

ROADHOG BUS YOUTH PROJECT

Our strategy for keeping the
House of God on the road



Business plan 2023-2027

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Quotes from local people

"It is evidenced that where the roadHoG goes it decreases incidents of ASB and low-level crime and not just at the time they are in attendance within an area, but also the days and weeks they visit. roadHoG provides a service at a time when public services do not have the staffing, funding and resources to deliver. This is why we need to do whatever we can to make sure they continue doing the great work they have been doing for many years within our borough."

Peter Hunn - [Boston Borough Council](#)

"This big purple bus is a symbol of fun, kindness, hope and prayer. This is so important in these times of such despair and worry for so many people. Children need to enjoy their childhood and not be worn down by the worries of life. This bus is the place that allows them to be themselves, happy and surrounded by God's love".

Helen Moore - [St Guthlac's Church - Fishtoft](#)

"Your team is really nice and I always have a good time. You include fun activities as well as teaching us important life lessons. Thank you for coming to my school :)"

Lara – Boston

"In a world in which hatred makes headline news, this work shows a different side to humanity, that of love and respect for one another - something we all need to see"

Rev Ann Lett – [Kirton Methodist Church](#)

"Without the roadHoG bus there would be little for the young people in the community to do in a safe and loving environment"

Rev Steve Holland - [Boston Baptist Church](#)

"The bus provides much needed outreach to vulnerable young people who are at risk of alcohol or other substance misuse and/or engaging in ASB. The bus provides guidance for these young people as well as a place of safety".

Alan Simpson – [Community Alcohol Partnership](#)

"Thank you for making this a thing to help people feel like they're part of something".

Denley – Boston

"I have seen the success of this project since I was a local PC, right at the start, and the roadHoG has only grown this need - it could be out all day, every day, and the young people would come, as it appears in their own communities, on their doorstep, and is the only provision that most of them get when it comes to youth engagement outside of school".

Inspector Fran Harrod – Neighbourhood Policing Inspector (Boston)

"I always have nothing to do and it makes me happy"

Oliver – Butterwick

"The roadHoG Bus project has visited our school for the past few years and all children - whatever their background or faith - have loved the sessions on the bus. Year 6 for me is all about children discovering how they can start to fit into the adult world - being brave enough and having the skills to start developing relationships with adults, speaking to adults about their own thoughts, feelings, ideas, opinions and developing more mature ways of thinking. Tony's sessions and the way he manages the activities ticks all the PSHE milestones in encouraging the children to think more independently and all of this curriculum content is delivered in a fun and engaging way."

Elaine Crosier – [Sibsey Free Primary School](#)

"I like visiting the roadHoG bus because I feel safe and the hot chocolate is the best!"

Daniel - Fenside Estate

"The Year 6 pupils gained so much from each of the roadHoG visits in terms of personal faith, identity and understanding. The visits provided a safe and welcoming environment in which the pupils felt at ease to explore and question issues relating to what it means to be human. The activities were fun and engaging and they were delivered in a wholly inclusive way. A fantastic opportunity!"

Fiona Booth – [St Nicholas Church of England Primary Academy](#)

"I like visiting because it gets me out of trouble."

Josh – Boston

1.0 An introduction to South Lincolnshire

South Lincolnshire is largely rural, with market towns acting as hubs for employment, shopping and for supporting services. With limited transport available, many rural villages find themselves isolated. Agriculture, packing and service-level sector provide much of the employment in the area.

Boston is a market town of 46,500 people (the resident population of the Boston area is currently 69,366). The town and area offers a new state of the art out of town football ground, a DABSI athletics stadium, reasonable shopping facilities, a Wednesday and Saturday market, a bowling & entertainments centre, a swimming pool and a cinema. In terms of shops and entertainment, traditionally this area has had to be self-sufficient because of its location, but the combination of rise in internet shopping and the recent pandemic has seen a decline within the town centre and rural provision. Many central places in rural communities, like pubs, have closed.



Since 2004, the area has experienced a huge influx of migrant workers giving the town a real international feel as well as boosting the rental market and local economy. This trend has continued even after the UK left the European Union in 2016.

Underneath this self-sufficiency, however, there remains a sense of isolation from the rest of the midlands and the country. The initiation of austerity measures brought about the 2008 global financial collapse and more recently the Covid-19 pandemic, have also seen a continuing reduction in provision for young people. Over the past 10 years the market towns have witnessed a growing lack of facilities for young people on the fringe of society and in rural villages.

Many churches in our area have been hit hard by the covid regulations of 2020-21 and the subsequent rise in cost of living owing to the pandemic and the war in Ukraine. Churches that were already struggling in the town and rural communities, have found it hard to get back to the place they were before the pandemic. Churches that had youth provision before the pandemic struggle to find routes into a new generation of young people that are more connected to the internet than ever before.

2.0 An introduction to the roadHoG Bus Youth Project

Where it all began

Given this backdrop of the historical issues facing the area (compounded by more recent challenges), the vision of roadHoG came into being in 2001. We saw the need for young people to find a safe place to meet, in the midst of decreasing youth provision. Only having historical buildings and limited fabric and human resources, and a growing culture of comfort, the vision of the **H**ouse of **G**od on the **r**oad was conceived by two church youth leaders on their way to run a lunch club at a local secondary school.

The next 8 years were spent finding ways to get such a vision onto sure foundations. The youth leaders spent time getting people together and, despite constant setbacks, connected with **Lincolnshire Youth Mission** who were looking to support another grass roots youth project vision.

In 2009, the roadHoG Bus Youth Project was launched by Lincolnshire Youth Mission, out of local churches' concern for the safety and welfare of young people on the streets in Boston and the surrounding villages.



The roadHoG Bus Youth Project is a fully resourced double decker bus that works with young people on the streets to encourage and inspire them to aim higher in life through educational activities, prayer and building appropriate relationships developed between adults and young people. The bus is parked and serves from a small village called Fosdyke.

The current aim of the project is to broaden young people's horizons by providing a mobile centre and a part-time youth worker as a **free** resource to local schools by day and by creating a safe place on the streets by night through the local church members.



3.0 Aims and Objectives in 2022 and forward

In 2009, the roadHoG Bus Youth Project was launched by Lincolnshire Youth Mission, out of local churches' concern for the safety and welfare of young people on the streets in Boston and the surrounding villages. The aim of the project is for the local community churches to provide a mobile youth centre to broaden young people's horizons by resourcing local schools in the day and by creating a safe place on the streets by night.

Our vision from 2009 has not changed, although the culture in which young people are growing up has. As with all project visions, there are many strands of reasoning. Here are the main reasons why the roadHoG Bus Youth Project operates and what we are aiming to do through the project:

Reasons	Aim and Objectives
<i>Many young people in rural south Lincolnshire are isolated and often their horizons limited.</i>	We aim to broaden young people's horizons through prayer, a listening ear and our school's work.
<i>There are a growing number of unhappy young people due to the changing parental relationships at home.</i>	We aim to provide another place where they can just be that is independent of their home and school.
<i>Government directives ask schools to provide young people with a balanced understanding of British values with ever increasing social and religious diversity.</i>	Christian values play a large part in British culture and we aim to share them because we believe the values of Jesus Christ are life giving, life changing and wholistic.
<i>Local town and rural churches feel inadequate to support young people because of fear and a lack of desire, experience and resources.</i>	We aim to encourage local people to support young people in their community with a youth resource.
<i>The Pandemic and the digital age have increased the marginalisation of young people and their community.</i>	We aim to provide a space to bridge the gap between young people and their community.
<i>There is a need for local churches across different denominations to work together to engage with young people in their community.</i>	We aim to unite local churches to reach out to young people.
<i>There is a decreasing provision of spaces for young people to meet with friends and develop social skills.</i>	We aim to create a safe, supervised place for young people to be themselves and have fun together.

4.0 Our Achievements and Success' So Far

4.1 Research

In 2005, the local Deanery Youth Enabler (one of those two leaders) sent out a questionnaire and received responses from 1550 secondary school young people (Year 7 to year 11) to discover that:

- 77% would use a mobile youth centre.
- 50% of these young people are not involved in anything outside of school. Of those young people,
- 60% would like to see more youth provision.

The Deanery Youth Enabler also sent a questionnaire to 43 local voluntary organisations and received a response from 50% of these saying that:

- 84% of these replies said their community would benefit from a mobile youth centre.

Two Year 12 students represented young people on the then Steering Group and they sent out a questionnaire and received responses from 500 secondary school young people to incorporate what young people wanted, even the colour of the bus and an initial interior design.

4.2 Project Management

In 2008/9, a small group of representatives from local churches, under the ownership and leadership of Lincolnshire charity Lincolnshire Youth Mission, raised a massive £63,000 to buy and convert a 1989 Leyland Olympian bus to the specification of ideas collected by two younger Steering Group members. An incredible 58% of these funds were from local Christians and churches.

4.3 Project Launched on time

In 2009, with the coming together of funding and design ideas, an ex-Stagecoach bus was purchased and converted in an incredible 14 weeks instead of the projected 16-week build.



On Lincolnshire Day, 1st October 2009, the then Bishop of Lincoln launched the bus at Giles Secondary School, leading us into an arctic winter and nearly ten roadside breakdowns due to inherited issues with the fuel system! Despite such challenges, the then Steering Group were able to overcome such issues and get the project focussed and up and running. Such struggles have given the project perseverance and sustainability.

4.4 Our contact with Young People

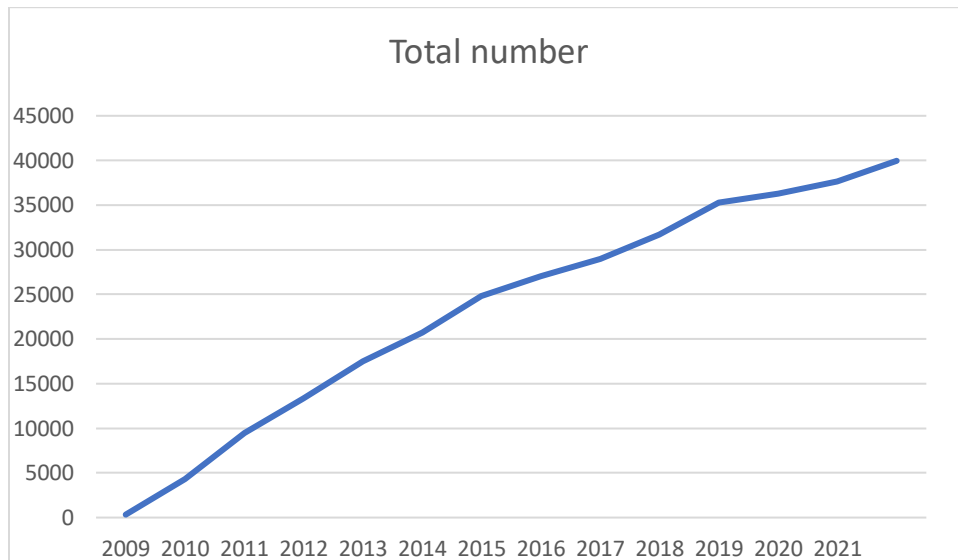
4.41 Welcoming

Our aim is to welcome and provide a safe place for young people.

From 2009 – 2022, the roadHoG Bus Youth Project has welcomed on board **39,957** young people during community, school visits and special events.

In the twelve and a half-completed years the roadHoG Bus Youth project has been on the road, we have met with on average **3197** young people each year.

These findings are reflected in the graph below.

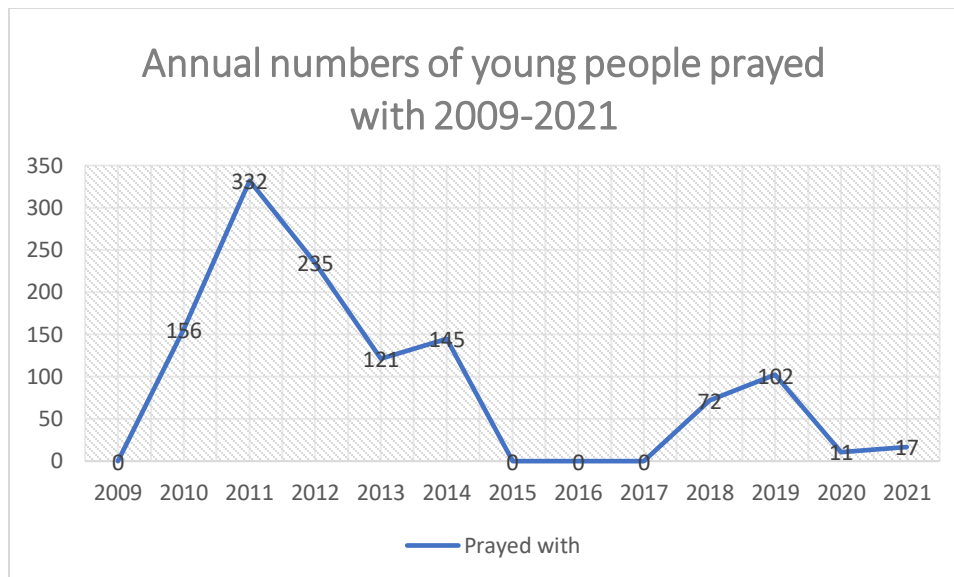


- Note 1: We employed a project manager between 2015-16, who passed on limited data concerning the project’s contact with young people.
- Note 2: Covid-19 lockdowns started from March 2020 to May 2021.

4.42 Praying with young people

Where possible, we always have two people praying in our bus prayer room. This is a small room on the upper deck. Young people are welcome to visit the prayer room to be listened too, and if appropriate, pray for them.

From 2009 – 2022, the roadHoG Bus Youth Project has prayed with **1,095** young people during our community visits.



- Note 1: We employed a project manager between 2015-16, who passed on limited data concerning the project’s contact with young people.
- Note 2: Covid-19 lockdowns started from March 2020 to May 2021.

4.43 Significant Conversations

After a few years, we started to record every significant conversation we had with young people. By this, we mean that we believe the young person was more likely to take to heart what was discussed and choose an alternative outcome to the situation they face. Before Covid in 2019, we had 22 such conversations. These conversations varied from talking about a difficult relationship in their family to sharing the Gospel of Jesus Christ.

4.5 Increased Local Ownership

When the project was launched in 2009, the business plan proposed the employment of a Project Manager who would develop the project, start new community visits and school visits. We continued with this style of development until 2016. In 2016, our second Project Manager left and the LYM Link Director was able to redevelop the then Steering Group into the current Management Group.

The remit of the Management Group was to develop a more locally run project that would support local churches to have their own Driver, Team Leader and make sure they had enough on the Team for every visit. This then allowed the project to employ a part-time Schools Worker who could organise school visits to strengthen our aims and objectives as well as strengthen our connections with young people in school and the community. This was a very good move and, with more ownership from local churches, strengthened the project to become more stable and sustainable. It also moved the project away from having one person running both schools and community visits to a more collaborative operation.

The Management Group have enabled the local community visits to grow to 10 communities now (1 community visit has temporarily stopped).

The LYM Link Directors have worked hard to increase partnerships with local authorities. One of the original aims was to signpost young people to different support agencies and provide a place to develop good relationships between youth

and the local police. Our original business plan described this process and an ongoing 'Directional Review', but through the Management Group have built up strong and lasting relationships with the police, the Community Alcohol Partnership (CAP) and the Boston Borough Council.

4.6 Ongoing Secure Financial Management

We are very proud to share, as a success, our ongoing fundraising and good financial control. The Management Group have managed to secure ongoing, and regular, funding since the launch and through a pandemic. Our approach has been to find sources of income from local individuals, local churches and local funding bodies as much as possible.

A Christian young person, in the early stages, gave us a prophetic funding strategy and that is "Better little, with the fear of the Lord, than in great wealth and in turmoil" (From the Bible – Proverbs 15:16). Having such a funding strap line enabled us to remain 100% a Christian youth project, but to develop the broader aims that benefit the community we serve. We have only approached funders who will enable us to remain true to our Christian calling of sharing the Love of God, best expressed in Jesus Christ.

LYM have ensured that reserves are ring fenced for 'out of the blue' addition costs. This was put into practice in 2014 when the engine developed a fault that required a new reconditioned engine from Eccles. This financial integrity enabled us to replace the engine with minimum cost and disturbance to the running of the project and support to young people.

4.7 Increased Expertise

When we formed our original business plan, we had no experience with youth ministry on the streets or running a bus. We now have nearly 13 years of experience of running a bus and we now have the privilege of a LYM Link Director with 40 years of experience of running a coach fleet and giving us added access to skills to resolve any mechanical or electrical issues we face on a day-to-day basis. This expertise contributes to the vehicle being more reliable and the project having less down-time.

5.0 Issues facing young people in South Lincolnshire

Rural isolation and a lack of aspiration to achieve higher in life remains the dominant issue for young people growing up in south Lincolnshire.

Since 2009, the area has witnessed a growth in people moving into the area, a growth in new homes being built and jobs available for seasonal labour and the service sector. British youth culture has changed with the development of on-line gaming, smart phones and the increase of social media. It has also changed with the UK leaving the EU in 2016, witnessing the increase in family break-ups and the experience of lock-downs and home learning during the Covid pandemic.

Despite all these changes, the geographical location continues to hinder the connection for young people with dreams and opportunities. The flatness and remoteness of the fens, although having its own beauty, creates this gap.

Combined with all these recent changes, this dominant issue, in some way or another, contributes to the following specific issues affecting young people as they grow up today:

Increase in online platforms: These include social media or gaming platforms. The broadband in our area has improved significantly and this is combined with the increased access to smart devices. We have seen a reduction of young people on the streets as a result of young people meeting with each other in the virtual world. In some respects, a positive change for local policing, however, combine this with the lockdowns of 2020 & 2021 and home schooling, the impact on social skills and anti-social behaviour has been significant. Another consequence of this accessibility has been online sexting and the change in attitudes in sexual behaviour as well as sexual identity.

The growth of step-families: Although step families have many benefits, we are finding a lot more young people unhappy at home because of a change in their family circumstances or an increase of new people in their home's over-night. The bus has provided some relief to young people in these circumstances. The most important benefit we can bring is a listening ear by someone outside of their family or friendship circles. We often can provide young people a place to think and voice their feelings and often find they are encouraged and built up through these opportunities.

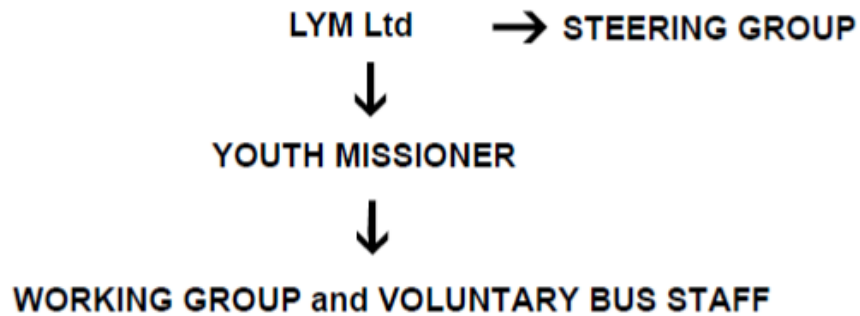
Impact of drugs: Rural isolation, and a lack of aspiration, fuels the supply of more recreational drugs such as black mamba, cannabis and more recently nitrous-oxide. We have seen an increase in gangs of young people especially from year 6-8 in town who get drawn into the drug scene. Recently, in one rural area that bus visits, our national news reported the murder of a year 8 young person who had got involved with the drug scene across county lines. Our project provides essential, regular safe places for young people to meet up with friends in a supervised environment.

Impact of alcohol: Our community has also witnessed the increase in availability in alcohol not just from pubs and supermarkets, but now from an increasing number of small 'open all hours' shops across the area and all contributing to more visible public drinking. Availability of alcohol has created a huge shift in public and home drinking, both factors directly impact on the acceptability and experimentation of young people, particularly in peer groups.

6.0 Management Structures

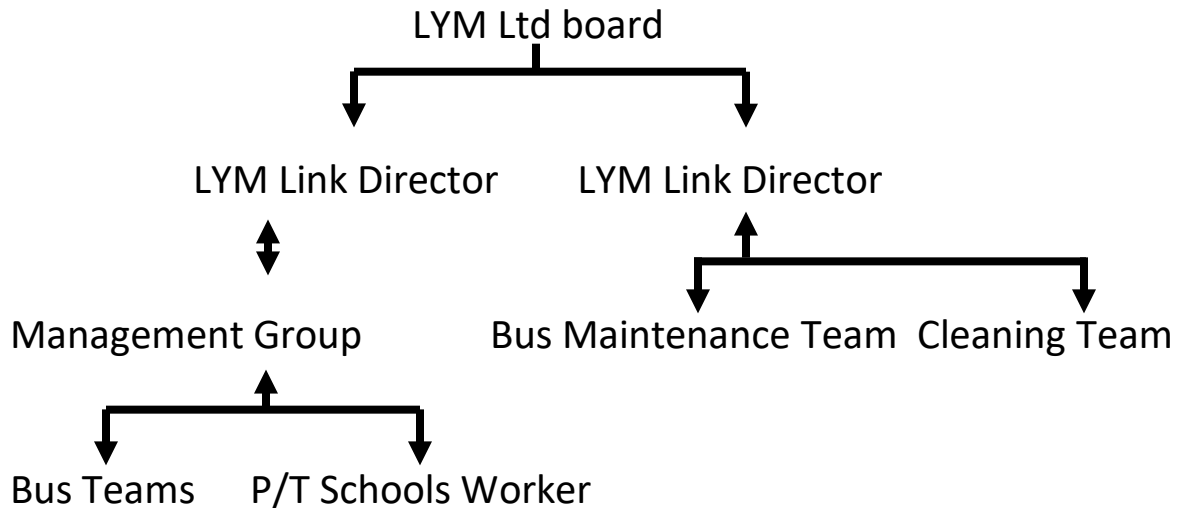
6.1 Original Structure

When we set out in 2009, we based our management structure on a tiered system taking the lead from Lincolnshire Youth Mission. This seemed the most obvious structure to start with given we had no experience of running a bus ministry. Being a new initiative, it put a greater emphasis on the Youth Missioner who was to act as project manager. This meant that we had to find a youth worker with a very broad skillset base (i.e. Youthwork skills, schools experience, administration, bus driving, maintenance and training). The following structure is taken from our original business plan in 2009.



6.1 New Structure in 2022

This structure was used for the first five years. However, after our second Youth Missioner left in 2016, and subsequently we struggled to find a replacement with such a broad skill set, the LYM Directors sought to restructure the project to enable greater local involvement and ownership by the local partner churches who host the bus on our community visits. As a result of this process, the current management structure looks like this:



The most significant and sustainable improvement to this structure has moved the emphasis away from the Youth Missioner doing everything to get the project up and running to a greater shared responsibility of bus teams resourcing their own teams and driver. This structure has worked well to a point and is work in progress. It is the most ideal structure for moving the project forward.

7.0 Project staffing

7.1 LYM Link Director(s)

The link director(s) role is to ensure the smooth and safe running of the project by:

- Liaising with the Management Group, team leaders and the schools worker with the board of Directors.
- Ensuring that the policies of Lincolnshire Youth Mission, and their duty of care, was being adhered to.
- Ensuring there is a two-way flow of information from the board to the project and vice-versa.
- Implementing the bus and safeguard training and a three-yearly refresher training.
- Ensuring the vehicle is in a fit state of repair, clean, prepared and carries a valid MOT certificate.

7.2 The Management Group

The Management Group's role is to be representatives from local partner churches, to assist the LYM Link Director(s) with the smooth and safe running of the project by:

- Attending regular management group meetings.
- To feedback to represented churches information about the project.
- To facilitate information to their church family.
- To assist with running the project.

7.3 Bus Team leaders

Each community visit will require a voluntary Team Leader. This person will ensure that each visit:

- Has a current DBS.
- Gets ready the prepared activities for their bus team.
- Is responsible for managing the behaviour of the young people during the visit.
- Briefs the team at the beginning of each visit and facilitates prayer
- De-briefs the team after the visit.
- Ensures there is a team for the next visit.
- Ensures the bus is left in a better condition than found with the help of their team.

7.4 Bus team volunteers

Each community visit will require at least seven bus team volunteers each of whom:

- Has completed the bus and safeguarding training.
- Has a current DBS.
- Works with the Team Leader during the visit.
- Works with the Team Leader to manage the behaviour of the young people during the visit.
- Cleans the bus after use and makes sure the bus is left better than it is found.

7.5 Bus team drivers

Each community visit will require a driver who:

- Has completed the vehicle safety checks before leaving the yard.
- Completes and signs the vehicle inspection sheet.
- Drives the bus to and from the visit.
- Refuels the bus if asked.
- Refills the drinking water.
- Makes sure the vehicle is left in a better condition than found.
- Gives the bus a final walk around and reports any faults to LYM Link Director.
- Ensures that everything is switched off or isolated before leaving.

7.6 Bus cleaning teams

On a two-weekly cycle, we will require a team of two people to clean the bus thoroughly by:

- Hoovering/sweeping both decks
- Washing the seating on both decks
- Cleaning all hand rails.
- Empty all bins.
- Completely occasional tasks like cleaning cupboards, ceilings and windows.

7.7 Part-time schools' worker and fund raiser

An experienced part-time youth worker who can provide the following service through the project:

- Will work a flexible 3-day working week.
- Will liaise with local primary and secondary schools.
- Will build and develop relationships with the school staff and pupils.
- Will drive the bus to and from the school.
- Will prepare and deliver RE & Citizenship lessons.
- Will actively encourage young people to visit the community visits.
- Will develop activity ideas for each community visit, liaising with the Team Leader to assist their preparation.
- Will fundraise to ensure the ongoing running of the project.
- Will maintain the project website.

8.0 Equal Opportunities

This project is committed to equal opportunities and to ensure every effort has been taken to maximise the number of young people reached by the project. We welcome:

- all young people of all backgrounds, faiths, race and sexual identity or orientation.
- any young wheelchair users and will provide a wheel chair ramp for the lower deck, giving consideration for access to downstairs facilities.
- any partially sighted young people and will provide tactile signs to ease navigation within the bus.

9.0 Accessing local needs

We have asked ourselves the question, although we have been doing this for nearly thirteen years, should we continue? The project is currently very busy and the pressure of repairs is mounting, but is the project actually needed in the Boston and surrounding towns and villages? Does the area the bus project serves need it, what are the needs of people in the areas we reach? As we do this, we are mindful of how the project can further serve our local community.

To help us assess this we have sent online questionnaires out to four different groups who have a different perspective of the project and who have different needs. These groupings of people are:

- **Local young people who currently visit the bus:** We wanted to ask young people who use the bus what is important about visiting the bus, particularly the physical space that it provides and also the contact with our volunteers. Through the 10 schools we visited, we asked the school staff if the young people could help us complete a short survey. Out of the potential 650 young people who come on the bus through our school visits, we had a response of 237. Despite follow up emails, we acknowledge schools are busy places, but we are grateful to those who have responded.
- **Local church leaders who we partner with:** We wanted to ask partner church leaders what is going on their local community for young people and how does this bus youth project positively impact both their surrounding area and their church community. Out of the 9 church leaders, we had a 100% response.
- **Local primary and secondary schools:** We want to ask our contacts in schools, how the bus impacts on their school and pupils and to ask if schools need it. Despite follow up emails, out of our 10 schools, we had a 50% response. We acknowledge schools are busy places and we are grateful to those who responded. Additional note: we used this questionnaire to get feedback on how the lessons were delivered, but this information has not been included in this document.
- **Local community partners:** We wanted to ask partners in local authorities does it make a difference having the roadHoG Bus Youth Project working in the community and in what ways does the project support their work in their community. All of our local community partners responded.

10.1 The results of our findings from 237 young people

(1) What kind of space is important to young people who come on the bus: Top 5 results?

- A safe place (29.1%)
- A place to talk to trusted people (21.2%)
- A place with lots of activities (20%)
- A warm place (14.5%)
- A place out of their house (12.5%)

Our results show year 6 prefer more activities and year 7 and 8's want more relational contact. We also received lots of insight into what physical and emotional space is important to them.

(2) Bridging the gap between young people and the church community. Is your contact with our volunteers important to you?

- **75%** said 'Yes'.

Interestingly our results show, year 6 prefer more contact with our volunteers.

(3) What should the next roadHoG Bus have on it: Top 5 results?

- Café (45%)
- Free Wi-Fi (39%)
- Gaming area (38%)
- Craft and getting messy (16%)
- Board games and quizzes (16%)

The survey gave young people the option to tick as many options, therefore the % is of how many out of the total sample chose this. We received lots of useful suggestions of what could be included in the new bus design.

(4) What colour should the next roadHoG Bus be: Top 5 results?

- Multi-coloured (34%)
- Blue (19%)
- Silver (16%)
- Purple (16%)
- Black (15%)

We received lots of suggestions of possible combinations of colours, this will be useful in our final design.

(5) Should the next roadHoG Bus have a quiet room?

- **87%** said 'Yes'

(6) Should the next roadHoG Bus have free Wi-Fi?

- **86%** said 'Yes'

What does this tell us? It tells us that we have got both the design of our current vehicle right in terms of the physical space and our aims and objectives of contact and safety. Our questionnaire also has gathered a lot of data on what young people would like in the new design. See our [appendix II](#).

10.2 The results of our findings from 9 partner church leaders

(1) Other than the bus, does your church have any provision for young people over 11 years old?

- **78%** said 'No'

Two have Sunday youth groups and one has a Sunday choir.

(2) Is there currently any other youth provision in your community?

- **60%** said 'Yes'

Uniformed services and football are the only other provision.

(3) In what ways does hosting the roadHoG Bus positively impact your church community: Top 3 results?

- Connects our church with young people.
- Increases our awareness of young people outside the church community.
- Plays a part in encouraging our church family to look outwards.

(4) Has the project negatively impacted on your community?

- **100%** said 'No'

(5) Is the roadHoG Bus Youth Project needed in your area?

- **100%** said 'Yes'

Additional comments:

- It allows Christians to contact with young people in a non-threatening manner.
- Only provision of its kind.
- Nothing else for young people in our immediate area.
- It is a positive presence for local young people.
- Safe space for young people to meet, positive role models on team (hopefully!)
- Anything that will help us connect with children and young people is needed!
- Our village has little provision for young children apart from scouts and football. There is no safe space for young people to meet. Therefore, roadHoG meets this need. It is a constant in their lives. They know that every two weeks it will be back. It may only be for one hour, but that hour can be precious for those whose home lives are difficult and they need to relax and chill. This connection with the children allows all the volunteers to be aware of issues in our area and pray about them and feedback as necessary to the appropriate organisation.
- Only place where children 11+ can continue to explore their faith.
- To reach out to young people in the community and hopefully start a youth provision for young people with whom we come into contact in primary school to continue to be in touch with the church community.

(6) Would you like to see the project to continue in the future?

- **100%** said 'Yes'

(7) Will your church want to continue hosting the bus?

- **100%** said 'Yes'

(8) How will your church be able to support the project's ongoing ministry: Top 3 results?

- Prayer
- Youth workers
- Finance

Any addition encouraging comments:

- *“Without the road**HoG** bus there would be little for the young people in the community to do in a safe and loving environment”.* Rev Steve Holland – Boston Baptist Church.
- *“In a world in which hatred makes headline news, this work shows a different side to humanity, that of love and respect for one another - something we all need to see.”* Rev Ann Lett - Boston Methodist Circuit.
- *“This big purple bus is a symbol of fun, kindness, hope and pray. This is so important in these times of such despair and worry for so many people. Children need to enjoy their childhood and not be worn down by worry of life. This bus is the place that allows them to be themselves, happy and surrounded by God’s love.”* Helen Moore – St Guthlac’s, Fishtoft.

What does this tell us? It tells us apart from uniformed services and football, there is very little affordable, reachable activities for young people outside of school and home. It also tells us that road**HoG** is supporting local churches provide a place of love and care that wouldn't be there if the project wasn't. It tells us that this project provides a much-needed place of training and understanding for local church communities.

10.3 The results of our findings from 6 partner schools

(1) Is the roadHoG Bus Youth Project needed in the area where your school is?

- **100%** said 'Yes'

Why is this?

"To provide safe, inclusive activities for children in the local community." – Butterwick Primary

"To support children and give them a variety of activities to do. A constant face when they transition from primary to secondary." St Nicholas Academy

"The roadHoG serves our local area fantastically as a place for children to go where there are safe and warm, with opportunities to talk and engage in crafts/games where children in our local area can be vulnerable to county lines/criminal involvement and mental health struggles." – St Thomas' Academy

"Our school is situated in a small rural village, in a relatively deprived area of the UK. This has its advantages but also its disadvantages - isolation, being remote from more urban life and social situations which are encountered in an urban environment. Our children are somewhat sheltered from many situations which they will need to deal with in later life and the sessions delivered by the bus include messages on diversity, self-esteem, empowerment, strategies for dealing with change etc. These messages are incredibly important for our children." – Sibsey Free School

"As Boston is a very deprived area, there needs to be a safe place for the young people to go." Boston High School.

(2) Does the roadHoG Bus Youth Project help your school support your pupils?

- **100%** said 'Yes'

How is this?

"Prepared them for their transition to secondary school."

"Prepares the children for secondary school."

"The lessons discussed a range of relevant subject for the children, including what it means to be a community. These lessons allow the children to be reflective and see their impact on the world."

"The roadHoG bus is an excellent bridge between Primary and Secondary - providing a safe space to discuss school transition and this serves as a familiar place for children to go as they transition into being more independent young people. They see the bus in the evenings and know that this is a safe place, with snacks and hot chocolate and games where they can talk and be safe."

"Serious messages are delivered in a relaxed environment using a range of activities which are fun and engaging - games, quizzes, music and quiet reflection. The actual bus and that move out of the classroom is

vital to this engagement. It sets the scene of a level playing field, that everyone is in the same boat and all ideas, opinions, views are important - allows the children to share without judgement”.

“The roadHoG bus comes into school and provides workshops for the students to cover topics in a new interesting way. It allows students access material vital to their development in an out of the classroom situation.”

(3) Does the roadHoG Bus Youth Project help your school, especially with the Department of Education's requirements to invite external organisations from the local community in?

- **100%** said ‘Yes’

Why is this?

“Excellent community links to help support with delivering RE.”

“It is beneficial to the students to see an organisation that works in our community. They know where and when to visit to see a constant face outside of school hours.”

“The roadHoG bus is part of our local community and this enables our children an enhanced curriculum for the PSHE objectives relating to personal safety, change and relationships to be mastered. This supportive service makes their transition from Primary to Secondary smoother with the support of the community bridging the gap.”

“Absolutely, the roadHoG Bus project has visited our school for the past few years and all children - whatever their background or faith - have loved the sessions on the bus. Year 6 for me is all about children discovering how they can start to fit into the adult world - being brave enough and having the skills to start developing relationships with adults, speaking to adults about their own thoughts, feelings, ideas, opinions and developing more mature ways of thinking. Tony's sessions and the way he manages the activities ticks all the PSHE milestones in encouraging the children to think more independently and all of this curriculum content is delivered in a fun and engaging way.”

“As an external organisation they provide a top-quality service with talks and workshops for young people.”

(4) Does the roadHoG Bus Youth Project make a difference for the pupils who come on board?

- **100%** said ‘Yes’

How is this?

“They look forward to the sessions as it supports their transition and reduces some anxieties.”

“All the children enjoy the roadHoG bus and are always happy after their lesson. It enhances their confidence and challenges them in a variety of ways.”

“The lessons they learnt were lessons they could carry with them to better understand and reflect on the wider world around them.”

“The bus provides a familiar setting and allows for the school to establish that these are trusted adults who can be there for the young people outside of school time/hours.”

“I see this in particular with the quieter children, who return from the sessions and can't wait to tell myself and my TA all about the messages and activities. The environment on the bus is relaxed and less formal which enables them to feel more relaxed.”

“The students find the bus incredibly enjoyable, it's a great way to tackle some of the social issues that are not as easy to tackle in a classroom environment.”

What does this tell us? This tells us that schools value and need community-based organisations like roadHoG, to provide a balance in their curriculum and also for extending support to young people outside of school hours. It also tells us that taking children into a different learning environment contributes to the school's broader aims to help support and encourage young people. More importantly, the schools we visit want us to keep going in.

10.4 The results of our findings from our partner authorities

(1) In your authority's area, is there a need for the roadHoG Bus Youth Project?

- **100%** said 'Yes'

Why is this?

"Young people have always needed - and now more than ever need - caring and meaningful ways to fill their time. Many of our youngsters in Boston are financially prevented from travelling far to 'do' things - the roadHoG comes to them and provides a place where they can congregate safely, have fun, learn things, and be supported by caring and valued team members, who often become like family to them. I have seen the success of this project since I was a local PC, right at the start, and the roadHoG has only grown this need - it could be out all day, every day, and the young people would come, as it appears in their own communities, on their doorstep, and is the only provision that most of them get when it comes to youth engagement outside of school. I have recently asked the team to increase their number of stops, both in the villages and in one of our most challenging areas (the Fenside estate). There is nothing else out there like roadHoG, and I cannot stress the positivity I believe the team have brought into the lives of what is now the second generation of children to come on the bus and enjoy all it has to offer." Lincolnshire Police.

"The bus provides much needed outreach to vulnerable young people who are at risk of alcohol or other substance misuse and/or engaging in ASB. The bus provides guidance for these young people as well as a place of safety". Community Alcohol Partnership.

"Sadly, since the decline of Youth Centre and young people-based activities within communities there is very little for today's young people and the next generation of young people coming up to do within our communities, at times and within certain areas within Boston Borough this has led to an increase in anti-social behaviour and low-level crime. Since 2009 the roadHoG project have helped to fill a sadly lacking gap within our communities and evidence has shown throughout the years that where this project goes, incidents of nuisance and ASB reduces. To lose this valuable project within our area would mean we would no longer have any provision of this nature within our community and the consequences of that within certain areas of our Borough is not something I would like to think about or more importantly would have the resources to deal with. I am totally in support of the roadHoG project and wish it every success to raise the funds it requires to continue this great project." Community Safety, Boston Borough Council

(2) Does the roadHoG Bus Youth Project make a difference to the community?

- **100%** said 'Yes'

Why is this?

"There is very little provision within Lincolnshire actively reaching out to our communities, and the beauty of the roadHoG is that it reaches youngsters from many different backgrounds - from the most deprived urban areas to the villages, where there is very little going on at all. Since the pandemic I know many more adults have engaged with the teams, to find out what the bus is all about, so it is not just a provision for young people, but for whole families who welcome its presence and what the team are trying to achieve for their children. It provides us with a joint engagement space too, and we often 'drop in' to spend time on or around the bus as

an extended part of the team. It also commits to attending many of the town's events and celebrations, and is a welcome sight in Central Park (for example) as it is on its community stops". Lincolnshire Police.

"It is located where there is a hotspot of vulnerable young people or where multi-agency support is needed. The bus is a vital asset to deploy within our Community Alcohol Partnership Action Plan". Community Alcohol Partnership.

"It is evidenced that where the roadHoG goes it decreases incidents of ASB and low-level crime and not just at the time they are in attendance within an area, but also the days and weeks they visit. roadHoG provides a service now at a time public services do not have the staffing, funding and resources to deliver. This is why we need to do whatever we can to make sure they continue doing the great work they have been doing for many years within our borough." Community Safety, Boston Borough Council.

(3) Does the roadHoG Bus Youth Project make a difference for your authority?

- **100%** said 'Yes'

Why is this?

"We work in partnership with roadHoG, involving them in many of our problem-solving solutions. For example, roadHoG is an active part of the Boston Community Alcohol Partnership, and is provided with free resources to gently help youngsters understand about the perils of alcohol related harms. roadHoG is part of the 'support' arm of the issues we try to address in the community to reduce crime, ASB and increase safeguarding of vulnerable youngsters. It performs a function the Police simply can't, as a safe place to help get key messages across, and somewhere caring and meaningful to go that can back up what we are trying to achieve in a way we as uniformed Police officers and staff cannot." Lincolnshire Police.

"It is a resource that not all partnerships have the benefit of having and needs to be retained." Community Alcohol Partnership.

"Local Authorities / County Council Services no longer have the funding or resources to deliver and run the service and activities roadHoG do, so to lose this valuable and much needed project would make a real negative difference within our authority area." Community Safety, Boston Borough Council.

Additional encouraging comments:

"I recently pointed out to the team that they will have made an impact on hundreds of young lives over the years, from providing happy memories to - in some cases I'm sure - completely changing the negative paths some of our young people were on. Much like Policing, the times we actually get to hear this said to us, direct from the people whose lives we have positively influenced, is very rare. However I think Boston without the roadHoG would be so much the poorer - and I am very proud and honoured to have worked with some of the best people you could meet on this project over the last 13 years. There would be literally no other meaningful replacement or ability to provide a similar experience within the community without roadHoG. In these hard and uncertain times our young people need the bus and its people more than ever, and the Police will always

support and work in partnership with such an amazing organisation, for the benefit of our communities in Boston". Lincolnshire Police.

"I wish you every success in your funding bid. The activities and services you have continued to deliver within our communities over the last 13 plus years have been invaluable and on behalf of the local authority and all the young people, their parents and guardians and the communities where you have worked in over those years, thank you and long may this project continue." Community Safety, Boston Borough Council.

What does this tell us? It tells us roadHoG is needed in our borough. That is has a significant role to play in our community between authorities and young people. It tells us that there is very little provision in our borough for young people and there is no funding for it either. It tells us that the authorities rely on such youth provisions as part of their strategic plan to create a safe and more peaceful community.

11.0 The new shape of the roadHoG Bus Youth Project

11.1 Deciding the shape of the new bus

Deciding on the shape of the new roadHoG Bus will be based on the consultation of the management group with the following end users:

- Young people who use the bus
- Bus team member

We have been advised that in a post-Covid, digital age with a population who are increasingly overwhelmed by information and communication getting responses may be a challenge. Eighteen years ago, when we first did a feasibility study, everything was recorded on paper and people were generally very happy to respond. Having been advised this, we felt given the fluid context of young people meeting on the bus, combined with our safeguarding policy, it would be better to go obtain feedback through the schools we support. Schools unfortunately are busy places.

11.2 The Management Groups vision

Young people's ownership of the project has been very much at the heart of the success of this project. Much of the design of our current bus is through the consultation of many young people, combined with the fine tuning by two young people in the then Steering Group.

It is our continued vision to incorporate young people's ideas today into the design of the bus. Although this process will be lengthy, and some of the suggestions won't be practical, we want to gauge what sort of space young people need to meet friends in and our contact with them.

11.3 The needs of young people in 2022

We need to find out the following information from young people:

- What kind of space do young people need when away from their school or home? Is the space that we provide at the moment hitting the mark still in 2022?
- Is contact with our volunteers important to the young people who come on board? Do they just want a place to be with friends or is the contact with the bus team an important part of coming on board?
- In this space, what do young people want to do?
- Do young people want to connect with the world inside the bus? (How will this impact volunteer contact with young people – need to weigh these up)

11.4 The needs of the community in 2022

- What other youth provision exists in the areas where roadHoG visits?
- How well does the project support local churches in their outreach to their community?
- How well does the project support local schools and their work with young people?
- How well does the project support local authorities like the police and the borough council and how?
- How well does the bus suit those who are called by God to work on it?

All these searching questions will help the Management Group to shape the new roadHoG Bus and to understand the needs of those who we seek to serve.

11.5 Design of new bus

Once we have the results of questionnaires, we will need to:

11.51 Appoint either members of the Management Group or a sub-group to process finalising the design.

11.52 Take this design to at least three coach fitters for prices or decide if an existing bus on the market can be used as a head start.

Using the list of ideas from the questionnaire, this group could consult with young people who use the bus for their design ideas. This could be achieved through:

- a design competition
- a special one-off school lesson (or part lessons)
- another questionnaire.

12.0 The environment and roadHoG Bus

12.1 Our past performance

In 2021, roadHoG filled up with approx. 2,200 litres of diesel to run the engine, heating and generator. The bus was in lockdown for the first 5 months, so this figure should realistically be approximately 3,200 litres.

A litre of diesel produces 2.62kg of carbon. This means roadHoG potentially put **8,300 kg** (just over 8 tonnes) of carbon into the atmosphere during 2021.

This is equivalent of running **four cars** doing 12,000 miles a year.

It would mean you would need **385 trees one year to absorb** the carbon we make.

12.2 Our response

We are commanded by God as Christians to be good stewards of creation. It should be the calling of every Christian to respect God's wonderful creation and this should be our daily act of worship.

But we are also called to reach out and make disciples and this also should be the calling of every Christian to do this.

As we enter the next phase of the roadHoG Bus Youth Project, we can find a place of peace for both of these callings. We can respond to this calling by making every effort to accomplish both using the resources and conditions that are available to us.

12.3 Our way forward as a project

The roadHoG Bus Youth Project has available to it the following resources and conditions to help reduce our carbon footprint and honour both these callings:

- The bus is left open to the elements all day and every day. It has a flat roof to maximize solar electrical generation in all seasons. There are companies that manufacture solar panels for buses and will install solar batteries systems. This will reduce the usage of the generator, especially in summer when the bus is busiest.
- Every bus has a heating system that runs from the engine's cooling system to heat the bus as it travels to the venue. This will reduce the usage of the onboard Eberspaecher diesel heating system.
- Apart from the boiler, Hoover and air conditioning - the screens, games consoles and internal lighting uses relatively small amount of electricity. This means that during a school or a community visit the bus can run without the generator. The generator need only be run when the solar battery drops to 20% capacity. When the minimum battery level is hit, the generator will start automatically.
- Creating in-built bins will enable us to separate and recycle aluminium cans, biodegradable cups and lids and general waste.

These improvements will not only reduce our carbon footprint, but ultimately reduce our fuel bill. No one knows for sure what prices will look like in the next five years, but we can say with confidence, they will not be cheaper than they are today!

13.0 Financial Information

13.1 The cost of a replacement bus

Version 2 update. In version 1, for our initial fund raising, we had estimated the cost of £100,000 for replacing the bus. This allowed us to have a target for fund raising, whilst gathering information from young people and bus volunteers about what to include in the next bus. Using this design, we have now received quotes back from chosen coach builders ([Stage 4](#)) and can now include this in our business plan. By March 2023, we managed to raise **£102,000** in this time, receiving 56% of our funds from local supporters. The rest has come from; The Boston Municipal Non Education Charity, Garfield Weston, The Methodist District, the Police and Crime Commissioner and The Medlock Trust.

Unfortunately, the increase in inflation and cost of living has increased the costs of materials, second hand buses and labour. As a result, we have had to extend our fund-raising programme starting in October 2022, to June 2023 to bridge the funding gap.

This budget is based upon the quote for the final design decided by the project's local Management Group on 31st January 2023.

No:	Description	£ (Incl. VAT)	
1	Purchase of double decker bus (2009)	25,000.00	
2	Basic conversion with our genset reconditioned, kitchen area, better recycling bin, café style table and benches, central doors with windows, sofa island with inbuilt Eberspaecher heater, good wheelchair resting area, downstairs lounge with large screen and small screen, upstairs prayer room, full height storage cupboards, pocket door, craft zone, main area with three corner screens/storage and green and red electrical systems. The green system to be supplied by solar panels, battery bank and inverters.	131,385.42	
3	Additional extras: Air conditioning upstairs, kitchen sink, fuel gauge, reversal camera and a sliding serving window.	5,549.00	
Total		£161,934.42	

13.2 The running costs of the project

No:	Cost	£	
1	Fuel	£6000	
2	Maintenance	£2500	
3	Insurance	£3000	
4	Community Visit expenses	£800	
5	School Visit Expenses	£800	
6	Salary of part-time schools' worker	£19,000	
Total		£32,100	

14.0 Grant Funding

14.1 Where do we intend to get our funding from?

14.11 Local funding

Over the previous 13 years on the road, both local individuals and partner churches have played a vital part in providing funding for the roadHoG Bus Youth Project. In 2009, **58%** of £63,000 was donated by local Christians and partner churches. In the financial year, 2021-22 a massive **51% (of our budget)** was given to our running costs from local individuals and our partner churches. Both combined gives us confidence that when we start fund raising for the replacement bus, we will get a good response from our local supporters. This taking into account the recent factors of the impact of covid and the rise in the cost of living through energy/food price increases.

14.12 Countywide and national funding

We have built up good relationships with various grant funding bodies over the years who have helped with both our initial capital costs and our ongoing annual running costs. We will be enquiring through these organisations potential funding as well as tapping into more current, available grants for projects like the roadHoG Bus Youth Project.

14.13 Funding Moto

We will continue using our funding moto “**Better a little with the fear of the Lord than great wealth with turmoil**” (Taken from Proverbs 15:16). This is our proposed strategy for potential funding for the capital costs:

No.	Local gifts	Area of use	Amount
1	Local gifts from individuals and partner churches	Purchase of vehicle	£25,000
	County wide grants		
2	Diocese of Lincolnshire – Bishops Social Justice Fund	Purchase of Vehicle	£5,000
3	Lincoln Methodist District	Conversion	£5,000
4	Lincolnshire Community Foundation	Conversion	£5,000
5	Boston Municipal Non-Educational Fund	Conversion	£15,000
6	Allchurches Trust	Conversion	£5,000
	Nationwide grants		
7	Churches Trust	Conversion	£5,000
8	Laing Family Trust	Conversion	£10,000
9	Anchor Foundation	Conversion	£3,000
10	Garfield Western (Require 50%)	Heating	£10,000
13	Delamere Dairy Foundation	Conversion	£5,000
14	Rank Foundation	Technology	£5,000
15	Ashden Trust (Sainsbury Fund)	Carbon reduction	£7,000
16	Church Urban Fund	Generator	£10,000
17	Viking Link Community Contribution	Carbon reduction	£5,000
18	Church and Community Fund	Conversion	£5,000
19	Bicker Wind Farm Trust	Carbon reduction	£5,000
20	Screw Fix Foundation	Carbon Reduction	£5,000
			£130,000

15.0 Project sustainability, quality and exit strategy

15.1 Process of sustainability

This next stage of the project will develop by five different consecutive processes:

Stage One: The consultation of young people of the current roadHoG, local church leaders, school contacts and local authorities concerning the current scope of the project. Accessing what are the most immediate needs of young people, what this generation would like to receive from the project and in this stage, we want people to grow in their ownership of the project.

Stage Two: Using the findings from stage one, the Management Group will assess how the current vehicle serves young people today, how a new vehicle could maximise meeting these needs and what would need to be included. They would research the most efficient way of converting these findings into the shape of the new roadHoG Bus. Decide whether to buy an already converted vehicle or a good quality vehicle that can be converted by a coach builder. Decide what to do with the current vehicle.

Stage Three: The Management Group to start the process of fund raising for both the new vehicle and the ongoing running costs for three years. Starting with local church and individual support and then match funding with external grant funders. During this stage we will need to communicate our need of a new bus to local Christians and churches.

Stage Four: The Management Group would supervise the choosing of the new vehicle, the coach builder (if applicable) and oversee the conversion process. Organise the process of launching the new vehicle.

Stage Five: The Management Group review stages one to four and continue our process of quality control.

13.2 Process of quality control

The quality of this project is to be reviewed by the Management Group though a minimum of four meetings. This review will be divided up into six broad headings:

1. General day to day running.
2. Volunteer recruitment, training and safeguarding (volunteer youth workers, drivers and maintenance teams).
3. Overseeing community and school visits.
4. Managing and developing local initiatives in response to the bus visits.
5. Future strategy and funding.
6. Maintain contact figures and quality of contact with young people in an ongoing process.

13.3 Exit strategy

In the unlikely event of this project failing to meet the initial aims and objectives, the following procedure will be taken:

1. The double decker bus will be sold for a 'reasonable' amount.
2. Any outstanding debts will be paid off to creditors.
3. Remaining proceeds to be awarded to other LYM Ltd projects (all seeking the same purpose) or to new youth initiatives that seek to improve and broaden the horizons of young people in rural areas of South Lincolnshire.

The Directors of LYM Ltd will administer these funds, ensuring the money is given to organisations seeking the same aims and objectives.



Appendix I

A brief overview of our plans to help the roadHoG Bus Youth Project reduce its impact on the environment, educate young people to become more environmentally minded and reduce our fuel costs.

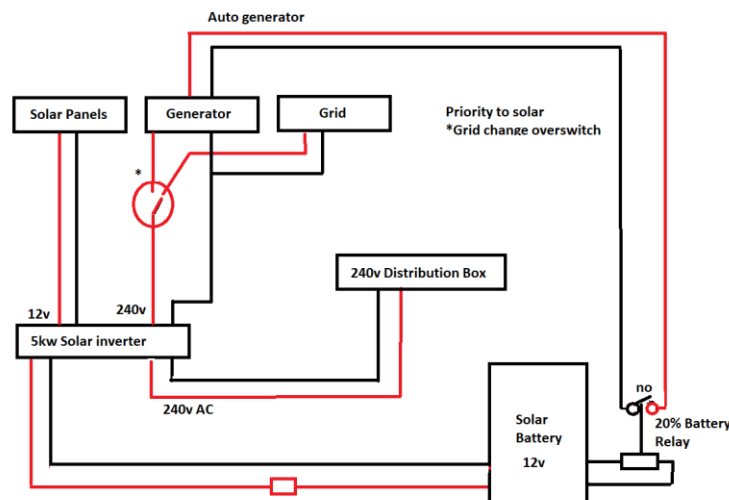
Examples of solar panels on roof and possible sides of the new bus:



This is an example of the 3mm Trailar Solar panels we would like to fit on the roof (and potentially the upper sides) of the new bus. As the bus rests on the yard, these panels will charge a large solar battery and the bus batteries.

Naturally, the efficiency of charging will be greater in the summer, but the new system will be designed to run primarily from the solar battery. As the solar battery empties to a minimum of 20% charge, the generator is automatically started to continue the power supply. The bus is busiest in the spring and summer months, so this system will be complimentary to our use.

If the project has access to grid electricity, a change-over switch will override both the generator and the solar battery. The below diagram shows this:



Appendix II: Additional information from 237 young people's survey to assist the new shape of roadHoG

Multi-coloured suggestions:

Please note: This list is to give us a feel for the colours young people would like to see, not a definitive list of options.

(Pink and green), (black and yellow), (black and blue) or (black and red), (pastel blue and green), (pink, rose gold), (gold, teal, pastel yellow), (orange rainbow), (red yellow and orange), (pink, blue, purple), (blue, red, green and gold), (turquoise blue and purple), rainbow x5, (gold, black and silver), (turquoise, green, blue), (pink or light blue), (I would like a mix of colours, but not many), (light blue and white), (violet turquoise & rose gold), rainbow, (green, pink or dark blue), (purple with flowers and clouds on it), (black, white, purple), (pink or neon pink), (yellow or green), (purple and blue), (pink and green), (Sliver, black & purple). A fusion of vibrant colours to make it eye catching, green and black, yellow/gold, pastel colours (welcoming for kids especially), purple and orange, sage green and white or Lilac and white, (orange + black), (white and yellow), (black and white), black and white lines with silver on the sides, (purple, blue, red), (black, red and silver), (orange, white, yellow, and trees), (pink or having different colours for different parts of the bus and different type of styles on different parts of the buses), (blue and yellow and green and red as like swirls), (lilac and white), (black seats and blue lights on the ceiling with LEDs around the sides and under the seats), (blue, butterfly, flower, stickers), (maybe you could do a rainbow bus or do like a plain background and then ask students to design slogans or roadHoG bus logos that you can then put all over the bus in like a graffiti kind of design), (green with yellow spots/tiger stripes), (light pastel colours), beige and brown to make it look like a hedgehog.

Any additional comments or encouragements are always welcomed:

Please note: Again, this list is to help us test the temperature of what young people think about the bus and what they would like, not a definitive list of options.

Make your own drinks, I think it's very fun being on the roadHoG and can't wait for roadHoG 2. A sign outside saying welcome, I really enjoy roadHoG and I think it is a cool and kind concept. A little bit more space to move around would be nice, really good and enjoyable. More characters, more fun activities like art and different games to play. I am super excited to see what you have planned for us on the bus good luck! Use up any spare space with a seats or storage, this was great, Harry Potter themed x 2. You should definitely add a toilet or more decorations. Very fun to go in, More space on the bus. Thank you for making this a thing to help people feel like their part of something. You shouldn't need tech like phones or iPads in the roadHoG bus. Maybe you could make the stairs less steep. Thank you for the most pleasurable experience I have learnt a lot about my community and how I shape it and the bus has helped with the fears of moving school. Keep up the good work. :) Maybe a bit more space and maybe the seats a bit more comfortable. A lot more activities to do (it is already fun) but make it even more fun and have a room where there is a person to talk to. More Activities are always welcome. Ask if there okay or if they want to talk about any worries that they may have, be someone in the quiet area to sit and talk to them if they have any worries. I think there should be windows that we can open a bit more so there is more air coming in the bus. I think the gaming should have a door to go through to get in it have led lights on the ceiling. Make it sound like heaven. Help room for upset people. Art area. Wi-Fi. I can't wait to see the new bus! Maybe try adding more games. I wish good luck. I really like roadHoG.

Other things you would like to see on the bus:

Please note: This list is to help us get a feel for what young people would like to see in the new bus, not a definitive list of options.

Book area x5. Toilet x4. Teddy bear room. Karaoke, A quiet area to read or draw. Less steep stairs. Reading area. Multiple Activities. An art hub for different arty activities x 4. A bit bigger prayer room. A little kitchen to make things. A hamster x 3. Free food. Chairs and tables and a gumball machine x2. Arty stuff. Secret Room x 2. Food bank tables x 2. Fish Tank. An area just for talking to each other. A music room x 2. FIFA 22. Chat room. Reading area. A big painting of me!!!! Kahoot room x 2. Lockers to keep your belongings safe x 2. Arcade games. Arcade games and a cooking space. Safe room and a memory room. A quiz area. A calm place to hang out with friends. Snack bar x 2, snack bar. Snack tray. Booklet area so basically a quiz area. Arts and craft. Table with seats to talk to your friends while playing board games. Area to talk with trusted adults/teens. A drinks bar. Cafe with seats. Sleep area. A place where you can build LEGO and a place where you can rest with friends. Instruments. Netflix x 3. Fashion area. More decorations like led lights.

Appendix III

Please note: This is a guide to achieving a September 2023 launch. If the launch is delayed then, our previous experience tells us that, if possible, leave until Spring 2024.

		2 0 2 2								2023									
		M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	C
1	Assess community need	X	X	X															Y
2	Create Business Plan		X	X	X	X													Y
3	Assess Team members design input						X												Y
4	Start fund raising					X	X	X	X	X	X	X							Y
5	Develop team to consolidate what should be in the bus.							X	X										Y
6	Design the new bus									X	X	X							Y
7	Visit potential coach builders									X									Y
8	Get quotes from coach builders										X	X							Y
9	LYM directors approve quote																		
10	Purchase bus																		
11	Bus starts 16-week conversion																		
12	Launch new bus																		