

Dear Committee members,

We wish to submit the following thoughts regarding aspects of the terms of reference of the STAP framework inquiry.

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School bus contract 18421, Nannup

#### A) ELIGIBILITY CRITERIA FOR STUDENTS TO QUALIFY FOR TRANSPORT ASSISTANCE

##### Access to Spurs

Spurs should be made available to all students as long as it complies with the 90 minute time limit. NOT on the basis that, '... well, there's only one student living at the farm so the spur is denied ...' as was the excuse we were recently given.

Are eligibility criteria too restrictive and have unintentional consequences?

Definitely, for instance a family living inside the 4.5 km minimum distance required for non complementary bus transport would have, without bus transport, had to negotiate a bridge on a major road with no foot/bicycle path. This is a potentially dangerous unintentional consequence of current eligibility requirements for bus transport.

##### How might eligibility criteria be improved?

Allow common sense to be employed rather than a rigid set of requirements.

#### C) RELEVANCE OF EXISTING POLICIES, PRACTICES AND RULES THAT ARE APPLIED IN DELIVERING TRANSPORT ASSISTANCE ARRANGEMENTS

What other policies, practices and rules support or sit behind the STAP ...

'Policies to consider include: complimentary passenger policy, behaviour and codes of conduct policies, policies for students attending ed. support facilities, nearest appropriate school policy and policies regarding vehicles and infrastructure' (busWa)

#### D) ASSESSMENT PROCESS WHEN EVALUATING THE SAFETY OF BUS STOPS AND ROUTES

This is currently, and should remain a collaborative approach between contractor, liaison officer and parents, with advice from local authorities if required.

#### F) CURRENT ARRANGEMENTS WITH SERVICE PROVIDERS, INCLUDING APPROPRIATENESS OF CURRENT SCHOOL BUS CONTRACTS ...

Overall the 'Evergreen' contract is resulting in the maintenance of the high standards achieved by the 'orange bus' industry over the last 100, or so, years. The vast majority of those contracts represent large financial and personal investments. Clause 18(2a) dealing with the termination of a contract should be changed, or amended, to a contractor being given the opportunity to have their contract relocated should a service no longer be required because of low student numbers. In cases such as this to cast a contractor adrift, who is likely experienced, has provided good, safe service for many years seems, in the medium to long term, a sure way to a less efficient, less safe orange bus service.