

### Appendix 3 - Summary of Respondents Proposed Solutions

Proposed Solution	Comments
<p>Allow parents to pay / contribute towards a seat, where seats are currently available on closed home to school services</p>	<p>Under PSVAR a 'fare' can only be charged on PSVAR compliant vehicles.</p> <p>At this time the majority of coaches operating on mainstream home to school routes are not compliant with PSVAR.</p> <p>Selling seats on compliant only vehicles would result in an unfair / hybrid offer, leaving some families without any options. This would also require additional resource to administer and manage.</p> <p><b>In order to provide a legal and fair solution for all</b>, all vehicles with 22 seats or more would need to be PSVAR compliant. This would result in a significant financial burden to the local authority (estimated additional cost of £2m pa to the Council).</p>
<p>Use taxpayers' money to fund the scheme</p>	<p>As above.</p> <p>This would also increase demand from the remaining 95% (c112,000) families that currently make and pay for (if needed) their own transport arrangements for their child / children.</p>
<p>Run public bus services to rural areas</p>	<p>This is something that the Council already do, and that we are willing to do more of, by adjusting existing supported routes (ie routes funded by the local authority) to take additional demand in to account.</p>

	<p>We will review the information supplied in the listening exercise and look to introduce any changes when possible.</p> <p>A sufficient lead in time will be needed to plan and implement any changes.</p>
<p>Raise funds and sponsorship to fund transport</p>	<p>Many schools/academies already locally contract their own transport provision and it is open for any school to do the same.</p> <p>This approach works well as schools are best placed to comprehensively identify any non-entitled transport needs and contract it in, whereas the Home to School Transport Team are only sighted on entitled pupil movements.</p>
<p>Apply for DfT exemptions to allow seats to be sold on non-compliant vehicles</p>	<p>The DfT exemptions currently in place are due to end in March 2022.</p> <p>Operators must apply for exemptions and demonstrate that they are moving towards operating with a fully compliant fleet.</p> <p>Indications from Staffordshire Coach Operators is that full compliance will take anywhere between 3 and 7 years, as supply of vehicles and the cost of retrofitting or purchasing new vehicles are prohibitive in the short term.</p>
<p>Engage with other councils to understand their approach</p>	<p>PSVAR has impacted all local authorities' home to school transport services where seats are sold, or fares taken, from non-entitled pupils.</p>

	<p>There is no consistency to the way in which local authorities are dealing with the problems arising from the new interpretation of PSVAR.</p> <p>Some local authorities are offering seats for free in the short term or selling seats on compliant vehicles only. A number have exemptions in place until March 2022, whilst others have terminated or suspended their discretionary schemes.</p> <p>The approach taken varies greatly depending on the size of the operation and the availability of PSVAR compliant vehicles.</p>
--	---