

### Inquiry into Student Transport Assistance Policy Framework Submission.

- (A) The Eligibility Criteria for Students to Qualify for Transport Assistance; I believe this system is working as well as can be expected and have no issues with the criteria and the only issue I have had is with the nearest appropriate school, where I have had students shift out onto a Farm for the parents work and they are within a kilometre of a school boundary and have had to change from Eligible to complementary. And then lost their seats when bus filled up . The Students have done their schooling in a major town and were in their last couple of years in Primary School so they were not going to shift for that reason. I think that some thought should come into play with keeping students in a existing school within reason (eg have a small zone around each School zone that can go to a existing school) Fair enough if someone shifts in from out from another District and have to shift schools as well. Access to spurs should be as is now with time constraints and availability and what fits in with each individual run.
- (B) There has to be a small amount of flexibility within the framework to accommodate each individual Bus run. Example ; When these students were exited from bus I did put a submission into PTA that rather than exit them I wanted to keep them on as complimentary and as they were only going to use bus in the afternoon as mum worked in town, she drove the students in to school in the morning and I have never had a full bus in the Afternoons as with sports commitments , dance and any other after school activities that arise I did have plenty of room for them. I was told by the PTA that they don't recognize absenteeism in the system.
- (C) The Assessment process when evaluating bus stops and routes; With all the shire foremen having knowledge of the roads it is working well as you can discuss any problems with them and PTA and doesn't take long to sort out. I have a situation that as I am on the road everyday and it is a very long shire the Foreman likes to be kept in contact with any issues with trees over or potholes on gravel as he cannot be out there every day. So he welcomes any information that comes his way and I will send him a text if any problems and they are very accommodating. It's all about communication from everyone's perspective.
- (D) I believe that the current system with the Evergreen contracts is still the best and clearest way to go forward to give the industry some clarity and the operators the confidence to invest with a long term contract. I think that if you are going to have short term contracts they will end up being expensive and you will end up with people that will struggle and not keep the standards up to where they are today. The PTA set all the costs and payment arrangements through consultation with various parties and if that was to change I think that you would have to treble the staff at PTA to keep up with paperwork , that they cannot keep up with now.
- (E) With the Conveyance allowance as a alternative it has to be what suits each situation and every situation is going to have different set of circumstances with school sizes and distance from School Bus pickup. Each situation has to looked at differently and come up with a plan accordingly, with long distances and time constaints and smaller school numbers its a matter of working out what is best for all concerned. I believe that it has got to the stage where the PTA will have to go to a district every 2 or 3 years and meet with all concerned (Parents, Bus contractors, Schools and spend a couple of days to drive around bus runs with all concerned to point out the issues that people have, rather than email or look on google earth or over the phone and then everyone might get a understanding of where things are going)