

**PASSENGER TRANSPORT BRANCH**  
**CONTRACT URBAN FRINGE STUDENT ONLY BUS SERVICES**  
**SERVICE ELIGIBILITY GUIDELINES**  
***PROVISION OF A NEW BUS SERVICE\****

PT516\_1

This guideline relates to the provision of a new bus service for urban fringe student only bus services and has been developed to maximise use of existing services and infrastructure to ensure cost-effective development of the public transport system.

A new bus service is classed as an “Unprovided Regular Passenger Service” under the *Passenger Transport Services Act 2011*. A new bus service can be requested by the community, a Bus Operator or the Department of State Growth.

Urban fringe services are services that cross an urban boundary from a regional area to an urban area. Different guidelines apply to other service types.

In considering any request to provide a new urban fringe student-only service, the Secretary of the Department of State Growth must have regard to the following intent:

1. New contracted urban fringe student-only bus services will not be introduced in areas where there is a home area school that can meet students’ educational needs or where an existing government-funded Regular Passenger Service is already provided to the requested school or another school that can meet students’ educational needs, and those existing services are (or can be) timetabled to drop off/pick up students within 30 minutes before or after school.
2. For the purposes of (1) above, existing services may include a requirement for interchange (or multiple interchanges) with other government-funded Regular Passenger Services if the total waiting time across all interchanges is no longer than 30 minutes. Waiting time at interchanges does not include any waiting time at the originating bus stop (including the school for afternoon services).
3. Priority will be given to the establishment of a general access service to improve the services available in the community generally while also meeting students’ needs.
4. On arrival in an urban area, students may be required to walk from a bus stop to the school they attend as long as there are pedestrian facilities to enable this to occur and it is no longer than 1.5km. This does not mean that a service will automatically be provided/extended if a student has to walk longer than 1.5km, as all other criteria still need to be met.
5. Services are fare-paying. The maximum fare is set by the Department of State Growth and is subject to change from time to time.

6. Services will only receive top-up funding and must be commercially viable on this basis - no additional funding will be provided.
7. Procurement of services is subject to the requirements of the *Passenger Transport Services Act 2011* which requires, among other things, compliance with relevant Treasurer's Instructions. This will typically require a competitive tender process for any new Regular Passenger Service contract.
8. Removal of a service is at the Bus Operator's discretion and will be subject to the operation's commercial viability.
9. Provided space is available, any student can travel on an existing contracted Regular Passenger Service to and from school. It is recommended that parents/guardians check with the Bus Operator about the likely availability of space before sending their children to travel on the bus at the start of each school year. Please note that a Bus Operator will not know exact numbers until services have already commenced at the beginning of a school year and that students may be required to stand.
10. The service will not be provided unless it is classified as a Regular Passenger Service under the *Passenger Transport Services Act 2011* and *Passenger Transport Services Regulations 2013*.

**Note:**

These guidelines may change, subject to changes in government policy on service provision and fares, and may be subject to external consultation requirements.