

Executive Summary of Recommendations and Implications			
No.	Recommendation in Full	Implications	Executive Response
1	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.	<p><b>Financial</b></p> <p>The current contractor is willing to install lap seatbelts on his vehicle. This would involve a cost of £9742 + VAT - the breakdown of costs are parts (including new seats) £5867 and labour £3875. The contractor would be seeking a negotiable one off contribution from the Council as a contribution towards these costs. No funding is available within the Home to School Transport or other LCCS budgets to fund these additional costs. If this recommendation is accepted one-off budget growth of £10k will be required in order to implement it. Further substantial unbudgeted costs would also be incurred if this proposal were to be rolled out across all school bus services in the city.</p> <p><b>Legal</b></p> <p>This would require an amendment to the existing contract with the transport provider. If this were done in respect of this contract alone officers would need to consider whether this would have implications if the Council wished to pursue a similar amendment to other contracts with this or other providers.</p>	
2	The Council will ensure that minimum standards for all future home to school transport buses include:	<p><b>Financial</b></p> <p>Preliminary investigations indicate that the requirement to fit seatbelts and CCTV immediately could increase the price of</p>	

	<p>a) Lap seatbelts to be fitted to all vehicles, with the long term aim of these being 3 point seatbelts.</p> <p>b) CCTV to be installed in all vehicles and functioning at all times</p> <p>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.</p> <p>EU2 emission standards or greater to be required on all contract vehicles</p>	<p>transport contracts by 25%, at an estimated total cost of around £250k p.a. The requirement that all contract vehicles meet EU2 emission standards may further increase costs as a number of the vehicles currently used are EU1 vehicles. No funding is available within the Home to School Transport or other LCCS budgets to fund these additional costs. If this recommendation is accepted budget growth to the full amount of at least £250k pa will be required in order to implement it.</p> <p>Phasing in the requirements of this recommendation over a number of years to allow contractors time to convert existing vehicles and invest in newer vehicles could reduce the annual costs incurred in the initial years. Further work is needed to provide a realistic estimate of future costs in this case.</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</p>	<p><b>Financial</b></p> <p>There is the potential for savings if longer contracts can be offered to operators, or if a smaller number of individual contracts are let. The Education and Inspection Bill may allow for some extension to contracts, which also carry some fare-paying passengers. The Home to School Transport budgets are currently under severe financial pressure with an expected overspend of £100k in 2006/07, therefore any savings would be a</p>	

		welcome contribution towards alleviating these pressures.	
4	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.	<b>Financial</b> There are no immediate financial implications associated with this recommendation	
5	The Council will endeavour to ensure that the same high standards are in place for bus contracts covering all educational establishments.	<b>Financial</b> There are no immediate financial implications associated with this recommendation	