities Profiling:

The questionnaire asked optional equalities questions at the end of the questionnaire including gender, racial group and whether respondents felt they had a disability. The answers to these questions can be compared against the equalities profile in Bath & North East Somerset Council's Joint Strategic Needs Assessment* (JSNA) to see whether the responses to the questionnaire are representative of the wider B&NES population. It is worth noting that whilst these questions were asked, we have no way of checking the reliability of the responses. The following data is from the Office of National Statistics for the B&NES area as cited in the JSNA.

	2009 Population Data	HTST Data
White: British	88.07%	87%
White: Irish	0.73%	2%

White: other	3.66%	5%
Mixed: White and Black Caribbean	0.51%	0
Mixed: White and Black African	0.28%	0
Mixed: White and Asian	0.51%	0.2%
Mixed: Other Mixed	0.39%	0.4%
Asian or Asian British: Indian	1.97%	0.4%
Asian or Asian British: Pakistani	0.56%	0.2%
Asian or Asian British: Bangladeshi	0.23%	0
Asian or Asian British: Other Asian	0.28%	0.4%
Black or Black British: Black Caribbean	0.51%	0.2%
Black or Black British: Black African	0.90%	0
Black or Black British: Other Black	0.11%	0
Chinese or Other Ethnic Group: Chinese	0.45%	0
Chinese or Other Ethnic Group: Other	0.96%	0
Prefer not to say	n.a	4%