



## **TRAVEL POLICY**

**POLICY:** THE PAYMENT OF TRAVEL ALLOWANCES TO PARENTS OF GEOGRAPHICALLY ISOLATED CHILDREN TO DEFRAY THE COST OF GAINING ACCESS TO EDUCATIONAL SERVICES.

### **OBJECTIVES:**

#### **PLACE OF BOARD**

1. That the Remote Area Travel Allowance be increased.
2. That children's rates apply to all full-time school age children travelling on long distance transport.

#### **CONVEYANCE ALLOWANCE**

3. That realistic conveyances allowance:
  - a. Be paid to families more frequently than bi-annually. (2018:S13)
  - b. Reflect the term "trafficable" as a road that can be traversed by a vehicle for school access.
4. That a special allowance be paid for travel that is wholly or substantially on unsealed roads.
5. That recipients of a Class I Allowance, who travel on private property between the residence and the boundary, have that distance included in their total kilometres. (2012:A1) (2016:A46) (2017:A30) (2018:A42)
6. That Class C allowance is paid at the same rate as class A, and the Fare Base Rate of payment for school bus providers reflects real operational costs.
7. That all Queensland school travel allowances are available to:
  - a. Rural and remote students participating in Education Qld trials.
  - b. Socially disadvantaged Year 6 & 7 students to bypass their nearest school.
  - c. Students may attend a school, not necessarily the closest and not incur travel costs.

#### **SCHOOL BUS RUNS**

8. That dedicated school buses:
  - a. Be licensed to carry a specified number of children, not a stated number of adults.
  - b. Have seatbelts provided for all children.
  - c. Which are new, have safety features fitted as a mandatory requirement.
  - d. Require adult passengers, not accessing educational institutions to have a Blue Card.
  - e. Be flexible when children from the one family have different educational requirements e.g. special needs. (2013:A72)
9. That adequate funding is provided for installation and maintenance of air-conditioning in school buses in isolated areas.
10. That Kindergarten children are considered recognised allocation and are funded on school bus runs and that this is reflected in the current School Transport Assistance Scheme (STAS) policy. (2012:A2) (2014:A57) (2019:A45, S14)

*Note: It is recommended that this Policy be read in conjunction with other ICPA Qld Policy documents.*

11. That the distance from a school or bus service for Distance Eligible students be the same for Primary and Secondary students. E.g. 3.2 km (2018:A43)
12. That travel assistance available for students with disabilities is advertised more fully by Education Queensland.
13. That Queensland Transport provides appropriate financial funding for the School bus routes which are under their jurisdiction.
14. That Queensland Transport review the current bus upgrade policy to include subsidised bus routes. (2013:A74)
15. That school bus services continue where needed even when 'exceptional circumstances' reduces numbers. (2013:A74) (2018:A44)
16. That Queensland Transport has flexibility in considering individual circumstance in relation to bus travel and the future viability of a kilometre-based school base service is based on a 3 - year future prediction. (2013:A74)
17. That diminished bus runs are able to lie dormant for a period of time allowing for population fluctuations. (2014:A55)
18. That Department of Transport and Main Roads reduce the number of students needed to keep a school bus run open. (2014:A54)
19. That funding is provided to transport kindergarten children approved to meet the Universal Access Policy guidelines.
20. That the extension criteria be reviewed for rural and remote bus runs. (2014:A56)
21. That Bus Conveyancing Committees, communities and schools are consulted, and local knowledge considered in the decision- making process regarding bus routes. (2016:A45) (2019: A43)
22. That relevant department's work together to ensure that the flow on effects for community sustainability not be impaired with the closure of bus runs. (2016:F2)
23. To enable small rural bus run extensions and changes to be approved on a case-by-case basis and not by restrictive kilometre based and approved cost components. (2019:A41)

#### **OTHER TRANSPORT**

24. That post compulsory students who attend Government approved training centres are counted as being eligible to be transported to and from the Vocational Training location which delivers Certificate Courses. (2017:S34)
25. That Translink and the Department of Transport develop policies on bus safety, travel and route cancellation in consultation with relevant rural and remote community representation. (2018:A45,F7)
26. That Queensland transport creates a student subsidised travel scheme for geographically isolated students and have student concessional travel available on all subsidised passenger services in Queensland. (2015:A29,S12) (2017:A31,S33) (2018: A41)
27. That bus companies allow free travel for chaperones on all bus service routes for rural students using bus transportation to access education. (2019: A44)

*Note: It is recommended that this Policy be read in conjunction with other ICPA Qld Policy documents.*

#### **DISTANCE EDUCATION**

28. That (travel assistance) a conveyance allowance be paid to cover the cost of travel to SDE field programs and educational activities requiring attendance at the school.
29. That travel and accommodation allowance is paid for children who must attend compulsory educational assessment tests in locations remote from their homes.
30. That funding is provided to assist with travel costs incurred by AHVISE tutors.

#### **SPORT**

31. That the Young Athletes Travel Subsidy, for rural and remote students, be expanded. (2016:A49)  
(2019: A42)

#### **OTHER**

32. That endorsement for projects supporting the maintenance/upgrade of roads for access to education be given. (2018:S15)