

Previously Completed Scrutiny Reviews & Approved Recommendations

Review	Rec No.	Approved Recommendations	Update as of 7 January 2009
<p>Home to School Transport - Recommendations as approved by the Executive on 24 April 2007</p>	1	<p>Council officers to be instructed to negotiate with the transport provider for St Mary's School, Askham Richard in order for seat belts to be provided on all vehicles. If this is not possible at a reasonable cost then they will re-let the contract from September 2007. Officers to address this issue as part of any proposals arising out of the current Kendric Ash review of the Councils transport contracts</p>	<p>All home to school transport vehicles transporting primary aged pupils within the City of York are fitted with seatbelts.</p>
	2	<p>The Council will ensure that minimum standards for all future home to school transport buses include:</p> <ul style="list-style-type: none"> a) Lap seatbelts to be fitted to all vehicles, with the long term aim of these being 3 point seatbelts. b) CCTV to be installed in all vehicles and functioning at all times c) Contractors to ensure that all drivers have had a CRB check within the last three years before commencing this work and thereafter in line with current Council policy. d) EU2 emission standards or greater to be required on all contract vehicles. <p>Officers to address these issues as part of any proposals arising out of the current Kendric Ash review of the Councils transport contracts. It may be necessary to phase in these new contract requirements over a period of time to allow for any necessary conversions to be undertaken and for funding sources to be found.</p>	<p>Since the Executive met in April 2007 the Local Authority has had to go out to tender for all home to school transport contracts for Tadcaster, Fulford, Manor CE secondary schools and all primary schools who have home to school transport in place (4 in total). The minimum standards are being phased in as contracts are renewed. All contracts will come to an end in August 2011 and at that stage a decision will be made as to whether there are sufficient resources to introduce all these standards. Currently those contracts recently renewed do meet at least two of the standards.</p>
	3	<p>The council will ensure that where possible contracts are to be let for more than 5 years, ideally 8 - 10 years in order to allow contractors to invest in higher quality vehicles. officers to report back on the advantages and any possible disadvantages of letting longer transport contracts</p>	<p>When all home to school contracts are renewed for September 2011 the length of contract will need to be determined. We have already seen an improvement in the quality of provision since we have moved to a one operator -one school approach which we are now using at both Tadcaster and Fulford. We hope to adopt a similar approach at Huntington from September 2009. Currently the Local Authority would not envisage offering contracts for any longer than 5 years.</p>
	4	<p>The council will recognise good practice in other local authorities and encourage schools and contractors to use measures such as good behaviour contracts (see paragraph 32), designated seats and the use of bus prefects to discourage unruly behaviour by pupils.</p>	<p>We are currently trialling designated seats and the use of prefects as well as the 'yellow bus' type approach. These trials are based on good practice in other areas and depending on feedback from pupils, parents, schools and operators we would envisage this good practice being spread across all home to school transport within York.</p>
	5	<p>The Council will endeavour to ensure that the same high standards are in place for bus contracts covering all educational establishments. Officers to address this issue as part of any proposals arising out of the current Kendric Ash review of the Councils transport contracts</p>	<p>See 3 Above</p>