

# **Home to School Transport Review Children & Young People Overview & Scrutiny Panel**



Interim Report  
January 2009

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# 1. Survey Results

## Methodology

Surveys were sent to the following Secondary schools within B&NES:

**Beechen Cliff** (Boys)  
**Broadlands** (mixed co-ed)  
**Chew Valley** (mixed co-ed)  
**Culverhay** (Boys)  
**Hayesfield Technology** (Girls)  
**Norton Hill** (mixed co-ed)  
**Oldfield** (Girls with Boys sixth form)  
**Ralph Allen** (mixed co-ed)  
**St Gregorys Catholic** (Mixed)  
**St Marks Church Of England** (Mixed co-ed)  
**Somervale** (Mixed)  
**Wellsway** (Mixed)  
**Writhlington** (Mixed)

Parents and students were asked to complete the survey which set out to identify the key issues for pupils and parents on transport to secondary school and to help inform the CYP Panel about the needs of parents and pupils within B&NES.

Total number of surveys completed **1007**

Total number of parent's surveys completed **215**

Total number of student surveys completed **792**

Parents and students had the option of completing the survey on line or posting/ emailing their answers to us.

## Responses

The majority of parents responses come from those parents who had a children at the following secondary schools:-

- Writhlington school
- St Marks CoE
- Chew Valley
- Ralph Allen School

The majority of responses from students came from Ralph Allen School 91%

The majority of parents and student responses to the survey came from children who are in year 7, 8, 9 and we received fewer responses from parents or students who were in older school years.

## Travelling to school

The majority of students felt that it was a joint decision between parents and children on how they choose to travel to school

The top four ways that students currently travel to school are by the following:

- School bus
- Public bus
- Car driven by parent/ carer
- Walk with friend/ brother/ sister

The majority of students live between 1-6 miles from their school.

On average most students take between 15 & 30 minutes to get to and from school

## Public transport

37% of parent's children use public transport to get to and from school

Out of the 63% that don't use public transport the main reason selected by parents as to why their children do not use public transport to get to and from school is because their children either walk or cycle to school. Others felt that it was too expensive or they did not live near to public transport.

The top three reasons students gave for not using public transport include:-

- Its expensive 33%
- I walk/ travel by bicycle 21%
- or get a lift to/ from school 19%

20% of parents drop their children at a bus stop to catch public transport. The reasons why they do this are listed below:

My journey to work takes me past the bus stop	19% (5)
My neighbour/friend/colleague drives past the bus stop	4% (1)
It would take too long for my child to walk to the bus stop	15% (4)
It is not safe for my child to walk to the bus stop	7% (2)

**Other:**

- Some parents also dropped their children at the bus stop depending on the weather and how dark it is.
- Parents with more than one child using public transport felt that having to pay out a full fare was too expensive so they choose to drive them half the way to reduce the cost.
- Parents also felt that the bus service is unreliable so choose to drop their child at the bus stop to make sure that they don't miss the bus.

40% of students have to wait 5-10 minutes to wait for a bus

**Safety of journey to/from school**

Of those students that take the bus 77% said that there were no seatbelts on the bus and 72% said that where there was seatbelts they were not made to wear them.

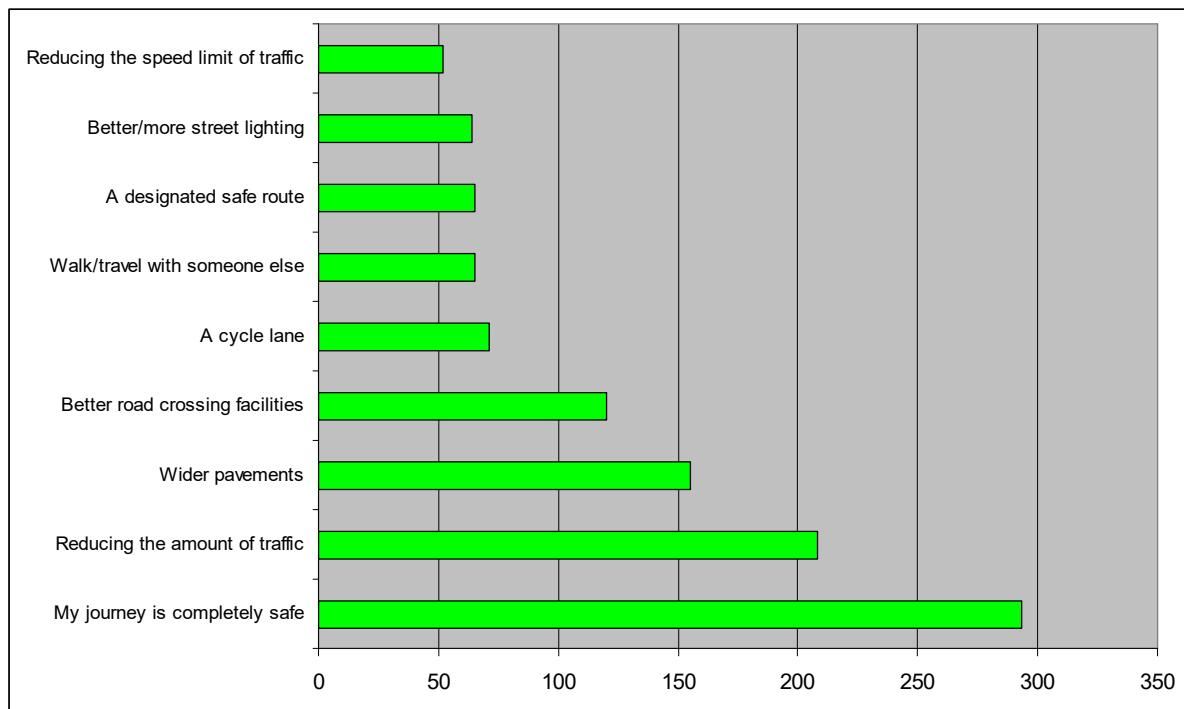
We asked parents what concerns do they have about their children travelling to/from school? The below bar graph highlights the responses provided: The top concern being their child safety.

Option	Results
Safety travelling to/from school	19% (72)
My child has to walk to/from school	3% (10)
Unable/unwilling to afford public transport	12% (44)
The bus service is unreliable	12% (47)
The route taken by the bus is very long	5% (19)
Limited availability of buses/trains/taxis	11% (43)
Traffic congestion	9% (34)
My child has no problems getting to/from school	17% (64)
Other (please specify)	13% (49)

Other concerns that Parents had about their Childs journey to/from school include:

- Bad Behaviour ( including bullying)
- The cost of travel
- Live outside the catchment area and therefore no direct public transport
- The concern over not enforcing seatbelt usage
- Overcrowding on buses ( not enough seats)
- Drivers do not except musical instruments on the bus

Students were asked what would improve their safety to school (See below bar graph)



**Other:-**

- Standard of buses (Bigger, to allow more seats and prevent over crowding, seatbelts for every child and supervision on the bus)
- Bus Service (More buses later in day and more bus lanes)
- Enforcing parking restrictions near to secondary schools
- Cycle routes

**Subsidised transport**

12% of children use part subsidised transport to get to/from school. The majority of this transport is used daily.

**Cost of transport**

- 52% of parents felt that the cost of their child’s transport to school is too high.
- 65% of students said that the transport that they use to get to and from school is not free

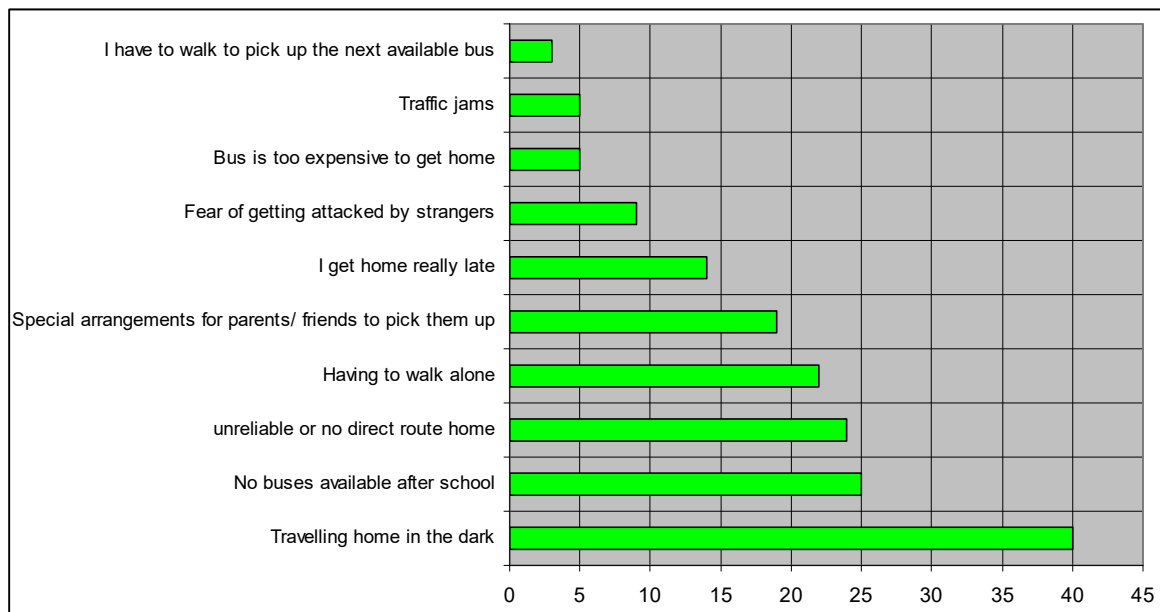
**Students/ parents preference of travel from home to school**

Parents were asked how they would prefer their children to travel to school. 67% said that they would prefer to send them by school bus.

**After school activity**

50% of students that responded to the survey were involved in after school activities.

The below bar chart highlights some of the main concerns that students have about travelling home after school, the top two being concerned about travelling home in the dark and no available bus for them to get home.



### Concerns and issues with the current transport system

Students were asked what effects their time taken to travel to school.

- Traffic congestion was considered the most common cause coupled by the un-reliability of the bus.

**The key concerns and problems with the current transport from Home to Secondary school highlighted by local parents and students**

Ref	Concern or Issue	Key Concerns	Examples
1	Cost of transport	<ul style="list-style-type: none"> <li>Transport becomes unaffordable when you have more than one child so families are forced to drive children to school.</li> <li>The cost is expensive for trains and buses</li> </ul>	<ul style="list-style-type: none"> <li>One parent reported that as a recent post-grad student they could take public transport for significantly cheaper than their children: £6.80 week adult student £14.50 school student</li> </ul>
2	Unreliability	<ul style="list-style-type: none"> <li>When the bus is consistently late it affects a students attendance record</li> <li>There are also many reports of children leaving home very early in the morning to catch the bus to get to school consequently children are waiting around before school starts and after.</li> </ul>	
3	Overcrowding	<ul style="list-style-type: none"> <li>Parents are concerned about the safety of children travelling on school buses that are overcrowded</li> </ul>	<ul style="list-style-type: none"> <li>Children are reportedly standing all the way home on some buses and there are often three children to a double seat which is dangerous.</li> </ul>
4	Bus Drivers	<ul style="list-style-type: none"> <li>Parents are concerned regarding the manner and behaviour of drivers</li> </ul>	<ul style="list-style-type: none"> <li>Not allowing children on bus with sports equipment or musical instruments.</li> <li>Rude and uncaring attitude towards pupils</li> <li>Driving to fast</li> <li>Smoking on bus</li> <li>Not turning up or driving off</li> <li>Going the wrong way</li> </ul>



5	Behaviour on buses	<ul style="list-style-type: none"> <li>Parents are concerned of the extent of bullying on local school buses which puts others in danger</li> <li>Concern that there is no adult supervision on buses</li> </ul>	<ul style="list-style-type: none"> <li>“My child did not feel safe on the bus. Low level bullying, hair pulling and poking. One of her friends was hit on the head by a mobile phone being thrown”.</li> </ul>
6	Safety	<ul style="list-style-type: none"> <li>Many parents would like their children to be provided with seatbelts on the bus and made to wear them</li> </ul>	
7	After-school activities	<ul style="list-style-type: none"> <li>Concerns regarding children getting to and from after school activities.</li> <li>Parents feel that the unreliability of buses for children after school limits the ability for children to take advantage of opportunities open to them.</li> </ul>	
8	Traffic Congestion	<ul style="list-style-type: none"> <li>Parents feel that an increase in traffic congestion is caused by the price of school transport and the poor service that is provided which forces parents to drive their children to school.</li> </ul>	
9	Discrimination of travel provided	<ul style="list-style-type: none"> <li>Parents feel that you are more likely to be offered subsidised travel if you choose to send your children to a school based on their faith.</li> </ul>	
10	Bus Tickets	<ul style="list-style-type: none"> <li>No provision of easy to use or easy to renew weekly ticket.</li> </ul>	
<b>Concerns within specific areas of Home To School travel routes within B&amp;NES</b>			
Ref	Concern or Issue	Key Concerns	Examples
1	Ralph Allen School	<ul style="list-style-type: none"> <li>Cost: Charges are not consistent and are expensive</li> <li>Not enough buses for students travelling to Ralph Allen school</li> <li>Not enough seats on buses provided</li> <li>Driver, drives very fast</li> </ul>	<ul style="list-style-type: none"> <li>Travelling from Lower Weston to RA involves catching two buses which is expensive to the parents</li> <li>London Road to RA is unreliable, and overpriced and the drivers are often</li> </ul>

		<ul style="list-style-type: none"> <li>• Cycling not an option for some as its all up hill</li> </ul>	<p>stressed</p> <ul style="list-style-type: none"> <li>• Cost of transport is expensive from Bearflat to RA</li> <li>• One parents was paying £1500 per year for the cost of three children travelling to RA</li> </ul>
2	Beechen Cliff School	<ul style="list-style-type: none"> <li>• Concerns regarding the distance that some students take to travel from Newbridge and Weston to Beechen Cliff School.</li> </ul>	<ul style="list-style-type: none"> <li>• The distance from home to school for those students travelling from Weston is too far too walk, but the cost is too expensive to travel by bus so parents feel that they are forced to drive their children to BC.</li> <li>• If late finishing school there is often no bus available to get home from BC</li> </ul>
3	Hayesfield School	<ul style="list-style-type: none"> <li>• Concerns regarding the cost of travel from Bathford to Hayesfield school when you have more than one child</li> <li>• Concern regarding the behaviour of bus driver</li> </ul>	<ul style="list-style-type: none"> <li>• One parent is currently paying £168 per month in bus fares for children.</li> </ul>
4	Broadlands School	<ul style="list-style-type: none"> <li>• Parents are concerned about the possible effects of closing Broadlands School and the impact that this may have on transport to Wellsway.</li> <li>• The Cancellation of the Euro taxi 636 to get to and from Whitchurch village to Keynsham has meant that parents now drive to take their children to school from the Whitchurch area.</li> </ul>	
5	Writhlington School	<ul style="list-style-type: none"> <li>• There is no direct bus route from the Paulton area to Writhlington School.</li> </ul>	<ul style="list-style-type: none"> <li>• The Paulton school bus was removed due to the cost so parents have to either drive to the next village to drop children to bus stop and pick up</li> </ul>

			an expensive and unreliable bus or take children to school through busy traffic around the Norton Hill and Midsomer Norton area due to an increase in parents taking their children to school by car.
<b>Ref</b>	<b>Parents and students were asked to provide us with one suggestion of how to improve the current transport to secondary schools in B&amp;NES. The below combined list highlights these suggestions in order of the frequency of answers provided</b>		
<b>1</b>	A dedicated school bus for all Secondary schools which is either subsidised or free to students which would help in reducing congestion and the effects to the environment.		
<b>2</b>	Provide bigger and newer buses which have more seats (with seatbelts) to reduce overcrowding		
<b>3</b>	Provide more buses to reduce unreliability of travelling from Home to school, particularly at specific peak times of the day		
<b>4</b>	Improve the cycle lanes around B&NES (Specific request from Writhlington School to Peasdown) which would encourage more students to cycle to school		
<b>5</b>	Better bus routes to schools i.e. fewer pick up's and quicker routes at peak times.		
<b>6</b>	Provide more bus shelters for children		
<b>7</b>	Pavements and roads on bus routes to school to made wider and smoother		
<b>8</b>	Provide more bus stops		
<b>9</b>	More zebra crossings to improve the safety of students travelling to school		
<b>10</b>	Combine transport for boys travelling to Beechen Cliff and girls travelling to Hayesfield school		

## 2. Public Contributor Session

(Results from 8/12/08)

### a) Susie Wright, The Campaign for Better Home- School Transport in B&NES

The Campaign group would like to achieve a safe, reliable and affordable transport to and from school for all the young people of Bath & North East.

#### **Safe:**

- a) Safe means a seat for every child travelling by bus, not standing
- b) Safe also means providing enough buses at the times our children need them, so that they are not left standing around in lonely spots in the dark – for example, at the end of the school day when they've stayed on for after school activities such as sports clubs.
- c) And safe means not having our children walking around with pockets full of change for their bus fares, easy prey for those people who know they are likely to have cash on them

#### **Reliable:**

- a) Reliable means providing buses that get young people to school on time, unstressed and ready to learn and make the most of the fantastic educational opportunities provided by the secondary schools in this area.
- b) Reliable also means providing buses that get young people home swiftly and safely in the afternoons, so that they can get on with their homework in a calm frame of mind and have time to relax, ready to make the most of their next day at school.
- c) And reliable means providing buses that have enough space on them for the numbers of children who need to get on them.

**Affordable:** Affordable means bus journeys priced so that parents can actually afford to send their children to school on public transport. Please note that we are NOT necessarily asking for free transport – just affordable transport. We hope that the research you have done for this review will have indicated how much cheaper public transport would need to be to persuade parents to use it instead of doing the school run in their cars.

**The Environment:** Without adequate and affordable public transport, many parents feel that it is safer, more reliable and cheaper to use their cars and end up unwillingly adding to the serious problems of congestion and pollution in this area and increasing the amount of carbon emissions.

A full report has been submitted to the Panel of the Campaigns findings, including a petition from parents and children, and comments from head teachers at Beechen Cliff and Ralph Allen School and various case study examples of children's experience travelling from home to school within B&NES.

Specific Issues affecting young people travelling by bus to & from School in B&NES:  
Highlighted by the Home to School Campaign group.

#### 1. Why Parents are driving their children to and from school in B&NES?

- A) High Cost:
- b) Unreliability
- c) Lack of Safety on Board
- d) Behaviour on board buses

The results from the Campaign group mirror that of the results recorded within this review.

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## **b) Best Practice**

***Q. Councillor David Speirs asked if the home to school transport Campaign could recall any best practice issues from the work carried out by York and Tunbridge Wells?***

### **Response:**

#### **1. Kent**

<http://kent.gov.uk/council-and-democracy/about-the-council/council-performance/annual-plan/ap07-moving.htm>.

- The 2010 target in this area include:

Target 30: Work towards introducing a Kent youth travel card entitling all 11 to 16 year olds to free public transport in the county, subject to the outcome of two district pilots. One in Tonbridge and Tunbridge Wells and in the Canterbury District.

<http://kent.gov.uk/NR/rdonlyres/0433AD34-F684-47D6-B50D-FB2305F4CD93/0/apkeepingkentmoving.pdf>.

- What they have done so far?

Over 40% of Kent's schools have a Green Travel Plan which helps to reduce the 'school run', promotes safe routes to school and supports Walking buses. The majority of these plans relate to primary schools. They also continue to work with schools on road safety and cycling schemes to encourage alternatives to car journeys to school.

- Extra work now needed before 2010?

Propose to introduce a Kent Travel Card scheme subject to a small processing charge to cover the administrative costs. They have surveyed the views of young people in the pilot areas to ascertain the demand. These schemes will run for two years, after the first year they will be evaluated and then plan to roll them out across the whole of Kent if the pilots succeed and put in place by January 2009.

**For further information, please contact Robert Hardy, Assistant Director of Environment and Regeneration (Tel: 01622 221343)**

#### **2. York**

<http://www.york.gov.uk/news/newsarchive/2007/july/229736>

Thousands of young people who live or study in York are taking advantage of a discount card to get out and about, with the help of the City of York Council.

More than 5,000 young people are now using the YOzone card, launched by the Council in March, which offers a huge range of benefits for youngsters up to the age of 16 years.

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The main advantage of the card is the chance to use the buses at discounted fares. Prices start as low as 50p for a single journey on some services if you have a YOzone card. The card also entitles children to discounts at leisure facilities, including swimming pools. Leisure centres, museums and outlets, including Vue Cinema, Tenpin, Bella Italia and discounts on healthy food at Out of this World.

Bill Wooley, Director of City Strategy at City of York, said “The new style YOzoen cards are proving a huge success and around half of all our secondary school pupils now have one. The cards are really helping young people who live and study in the city, making it easier and cheaper for them to get about.

“Thanks to all the bus companies who are taking part in the initiative and to all the schools who have been visited by our “YOzone roadshow”

The YOzone card is available free to any young person still in secondary education in years 7-11 who is resident and/or student in the City of York Council area.

Young people can apply for a card online at [www.york.gov.uk/roads](http://www.york.gov.uk/roads) or from the Council’s reception at 9, St Leonards Place. Leaflets are also available at council receptions and libraries.

**Note: This scheme is a Local Authority scheme, rather than an operator scheme and there are currently more operators in York than in Bath.**

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### c) Key facts and figures from First Bus

1. Each bus in the first Bus fleet needs £12,000 a year to cover all costs ( but make no profit) Further costs such as servicing, MoT (annual Test) and accident repairs also need to be taken into account.

2. Current fare structure:

First discounts child fares (based on the adult price)

- A single ticket or peak return is available for those travelling on one bus to and from school. (£1.55 single, £2.80 return zones 1-3).
- A child First day ticket offers unlimited travel across all Bath city services on the day it is purchased (£2.90).
- A child weekly ticket (introduced Sept 08) is available offering unlimited travel across the city network for 7 days (£13.20).

3. First is committed to working closely with schools in the Bath area on home to school travel. A Schools Liaison Officer post has been established to work directly with schools and maintain dialogue on specific issues. BUT... Dedicated school transport is costly and is not easily integrated into the commercial network.

***Q. Councillor David Speirs: What is the viability or estimated cost of providing a Yellow bus scheme in B&NES? I.e. what information is needed for Yellow Bus to provide us with a quote?***

<http://www.ysbcommission.com//index.html>

### **Response**

**First Bus Jenny MacLeod, Operations Director, First Somerset and Avon:**

B&NES would need to consider providing the following information to First Bus):

1. How many pupils and how many schools? (Which would determine how many vehicles?)
2. Primary and Secondary?
3. The opening and finishing times of the schools and whether they could be staggered? (Therefore one bus can do more than one school.)
4. Are there after school and breakfast clubs so pupils can be dropped off early/wait after lessons
5. How long would you envisage a scheme running? We would have to go and procure dedicated, specialist vehicles which can't be used elsewhere so therefore long term contracts will be more viable.
6. The buses, seat approximately 55 passengers, which provides an indication of what may be necessary for numbers within Bath.

The pilot which was ran in Bristol several years ago saw the council set the fares and do the administration with the schools. The pupils were issued with passes by either the school or council and they didn't pay on the bus. The school's collected the fares upfront. First Bus were then paid in the same way as any other contract. Therefore there is the potential for additional admin at schools and at the council.

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In general, the more pupils who can make use of the same bus by staggered start times, school clubs etc, the more likely a scheme is to be viable as fewer buses would be needed.

It may be possible to run a scheme for a particular school although how you choose which one is obviously difficult, and the fact that there aren't necessary defined catchment areas for schools, so some pupils travel much further than others also adds to the complexity.

The number of buses, distances involved and hours the bus was in use would all affect the price. However, the bus would have to be kept in the fleet during school holidays and we would most likely still have to pay the driver so again these costs need to be covered.

Recent work by the Yellow Bus Commission indicates additional expenditure on providing dedicated primary school bus services would be more cost effective than additional expenditure on secondary bus services as around twice as many travel by car to primary schools than secondary schools and the need for escorted trips is higher.

Response to Considerations proposed by B&NES:

c) First Bus would be willing to be involved with schools and Council in developing travel plans. Suggestion by First bus to use School Liaison officer to do this.

d) First Bus would consider the plans for providing Secondary School transport if B&NES could provide the funding.

***Note: Please go to Appendix 1 for further information about the Yellow Bus Commission***

## **d) Paulton Parish Council and School Transport**

Issue: Young people who lived in Paulton used to receive a subsidy for their travel until 2006 following the closure of Paulton Secondary School in 1971. Village boundaries have an impact in who is able to receive a subsidy. Pupils in Farrington and Timsbury for example receive free transport.

***Q. Councillor Kath Fear commented that all schools and Parents should be made aware of new legislation as soon a possible?***

**Response from Kevin Amos (Parent Support Services Manager for B&NES):**

This information is provided in the booklet "A Secondary School for Your Child" which is available to all pupils transferring to secondary education and is also published on the Council Website

Note: A petition was sent to the Council In September 2008 from Teresa Edwards who provided a list of signatures of local parents for the return of free school buses to Somervale and Norton Hill School



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## **e) Travel Plans**

### ***Q Determine the feasibility of developing travel plans corporately?***

#### **Response:**

The panel is right to highlight the importance of school travel plans as this deals with the issue holistically and not from the perspective of any single mode of transport. For example, care needs to be taken not to reduce walking and cycling to school as a result of increasing the attractiveness of public transport. Walking and cycling is a reasonable alternative in most cases for secondary school children living less than 1.5m from school.

Travel plans need to be owned by the school and not imposed on them if they are to be successful. 80% of school children are currently covered by school travel plans and it is important that they are monitored and reviewed on annual basis and good practice rewarded.

A sustainable modes of transport strategy for schools is currently being developed to guide and monitor the preparation of school travel plans and establish good practice.

***(Please see Appendix 2 for current travel Plan data for B&NES)***

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**F) Further research from Officers on estimating the cost of the following:-**

**Note: Please Note that the below figures are provided as an estimate and are not actual fixed costings.**

***a) The current First Bus weekly ticket costs £13.20, what would be the estimated cost for the Council in halving this cost for next year?***

Response:

**Kevin Amos:** If this was offered to all secondary pupils who live more than one mile from school who are not already in receipt of transport the costs could be as follows:-

City of Bath.....3000 pupils @ £6-60 x 39 = £772,200

North East Somerset..... 1800 pupils @ £6-60 x 39 = £463,320

However may not be suitable for all pupils as they will not all have access to a suitable Public Bus Service.

***b) Cost to the Council in providing a free bus pass to all Secondary School pupils?***

**Kevin Amos:** The total cost to the Council of offering a free bus pass to all Secondary Bath and North East Somerset pupils currently not in receipt of free transport would be.... 8000 pupils @ £13-20 x 39 = £4,118,400.

Providing free home to school transport to all pupils will reduce the number of pupils walking and cycling to school, which should be avoided to encourage active travel.

As part of the Transport Innovation Fund proposals, options have been considered for reducing home to school car journeys in the West of England sub region. The High Spend Option, estimated to cost £4.25m to implement across the sub region, includes free/low cost (<£1) public transport for all secondary school children living 3- 6 miles from school.

<http://www.westofengland.org/media/73351/our%20future%20transport.pdf>

***c) The estimated cost of reducing the statutory transport provision from 3 to 1 mile.***

Response:

**Kevin Amos:** The estimated cost of reducing the statutory transport limit from 3 miles to one mile is £2.3 million.

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It is reasonable to walk 1.5 miles to school. Reducing the statutory provision for free transport to 1 mile or for all children would reduce walking/cycling to school and would therefore be counter productive.

***d) Investigation into the current process of buying a school weekly bus pass?***

**Response:**

**Andy Strong Public Transport Team Leader:** Child First Week tickets can be purchased on First buses if the purchaser has a Child Photocard.

To get a Photocard, an application form must be downloaded or picked up from Bath Bus Station, filled in, stamped by the school or college and taken to Bath Bus Station with proof of age and a photo. There is no charge for issue of a Child Photocard and they are valid for up to 3 years or until their 16th birthday.

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## **g) Further considerations for Review**

The Panel also need to consider the following: - (by Adrian Clarke, Transportation Policy Manger)

**1) The restructuring of schools in Bath** are key to future school transport movements as there is a very high demand for transport from the north to the south of the river because of the perceived lack of choice of schools to the north. This place's a strain on public transport services, but First's services appear to be coping reasonably well based on the evidence provided to date. It is however essential that in choosing a new location for a school in Bath that bus services are made as accessible as possible for those who need to use them.

**Recommendation:** An accessibility study of possible new school locations is needed before a decision is finally made on the location.

**2) Funding streams available:** It is possible that TIF monies could provide a revenue stream for improving home to school bus services, but not at the expense of walking and cycling. The emphasis is very much on developing school travel plans rather than considering bus services on their own. Atkins were involved in drawing and costing the options on behalf of the West Of England, but this was before the Yellow Bus Commission came forward with their report. This report provides a reasonable basis for considering improvements to home to school bus services, but identifies primary school public transport as a priority over secondary school public transport. The allocation of any new TIF money is likely to be consistent with the recommendations contained in the Yellow Bus Commission report.

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### 3. Census data (taken from the School Sustainable Mode of travel Strategy – Andrew Stuck)

#### Key Findings:-

- A significant proportion of children in Bath and North East Somerset do not attend their local school, instead attending a school of their parents' choice, for some these schools are beyond a reasonable walking or cycling distance
- Of the 13 secondary schools, only 2 of them have more than 3/5ths of their intake coming to them as their local school. Parental preference is likely to influence this choice
- There are approximately 3000 school children that are eligible for free home to school transport
- The majority of children in the authority area do walk to school, but there is a significant minority that are being taken to school by private car.
- Regional data gathered and shared by the DCSF School Travel Advisory indicates that a distance of 2000 metres is a reasonable distance to expect Secondary aged pupils to walk to school.
- Regional data gathered and shared by the DCSF School Travel Advisory indicates that a distance of 800 metres is a reasonable distance to expect a primary aged child to walk to school, and 2000 metres for a pupil attending a secondary school.

Key pupil data contained within detailed Maps provided to the Panel:-

- 1) The number of pupils on school roll,
- 2) % of pupils attending local school <60%,
- 3) % within walk threshold not walking to school

#### Some of the key findings from the Maps include:-

Secondary school B&NES	The number of pupils on school roll	% of pupils within Catchment	% within walk threshold not walking to school	Bus stop within 400m of school
Beechen Cliff	1096	92%	15.87%	No
Broadlands	1062	29.7%	13.86%	Yes
Chew Valley	1164	64%	87.5%	Yes
Culverhay	444	92%	16.39%	Yes
Hayesfield School	1265	84.7%	11.11%	Yes
Norton Hill	1469	58.4%	45.78%	Yes
Oldfield	886	29%	18.18%	Yes
Ralph Allen	1082	95.1%	18.18%	Yes
St Gregorys Catholic	818	49.4%	35.18%	Yes
St Marks CoE	324	90.1%	64.13%	Yes

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Somervale	742	76.5%	85.11%	Yes
Wellsway	1341	63.5%	72.01%	Yes
Writhlington	1235	68.5%	15.04%	Yes

Chew Valley and Somervale School has recorded a high percentage of pupils within walking threshold not walking to school. One reason for this could be that the mode of transport data for these two schools is largely unknown.

Wellsway School has a large number of pupils travelling by public bus or a dedicated school bus, which accounts for the higher number of students not walking to school.

SMOT facts & figures for B&NES.

What transport Pupils use and what they prefer to use

Contracted school transport

Travel concession details and statutory / non statutory pupils

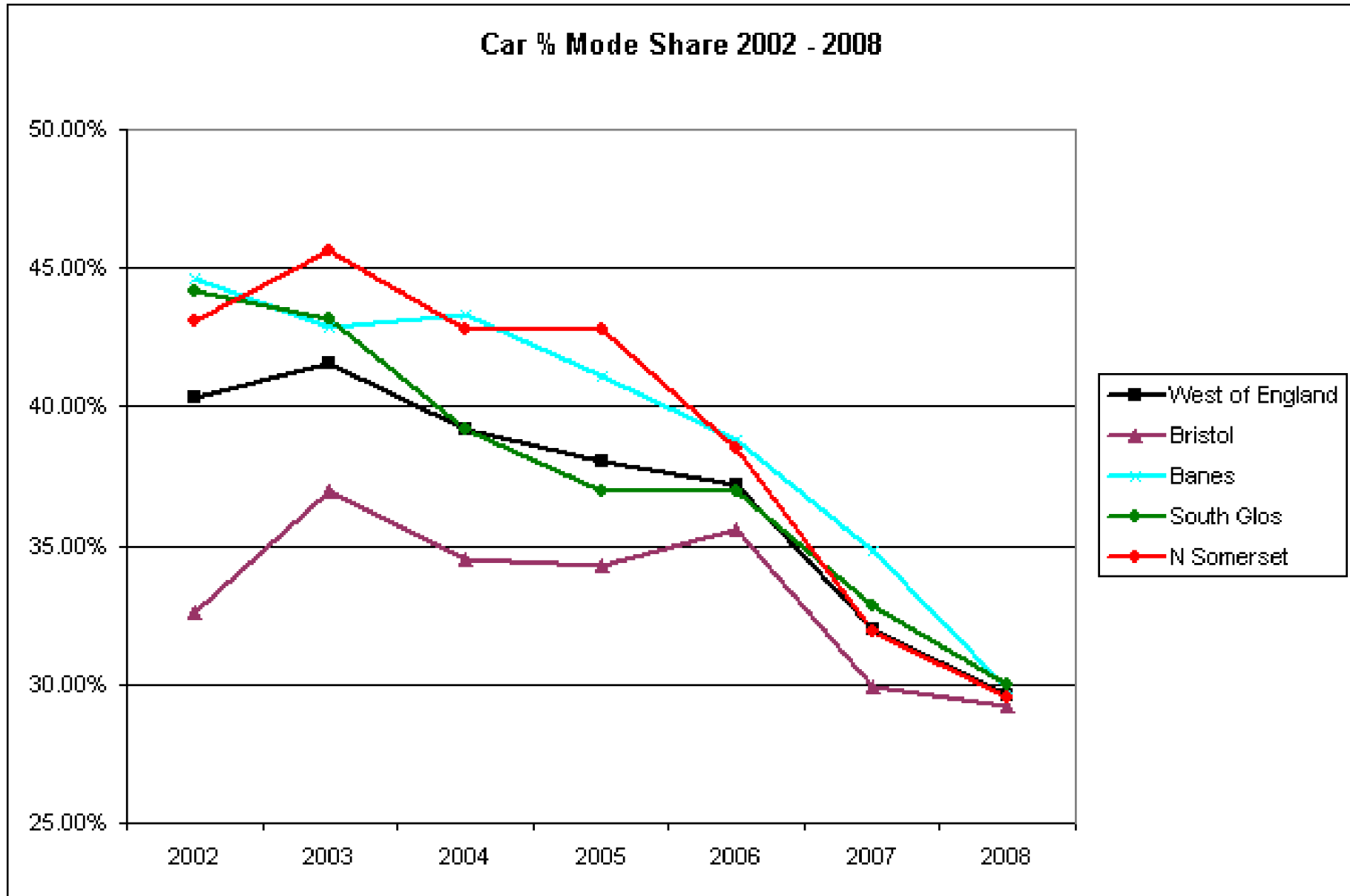
Figures for Killed/ serious/ injured, within 2km area and picking up accidents getting of the bus.

## West of England Data on School Travel

B&NES has the greatest reduction in car % mode journeys between 2002 and 2008 and also has the highest proportion of public transport journeys in the West of England which is also one of the highest in the country. On the other hand walking and cycling is relatively low in B&NES

### School Travel

Car % mode share 2002-07	2002	2003	2004	2005	2006	2007*	2008*	2002 to 2008 % change
West of England	40.3%	41.6%	39.2%	38.0%	37.2%	32.0%	29.6%	-10.7%
Bristol	32.6%	37.0%	34.5%	34.3%	35.6%	29.9%	29.2%	-3.4%
B&NES	44.6%	42.9%	43.3%	41.1%	38.8%	34.8%	29.8%	-14.8%
South Gloucestershire	44.2%	43.2%	39.2%	37.0%	37.0%	32.8%	30%	-14.2%
N Somerset	43.1%	45.6%	42.8%	42.8%	38.5%	31.9%	29.5%	-13.6%





Draft Interim Report Findings: PO Donna Vercoe 26/01/2009

Percentage mode share of travel to school	School Type	Car (including vans and taxis)	Car share	Public Transport	Walking	Cycling	Other form of transport
<b>West of England</b>	Primary	35.90%	4.20%	2.35%	55.90%	1.51%	0.13%
	Secondary	16.80%	2.87%	24.62%	48.62%	4.98%	2.11%
	Special	27.47%	3.62%	12.17%	52.69%	3.04%	1.01%
<b>Bristol</b>	Primary	32.5%	4.0%	2.1%	60.1%	1.3%	0.2%
	Secondary	14.4%	3.6%	20.1%	55.2%	3.7%	3.0%
	Special	25.5%	3.9%	9.0%	58.2%	2.2%	1.2%
<b>Bath and North East Somerset</b>	Primary	38.3%	2.2%	3.8%	55.1%	0.6%	0.1%
	Secondary	19.2%	2.0%	45.8%	28.0%	1.7%	3.3%
	special	28.9%	2.1%	24.5%	41.7%	1.1%	1.7%
<b>South Gloucestershire</b>	Primary	35.7%	3.6%	1.5%	56.9%	2.2%	0.2%
	Secondary	15.6%	3.9%	14.5%	55.8%	8.5%	1.6%
	special	26.7%	3.8%	7.3%	56.4%	5.0%	0.8%
<b>North Somerset</b>	Primary	40.8%	6.8%	3.2%	47.5%	1.7%	0.1%
	Secondary	19.4%	1.3%	26.9%	46.9%	4.6%	0.9%
	Special	30.5%	4.1%	14.6%	47.2%	3.1%	0.5%

## Appendix 1

### Yellow School bus Commission <sup>1</sup>

FirstGroup plc has set up a Yellow School Bus Commission, chaired by the Rt. Hon. David Blunkett, to examine and quantify the environmental, social, educational, time and cost benefits of a nationwide network of home to school transport.

The yellow school bus is an icon of safety and reliability in North America. For many parents across the UK, it is already their preferred choice for getting children to and from school each day. It reviewed the yellow school bus example of the US and similar initiatives already in the UK provided by First and other bus operators

Yellow school buses potentially can be introduced to provide dedicated home to school transport for children who don't live close enough to school to either walk or cycle. They can offer parents a safe and reliable alternative to taking their child to school in the car, with children arriving at school, relaxed and ready to start the school day.

### Yellow School Bus Commission Report Published 12<sup>th</sup> September 2008

Results from the commission's research show that Children who fail to qualify for free transport are often driven to school because parents see no acceptable alternative for Secondary age pupils there are concerns about bullying on existing bus services.

#### Key Facts & Recommendations (Secondary Schools extracts only)

**1. Secondary School Children are much less likely to walk journeys of more than two miles.**

Rec: Schools to promote walking and cycling for pupils living within 3 miles of their secondary school.

**2. Secondary age pupils already use public buses in many locations.**

Rec: Improve Secondary School buses by incorporating existing bus provision, raising quality standards, enhancing driver training and using technology to promote good on board behaviors.

**3. Availability and issues of poor behavior mean that dedicated school buses for secondary school pupils are necessary in some places.**

Rec: Consider providing yellow bus service for distances greater than two miles to secondary schools, where there are special circumstances such as poor existing bus services and use, serious challenging behavior of pupils on the public bus network or the potential to link services with suitable primary school provision.

4. The benefits of a full rollout of dedicated yellow school buses for secondary age pupils are less than those for a primary school operation. Using an appropriate mix of public bus services and dedicated school transport will reduce costs and maintain the majority of the benefits

Rec: Provide additional funding of £100 million for the increased availability and quality of school transport for secondary age pupils. Dedicated yellow buses should be

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<sup>1</sup> [www.firstgroup.com/YSB/](http://www.firstgroup.com/YSB/)

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considered where issues of behavior are particularly acute or the public service cannot cater for the demand.

**5. Due to the high capital costs involved, long-term investment should be encouraged.**

Rec: Long contracts of up to ten years should be introduced.

**6. Bus Service Operators Grant (a rebate on fuel duty) is currently unavailable to dedicated school bus services.**

Rec: BSOG should be made available to operators and authorities who meet new quality standards matching those of yellow school buses, as part of the proposed funding requirements.

**7. Parents recognize the benefits of yellow school buses and in a number of cases are already willing to contribute through fares. Under the government's recent Pathfinder programme, local authorities were reluctant to introduce a potentially unpopular charging programme.**

Rec: Consider revising entitlement arrangements supported by improved funding, as originally proposed under the Pathfinder programme.

**8. Businesses show interest in reducing congestion and freeing their employees from school run duties. There may be some potential to explore financial support for services linked to both promotional and corporate social responsibility programmes.**

Rec: The Commission considers that (subject to local consultation) local authorities and schools should explore private sector business sponsorship as an additional support mechanism for local yellow school bus operations.

**9. Recommendation: Integrated Transport Units offer the best mechanism for procurement. Where this is not possible due to local government structure, the partnership and understanding between District Council and transport authority should be developed to realize and share the subsequent benefits.**

**10.** The public bus network is often the best solution for secondary age pupils, but some services will need additional capacity. There is an opportunity to improve relationships and develop respect between staff and users, particularly as school pupils are potential public transport customers of the future.

**Rec: Operators and authorities should work in partnership to secure higher quality in service, vehicle standards and driver training for all public bus routes serving schools.**

**11.** Inter-peak school work can increase utilization of dedicated vehicles

**Rec: School bus contracts should include regular inter-peak school work, whilst other off-peak work carrying school children should also be sought.**

**12.** Changes in school transport provision should actively avoid damaging the recent growth in walking and cycling. The rollout of improved school transport should be conducted in parallel with continued capital funding for initiatives to improve walking and cycling, coupled with targets to maintain and improve share of all sustainable modes.

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### **Who runs Yellow school bus initiatives?**

Large and small yellow school bus initiatives are in operation across the UK. Here are just three examples:

1. **First Student (FirstGroup plc)**- In 2002 First introduced a pilot US-style yellow school bus scheme in Hebden Bridge in West Yorkshire in partnership with Metro, the West Yorkshire Passenger Transport Executive.

Today, First operates 18 yellow school bus initiative across the UK. Each day over 70 buses carry over 4,500 students to schools and colleges in Aberdeen, Basingstoke, Berkshire, Cardiff, Carmarthen, Chelmsford, Colchester, Dumbarton, Dunbartonshire, Hampshire, Ingatestone, Liverpool, Medway, Northampton, Runnymede, Worcester, Wrexham and West Yorkshire.

**B&NES School Travel Plans**

Out of the 13 Secondary schools in B&NES 8 have sustainable travel plans (see below table) There are also specific plans of where year 7 pupils live in relation to Ralph Allen School, Hayesfield and Beechen Cliff Secondary Schools. These are three schools where public transport demand is particularly high based on the School Census.

B&NES currently provides free home to school transport for St Marks and St Gregory's Faith Schools, which require an assessment based on demand.

**Department for transport Figures for B&NES 2008**

Mode of Travel to School Data: Jan 2008 School Census Results.

It is now mandatory for all schools with a school travel plan (STP) to collect 'usual mode of travel to school data' and to include it each year in their Spring Census return. For schools that do not have a school travel plan the collection of mode of travel to school data, via the School Census, is not mandatory however schools may supply this data on a voluntary basis.

**Public transport to school**

The data supplied by the DFT indicates that 45.8% of secondary school children travel by public transport, which is very high, compared to our border local Authorities of Bristol, South Gloucestershire and North Somerset at 20.1%, 14.5% and 14.6% respectively and this high demand partly explains the problem that some pupils are experiencing.

Although there is some missing data from some schools, there are 4235 pupils travelling by public transport in B&NES (Captured during 2008) See below table of results.

The DFT data also shows the heaviest demand for school bus services in B&NES are at Ralph Allen, Beechen Cliff, Hayesfield, Broadlands and St Gregory's secondary Schools. Ralph Allen and St Gregory's also have the highest reported use of local taxis to transport young people from home to school. (See below table of results)

The highest recorded number of car sharing is reported at Oldfield Secondary School compare to Beechen Cliff and Culverhay who have no reports of car sharing transport.

**All schools excluding independent schools, general hospital schools and pupil referral units: pupil mode of travel to school: pupils aged 11 – 16 (Jan 08)**

	Sustainable Travel Plan	Walk	Cycle	Car/Van	Car Share	Public Service Bus	Dedicated School Bus	Bus (Type Not Known)	Taxi	Train	Other	Unclassified (Not supplied, Missing)	Total number of pupils aged 11 to 15	Percentage of pupils aged 11 to 15 for whom travel data supplied	Percentage of pupils for whom NO travel data supplied
<b>Secondary School</b>															
Beechen Cliff School	Yes	316	7	149	0	206	1	1	2	5	0	127	814	84.4	15.6
Broadlands School	Yes	204	26	250	3	300	265	1	8	0	0	1	1,058	99.9	0.1
Chew Valley School	No	18	0	12	2	0	314	2	3	0	1	613	965	36.5	63.5
Culverhay School	No	209	10	52	0	31	12	1	1	0	0	33	349	90.5	9.5
Hayesfield School Technology College	Yes	421	4	167	23	180	66	1	6	3	25	24	920	97.4	2.6
Norton Hill School	Yes	312	0	90	0	28	212	5	0	0	241	259	1,147	77.4	22.6
Oldfield School	Yes	133	1	158	78	83	318	1	1	0	1	17	791	97.9	2.1
Ralph Allen School	Yes	186	31	227	7	229	70	62	15	0	7	41	875	95.3	4.7
Saint Gregory's Catholic College	No	86	6	122	12	103	418	6	20	2	3	29	807	96.4	3.6
Somervale School	Yes	49	3	50	9	4	1	11	1	0	0	417	545	23.5	76.5
St Mark's CofE School	No	52	1	24	1	30	53	0	0	1	0	143	305	53.1	46.9
Wellsway School	No	237	51	91	0	1	37	2	3	0	0	643	1,065	39.6	60.4
Writhlington School	Yes	162	1	106	39	1	667	51	4	0	0	44	1,075	95.9	4.1

	Walk	Cycle	Car/Van	Car Share	Public Service Bus	Dedicated School Bus	Bus (Type Not Known)	Taxi	Train	Other	Unclassified (Not supplied, Missing)	Total number of pupils	Percentage of pupils for whom travel data supplied	Percentage of pupils for whom NO travel data supplied
<b>Figures for Schools without an approved school travel plan in B&amp;NES</b>	604	68	305	15	165	834	11	41	3	4	1470	3520	58%	42%
<b>Figures for schools with an approved school travel plan in B&amp;NES</b>	1787	73	1208	159	1031	1720	133	87	8	274	932	7412	87%	13%