



SOUTH SHORE REGIONAL SCHOOL BOARD

69 Wentzell Drive
Bridgewater, NS B4V 0A2
Phone: (902) 541-3000

TO: Study Committees

DATE: February 14, 2012

RE: Clarifying School Review Information

At the direction of the Board, the following supplemental school review information was received:

Provide clarification and accuracy between the Impact Assessment Reports and Responses.

- See the following attachments:
 - a) Mill Village Consolidated School Clarifications Study Committee Review
 - b) Additional Information and Transportation Scenarios

Ask the Study Committee where they got the information. Determine if the receiving school can provide the programs and services that the Study Committee indicates they will lose?

- There is an assumption with smaller schools that because they have small numbers, all students have the opportunity to participate in school extracurricular sports and activities. In several response documents it was cited that in a larger setting there would be limits to the number that could be accommodated in these activities. Each school taps into community resources and school staff to provide extracurricular activities for students. These activities are very valuable for students. All schools, including larger elementary schools do their best to provide a wide range of sports, clubs and arts experiences. Even in our largest elementary schools, all students have access and none are cut from teams.

What level of support did Study Committees ask for from staff?

- HR – Director and Coordinator responded to all questions that were raised by the Study Committee.
- P&SS – Director and Coordinators responded to all questions that were raised by Study Committees.
- Ops – Director met with Gold River and Mill Village. Responded to questions from Petite Riviere. Transportation – Coordinator responded to questions. Met with Study Committees. Drove the routes with Mill Village.
- Finance – Responded to questions from Study Committees.
- Superintendent – Met with all Study Committees.
- Board Chair and Board Members – Met with all Study Committees.

What level of support did Study Committees ask for from Deloitte?

- Support provided by Deloitte Team for School Review Committees:

- Rob Barton responded to quite a number of questions from PRES and a few from HA.
- Jim Gunn and Rob Barton made a presentation at the School Review Committee's public meeting from Pentz and then answered questions from the audience for over an hour (November 25th).
- Similarly, Jim and Rob made a presentation and answered questions at the Gold River meeting with families on December 5th at the school and then at a full public meeting on January 9 at the fire hall in Western Shore.
- Jim met with the School Review Committee at New Ross on December 5th to review the Impact Assessment Report and answer questions.
- Similarly, Jim met with the School Review Committee of Mill Village on January 14th to answer questions and explain various sections of the report. Also, Jim followed up by e-mail within 2 or 3 days to answer several questions not answered at the meeting.

Schools Plus

- PVEC – We have two programs. We would like to have a third program to serve the PVEC & system. Each school would require a space for service providers. However, the main space would be central (Park View or Hebbville) not Petite.

Do we have information on any relationship between school size and engagement or between catchment size and engagement?

- See attached ...

What are the links between School Review and the TCA Capital Process?

- See attached ...

Facility Information re: Study Committee Report - MVCS

- Playground Maintenance: (page 14)

The Study Committee Report states they are unaware of any funds spent on maintaining their playground. The Board provides the cushion gravel and borders for schools that supply their own equipment. In MVCS, the Board supplied this material. This is a significant cost that the Board contributes to help schools that fund-raise for their own equipment.

- Building Maintenance: (page 14)

This is a line that auto prints on SAP. Most maintenance items have historically been charged to an operating capital line in SAP.

- Flooring: (page 14)

The study committee report states that no flooring was installed. On August 10th, 2009, SAP records show that some carpet and 9X9 asbestos tiles were removed and replaced by Taylor Flooring.

- Paving: (page 14)

The Study Committee states that the entire parking lot was repaved. In the summer of 2011, paving at MVCS included patching only with one 24X60 rectangle by the basketball area. The cost was approximately \$2000.00. More patching was completed in 2004 for a cost of about 3500.00. Paving historically is charged to a general paving account in SAP.

- Accessibility: (page 13)

Estimates provided for accessibility have a wide range depending on what solutions may be appropriate for the school. In a Building Condition Study conducted in February, 2000 by CBCL Engineers and Connor architects, the report suggested “ the school is not barrier free in any area, from access to washroom facilities. Provision of barrier-free access will require substantial modifications, including installing an elevator”.

- Longer Term Requirements: (page 13)

MVCS is now over 50 years old and Deloitte estimated \$757k for longer-term requirements that should be considered to extend its life. Deferred Maintenance Liabilities are in the order of \$1,146,247.00. In a Building Condition Study conducted in February, 2000 by CBCL Engineers and Connor architects they stated the following in their executive summary:

“The overall condition of the school is fair to poor, with specific areas that require repair and upgrading. The cost to complete these repairs and upgrades to bring the school up to standards required will be in the order of \$18.00 per square foot. (13 years ago) With the deficiencies in the present functions of this buildingthe cost of carrying out the repairs and upgrades to the building, indicates that replacement with new construction of this building should be considered.”

A more recent Engineer’s report would be required to more accurately determine if it is reasonable to attempt to extend a 50-year old school another 15-20 years, considering fire-related building code issues and what the associated costs in today’s dollars could be to do this work.

Building Code Compliance

Reference Nova Scotia Building Code Regulations

Building area 518 sq. metres, 2 storeys.

- Occupancy Section-Group A, Division 2, up to 2 Storeys, Combustible and non-combustible construction. Non sprinkled.
 - Does not meet the requirements of 3.2.2.25.
 - Floor and ceiling assemblies do not meet 45-minute rating.
- Section 3.2.2.84 – Meets the requirements.
Less than 929 sq. metres
- Section 3.1.13.6 1 to 5. Does not meet the requirements. Ceiling flame spread rating above maximum for corridors.
- Section 3.3.15 – Egress doorways meets the requirements, occupant load 1.85 sq. metres/person.
- Section 3.3.10 – Meets the door swing requirements.
- Section 3.3.1.20. – Janitor rooms – Meets the requirements.
- Section 3.4.3.1 – Exit width meets the requirements.
- Section 3.4.3.4 - Exit capacity meets the requirements.
- Section 3.4.4 - Does not meet the requirements. Present walls around stairway do not meet 45-minute rating.
- Section 3.4.6.4 - Handrails do not meet the requirements.
- Section 3.8 - Does not meet the requirements for Barrier free accessibility.

Hazardous Substances

Inspection for hazardous substances is not part of the Terms of Reference for this building assessment. However, during the inspection the following items were observed:

- The original resilient floor tile is probably vinyl asbestos tile.

The exact make-up of these products must be identified prior to any work being carried out on them.

Any modifications, repair, removal and/or disposal of any of these products must be carried out in accordance with regulations regarding handling of asbestos containing products.



School Review
Additional Information and Transportation Scenarios
In Response to Board Member Requests

Proposed New School Site for Pentz, Petite Riviere and Hebbville Academy

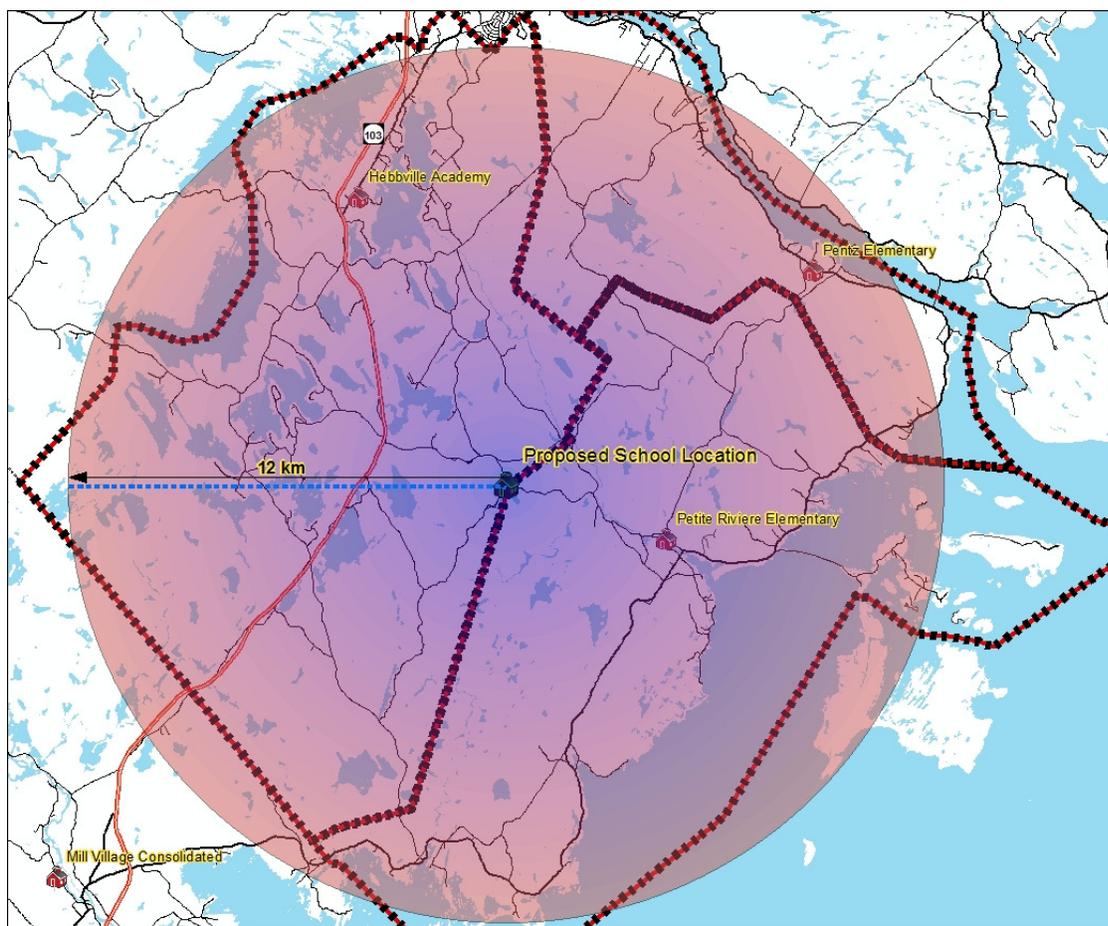
Introduction

A request was made to assess a scenario for the school review process, in which a new school would be built in the center of the combined, Hebbville Elementary, Petite Riviere Elementary and Pentz Elementary catchment areas. Below are the results of that assessment. Please note, this data is based on current bussing information. In order to determine the exact outcome of this scenario a complete route review would be necessary.

Determining the Location of a New School

In order to locate the best area to build a new school in terms of transportation the catchment areas of the 3 current elementary schools were merged as one. Using an ArcGIS system, various geographic buffers were created to determine the approximate center point of this new combined catchment area. The geographic buffers determined that the most center point of the combined catchment area would be at the intersection of the Old Italy cross road and the Summerset road in Italy Cross. The perimeter of this new catchment area would see the furthest edges being 11-13 km from the new proposed school location (as the crow flies).

This diagram shows the 12km Geographic buffer around the proposed location of a new school to service Hebbville, Petite and Pentz.



Calculating Routes

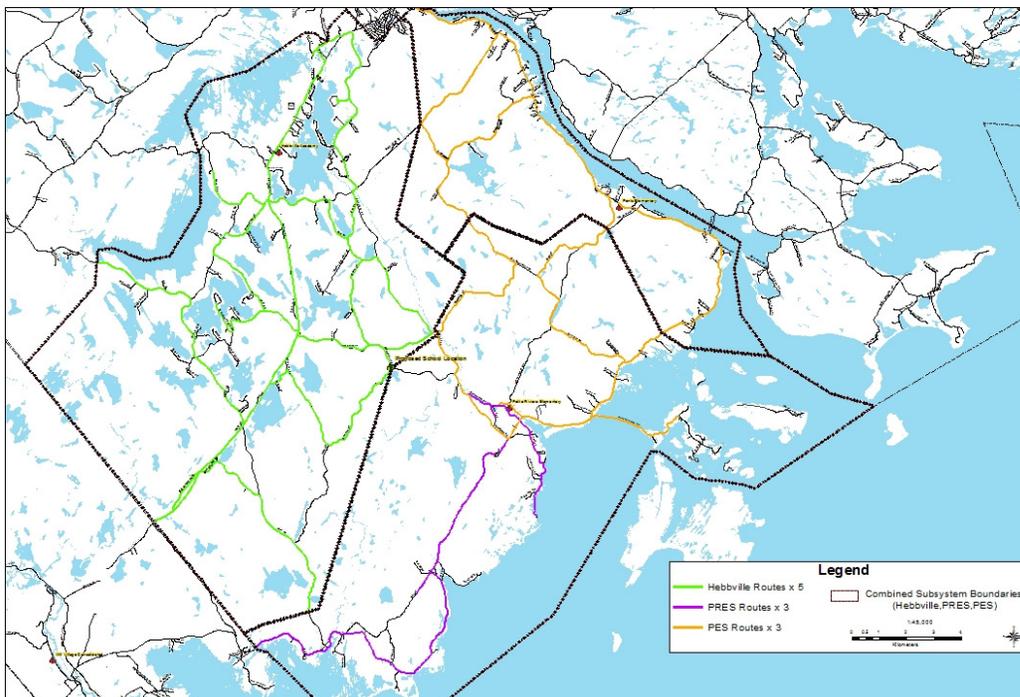
After the centre location of the new catchment area has been determined the next step was to build actual “road” routes from the outer edges of the catchment area to the new proposed location. After assessing current route sheets from many SSRSB drivers it has been determined that the average distance a bus travels in one hour is 45km. This works out to be an approximate distance of 1 km every 1.3 minutes. When building these routes the goal is to be within the following criteria.

- 1.) Keep routes under 45km as this is the average distance buses travel within an hour.
- 2.) Cover all existing routes within each catchment area – Hebbville 5 routes, PES 3 routes, PRES 3 routes

$$KM \times 1.3 \text{ minutes} = \text{Student Travel Time}$$

When building new routes this formula will be used to determine the amount of time students will spend on the bus.

When building the routes the goal is to ensure that all areas that are currently being travelled are covered, as data projections for years to come are not available. Therefore the following routes below are based on current routes and roads school buses travel. The image below shows the routes within each current catchment area as they would apply to the new school location. The distance of these routes is calculated by a system called Network Analyst. Its purpose is to give the actual driving distance along a route to give the total KM travelled. The formula noted above is then added to the attribute table and student travel time is calculated (see table below)

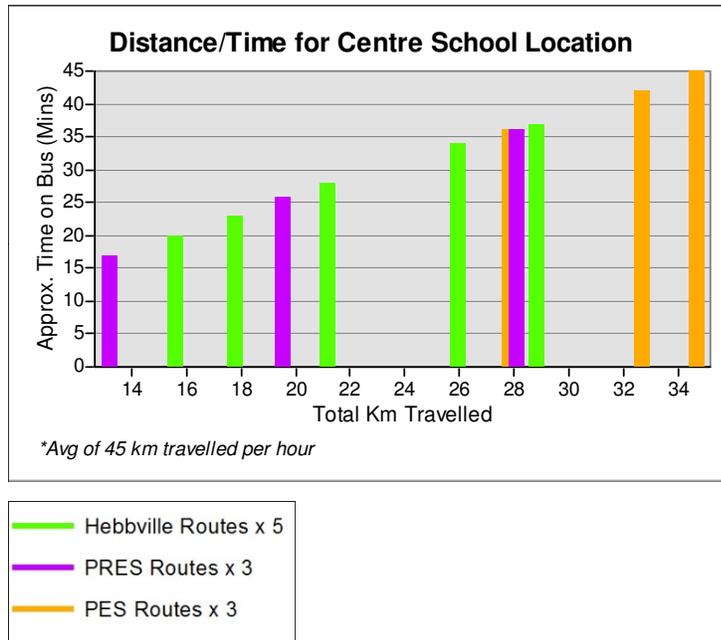


This map shows what all routes would look like within a new catchment area.

This diagram shows the distance travelled by each new route and the associated student travel time in minutes

Route Name	KM Travelled	Student Travel Time (Min)
Route 2 Pentz	34.63	45
Route 3 Pentz	32.63	42
Route 4 HE	28.72	37
Route 1 PRES	28.03	36
Route 1 Pentz	27.79	36
Route 1 HE	25.88	34
Route 3 HE	21.16	28
Route 3 PRES	19.5	26
Route 2 HE	17.8	23
Route 5 HE	15.6	20
Route 2 PRES	13.18	17

The diagram below shows the same information in graph form. Each route is under the 45km maximum.



Results

Based on the data presented all student travel time will be within the allotted hour as per the SSRSB transportation policy. This data show routes ranging from 17 minutes to 45 minutes (student travel time) based on the average of 45km travelled per hour. If this scenario were to be implemented a route review would be able to determine whether or not it would be possible to

extend the shorter routes to alleviate pressure on the longer routes. Where possible routes could be combined to ensure the buses are being used to their max capacities.

Additional Buses

Based on the information provided within the route analysis all runs appear to be under an hour in duration. This gives the buses plenty of time to complete their second AM run to Hebbville Academy. Although no additional buses will be required route adjustments may have to be made to ensure that certain buses can complete their 2nd AM runs to Hebbville Academy in an appropriate time.

Bell Times

Currently Pentz, Petite and Hebbville Elementary have very similar bell times. Each schools current bell times are within 5-10 minutes of each other. Having a new school in this central location will only see a change of 5-10 minutes. If the buses arrive at school between 7:50am and 8:00am they will have plenty of time to travel to Hebbville academy for 9:00am.

Conclusion

Creating a new school in a central location within the combined catchment areas will work in regards to transportation. Student travel time can remain within the allotted hour. When an actual location is selected analysis can be done to determine the complete impact on transportation. Routes will in all cases need to be adjusted to maximize efficiencies and minimize travel time.

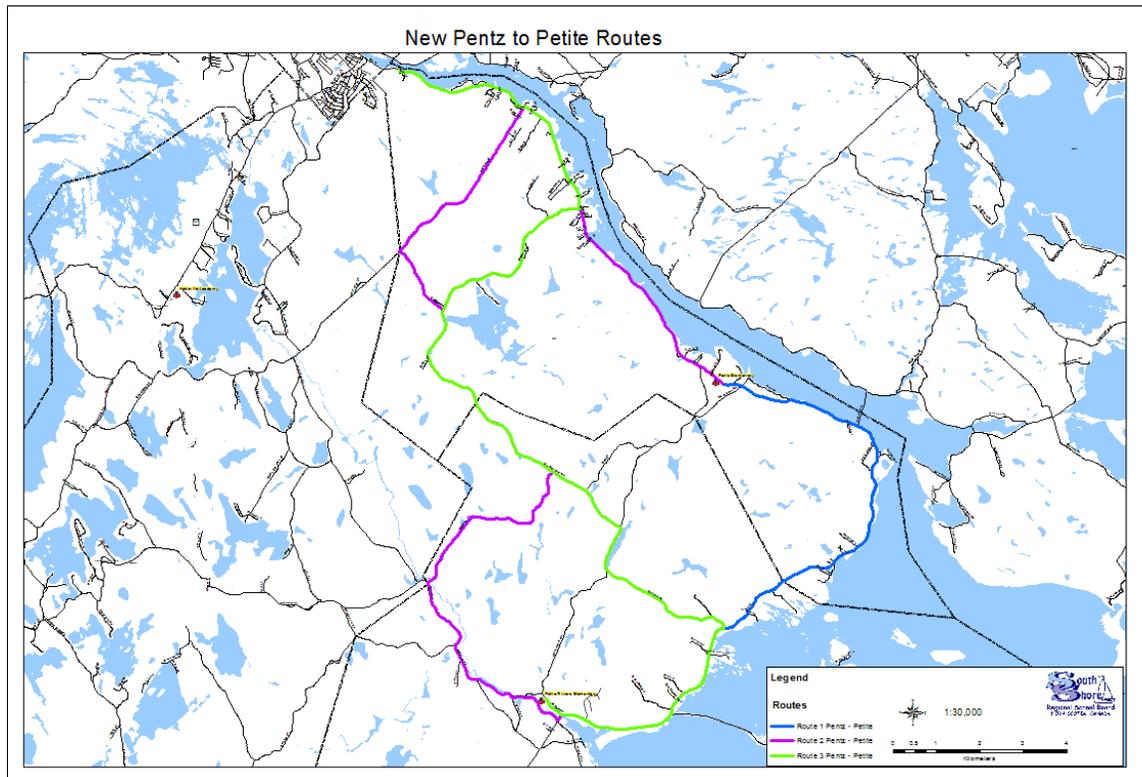
Option 1 – Pentz Elementary students attending PRES.

Below are the findings of the study to determine the impact on students if students in the Pentz catchment area attended Petite Riviere School.

Currently 3 buses serve the Pentz Elementary catchment area. The longest current distance the buses travel for the Pentz catchment area is 19km and the shortest distance is 8km. On average school buses travel 45km in 1 hr. To ensure that we offer a complete picture, we have given a range to ensure that a worst case scenario is captured. Therefore the current time range for Pentz students on the bus is 11 minutes to 23 minutes upwards to 28 minutes.

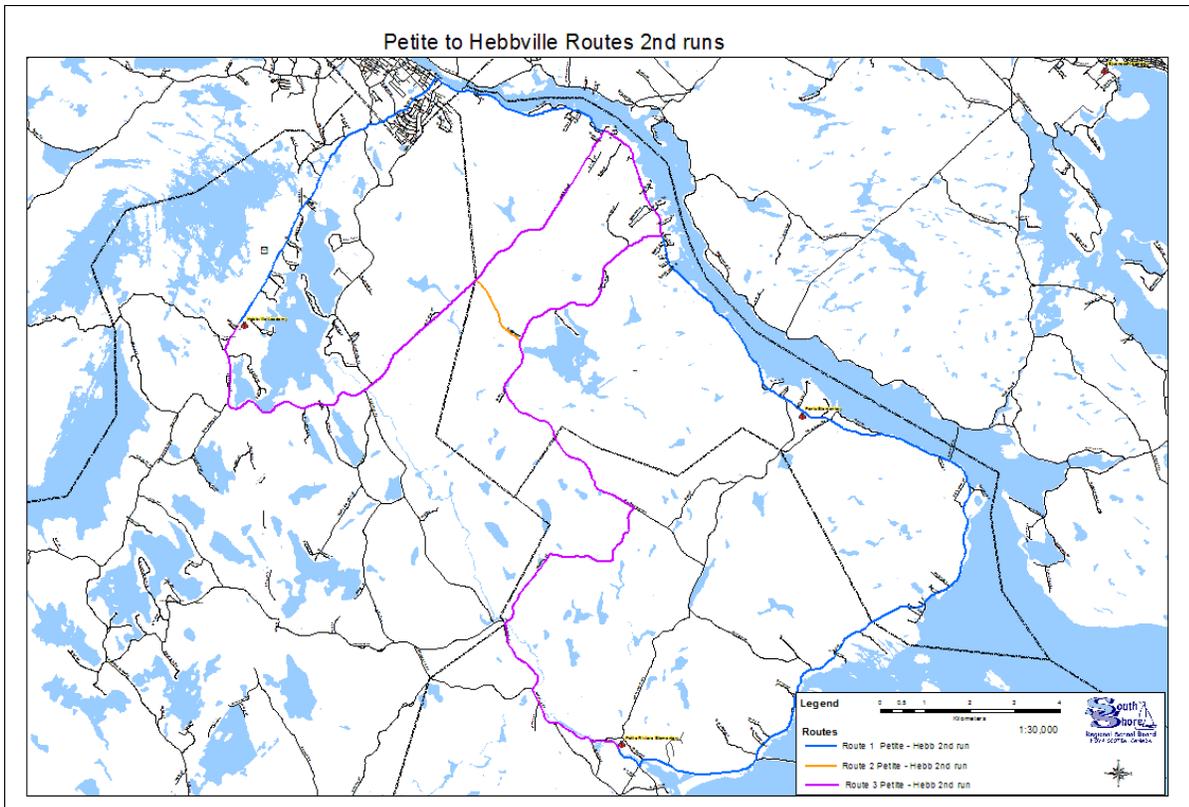
Sending these students to Petite Riviere would see an increase in time spent on the bus. However, the time spent on the bus would be well within one hour. The longest distance students would need to travel is 30.5km (approx. 40min – 45min) the shortest distance the students would be travelling on the bus would be 17km (Approx. 22min- 25min). This would be approximately a 10-25 minute increase.

The design of these routes could potentially shorten the bus routes for the Petite Riviere buses, due to the fact that the Pentz buses would be overlapping those routes. This is dependent on a complete route review and determining what the projected student numbers would be if this were to occur.



Routes to Hebbville from Petite

After school buses complete their 1st runs they will have a quick turnaround in order to pick up the students who attend Hebbville for grades 6-9. These buses will travel a minimum of 25.3 km (approx. 33 min – 38mi) to a maximum of 36.3km (approx.48min – 55min). Currently the runs that go from Petite Riviere to Hebbville arrive at school on time. It appears the buses will have plenty of time to make it to Hebbville for the 2nd runs. There should be no increase in time spent on the bus for students on these second runs as there will be no increase in loaded km.

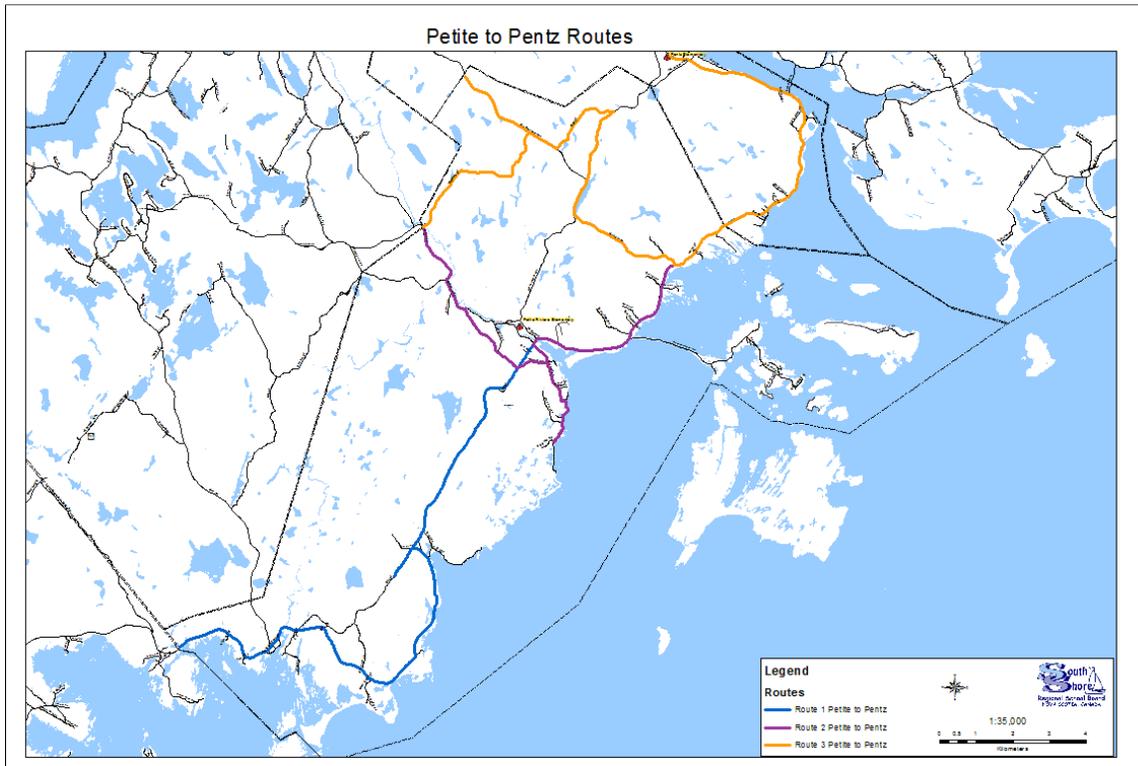


Option 2 – Petite Riviere students attend Pentz

This option explored the impact if all students in the Petite Riviere catchment area attended Pentz Elementary School. After investigating this option it was determined that there are current inefficiencies within these routes which could potentially shorten the total distance. These numbers are based on the said efficiencies being addressed.

If all students in the Petite Riviere catchment area attended Pentz the minimum travel distance would be 27.6km (approximately 36 min – 41min). The maximum travel distance would be 36.4 km (approximately 48 min – 55min). This would mean buses for the elementary run would be able to make it to the elementary school within the allotted 1 hour policy requirement.

Below is a map showing what those routes would look like.



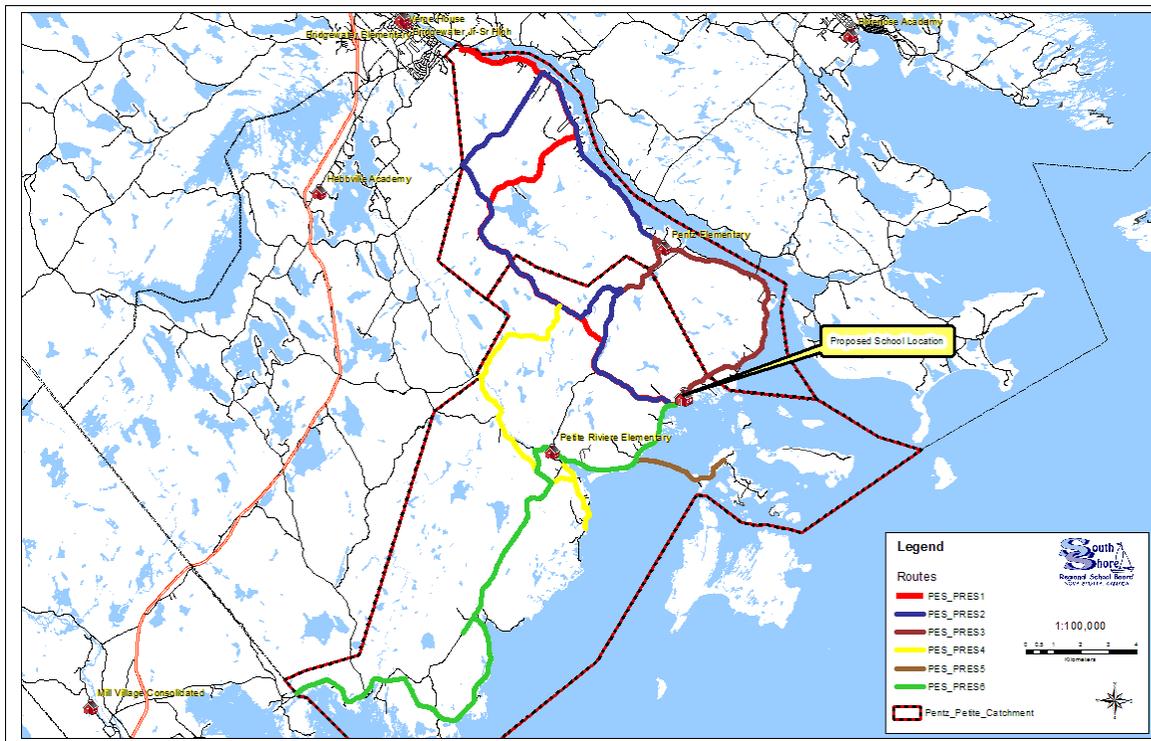
Routes to Hebbville from Pentz

After the elementary run is completed buses would have a quick turnaround to pick up students who attend Hebbville and Parkview in grades 6-12. Two of these routes would be within an hour of duration, 40.4 km (approximately 53min – 1 hour) 41.4km (approximately 54min – 1 hr 2 minutes) however the route that would have to go from Pentz to the Queens county line then to Hebbville would be over an hour in duration due to the distance travelled 59.8km (approx. 1hr 18min – 1 hr 30 min). Students who attend PVEC on this long route would be on the bus for up to 1hr and 50 minutes. Therefore it would be suggested that another bus be added to this proposal to finish the 2nd run in order to prevent the students from being on the bus for an extended period of time.

Proposed New School Site for Pentz & Petite Riviere

If the option were presented to create a new school to serve both PES and PRES students the approximate centre location for this school would be at or near the Massie Rd in West Dublin, between civic addresses 4588 Hwy 331 and 4533 Hwy 331. This location would ensure all routes are within 45km coupled with a complete route review perhaps the routes could be kept within the 1 hour policy requirement.

The shortest run in this scenario would be 13.1km (17min – 20min) and the longest run would be 30km (40 min – 45min). After mapping the routes it appears that with a school at the proposed location there will be many routes overlapping each other which may lead to a possibility of removing a run if a route review is completed and there is enough room on the buses to accommodate student loads. However, without completing a route review there is no way to determine if removing an entire bus would be possible due to the fact that currently we need 6 buses to complete the 2nd runs for Hebbville Academy. The map below shows the potential routes for a new combined PES and PRES school.



2nd Runs

All buses with the exception of one will have enough time to complete their second AM runs within an hour. There is one route that would have to travel from this new location to the Queens county line and then back to Hebbville. This run is would be 50 km or 1hr and 5min to 1hr and 15 min long. It may be possible to alleviate some of the pressure on this run when a route review

is completed, to bring it to under an hour in duration.

Bell Time

There would be no need to change the bell time for a new school in this location as all routes are within an hour. Some adjustments may have to be made in the afternoon on certain bus runs to ensure that all busses return to Hebbville on time for the afternoon run, due to the distance they would have to travel from their last stop on the first run in the afternoon to Hebbville Academy.

Distance traveled from Mill Village Consolidated to Dr JC Wickwire

A request was made to assess a scenario for the school review process, in which students from the Mill Village area are bussed to Dr JC Wickwire. In Deloitte's report a time of 15 minutes was given as the time, but after driving the distance with a GPS it was determined that the time is 16 minutes. There are currently three bus routes serving the Mill Village area with the distances as follows. Please note, this data is based on current bussing information. In order to determine the exact outcome of this scenario a complete route review would be necessary.

Route	KM Travelled	Student Travel Time	Approximate time to Dr JC Wickwire (Student travel time plus 16 minutes)
110 AM – SQJHS & LRHS	24.8 kms	45 minutes	
110 AM – Mill Village	25.6 kms	37 minutes	53 minutes
110 PM – SQJHS & LRHS	14.1 kms	1 hour	
110 PM – Mill Village	25.6 kms	45 minutes	1 hour & 1 minute
123 AM – SQJHS & LRHS	29 kms	37 minutes	
123 AM – Mill Village	10 kms	19 minutes	29 minutes (this route would not have to go to Mill Village School and then to Dr JC Wickwire, so the travel time would be 10 minutes rather than 16 minutes)
123 PM – SQJHS & LRHS	29.8	55 minutes	
123 PM – Mill Village	9.8	18 minutes	28 minutes (this route would not have to go to Mill Village School and then to Dr JC Wickwire, so the travel time would be 10 minutes rather than 16 minutes)
117 AM – SQJHS	14.6 kms	38 minutes	

& LRHS			
117 AM – Mill Village	18.1	34 minutes	50 minutes
117 PM – SQJHS & LRHS	12.6	1 hour & 3 minutes	
117 PM – Mill Village	19.6	49 minutes	1 hour & 5 minutes

Current student travel times for P to 6 students attending Petite Riviere and travel times for the 7 to 9 students to go to Hebbville who reside in Petite Riviere’s catchment area.

	Petite Riviere Elementary	Hebbville Jr High
Student travel time in the am (longest current route)	53 minutes	1 hour & 5 minutes
Student travel time in the pm (longest current route)	57 minutes	1 hour & 15 minutes
Average student travel time (morning)	21 minutes	41 minutes
Average student travel time (afternoon)	21 minutes	55 minutes

Current student travel times for P to 6 students attending Pentz Elementary and travel times for the 7 to 9 students to go to Hebbville who reside in Pentz’s catchment area.

	Pentz Elementary	Hebbville Jr High
Student travel time in the am (longest current route)	31 minutes	47 minutes
Student travel time in the pm (longest current route)	49 minutes	43 minutes
Average student travel time (morning)	12 minutes	20 minutes
Average student travel time (afternoon)	21 minutes	28 minutes

Approximate time for the First Nations children to get to GRWS and to CDES.

	GR/WS Elementary	CDES
Student travel time in the am (from the farthest pick-up on the Beech Hill Rd)	39 minutes	30 minutes (approximately)
Student travel time in the pm (longest current route)	37 minutes	30 minutes (approximately)

	GR/WS Elementary	CAMS
Average Student travel time in the am (from the farthest pick-up on the Beech Hill Rd)	22 minutes	21 minutes
Average Student travel time in the pm (from the farthest pick-up on the Beech Hill Rd)	21 minutes	18 minutes

Student travel time from the Martin's River area of the GR/WS catchment area to GR/WS (P to 5) and to CAMS (6 to 9).

	GR/WS Elementary	CAMS
Student travel time in the am (from Martin's River)	20 minutes	46 minutes
Student travel time in the pm (longest current route)	24 minutes	1 hour
Average student travel time (morning)	9 minutes	17 minutes
Average student travel time (afternoon)	13 minutes	26 minutes

Current Catchment areas

School	Catchment area
Petite Riviere Elementary	126.5 Sq km
Pentz Elementary	62.9 Sq km
Hebbyville Elementary	192.7 Sq km
Mill Village Consolidated	112.8 Sq km
Gold River/Western Shore	114.6 Sq km

The following describes the support requested and given to the SAC's of the six schools currently under review.

Mill Village:

I was contacted by the Administrator early in December for a complete listing of the three routes that serve the school. I forwarded that information to her on December 6. On January 10 the SAC Chair emailed Steve Prest with the following questions:

From: "jessica van dyne evans"

To: sprest@srsb.ca

Sent: Thursday, January 10, 2013 11:16:51 AM

Subject: Permission request

Steve -

1) I am formally requesting permission for someone from our SAC study committee to use a bus

to confirm times and check number of students using the bus as transportation. We would also like permission to run through a possible route change, which would not take us out of the catchment area. We would be using a local driver (already assigned to MVCE) and do not anticipate any problems.

2) Facts and Figures: What are the numbers for yearly bus maintenance and insurance? Fuel consumption? About how much are the salaries?

3)When can we expect (or are they finished already?) the confirmed plausible bus run-throughs in case of closure? We need to be able to time those as well.

4) I would like the definition of an isolated school, please. I am unable to find it on the SSRSB or DOE website.

5) When you were at our last meeting at MVCE, you stated that none of the \$757,000 worth of long-term requirements were necessary at this time. I would like a letter from you, if possible, stating that.

Thank you! I am always available for questions.

Jessica Van Dyne-Evans
chair, SAC, MVCE

My reply:

From: Denise Crouse <dcrouse@ssrsb.ca>

To: Jessica

Cc: Steve Prest <sprest@ssrsb.ca>

Sent: Friday, January 11, 2013 2:14:18 PM

Subject: Re: Permission request

Hi Jessica,

In regards to question #1, I sent the route sheets for the three routes serving Mill Village Consolidated to Roseanne a couple of weeks ago. These route sheets captured the drivers time at each stop, the civic number of each stop location and the number of students at each stop. These numbers are provided to us by our drivers and feel confident they are accurate and complete. However, if you have a specific question regarding any of the routes or the information supplied we can confirm the data provided with our GPS system.

Question #2:

Annual bus maintenance: approximately \$53,000/year

Insurance: approximately \$820/year

Fuel consumption: this depends on the length of the route and the make and model of the school bus

Salaries: our drivers are paid \$20.91/hour

We will have a draft outline of the proposed routes for the South Queens sub-system by the end of February.

If I can be of any further assistance please let me know.

We were asked to go out with a bus and time two routes that were created by the SAC. The following is a report completed by Gilbert Jackson, Transportation Officer who went out to time the routes with one of buses, driver and the SAC Chair followed in her personal vehicle.

The SACs idea was to have one bus do two routes in the morning. Upon finishing the first route the bus would drop the students off at MVCS and continue on a second morning route. In the afternoon the bus would take one group of students home, then return to pick up the remainder of

the students and proceed to take them home. I GPS'd these routes to get an accurate assessment of what sort of impact these routes would have on students.

Please note:

These routes are strictly based on MVCS students and have not taken into consideration any of the SQRHS or LRHS students that will require transportation. We would still need 2 or 3 buses to transport these students based on the geography of the area.

The first run is as follows

1. 2212 Medway river road
2. 1912 Medway river road
3. 1387 Medway river road
4. 640 Mill Village East road
5. 277 HillsvieW Dr
6. 206 HillsvieW Dr
7. 104 Hillview Dr.
- 8.220 County Line road
9. 148 County line road
10. 86 County line road
- 11.171 Danesville loop
12. 1159 Old Highway 3
13. 1250 Old Highway 3
14. 45 Old Kettle road
14. 263 Old Kettle road
15. Mill Village Consolidated School

The maximum time spent on the bus for these students was 46 minutes.

The second run was as follows

1. Mill Village Consolidated School
2. 1615 Port Medway road
3. Turn around
4. 71 Long Cove road
5. 1543 Port Medway road
6. 615 Port Medway road
7. 442 Port Medway road
8. 1274 Highway 331
9. 126 East Port Loop road
10. Turn around
11. 1216 Highway 331
12. Mill Village Consolidated School

The maximum time spent on the bus for this run was 33 minutes, however, the total route time was 47 minutes.

The Results:

Students who were on the first run would have to be dropped off at school 47 minutes before bell time. These students would also have to be left at school in the afternoon for 47 minutes after the dismissal bell.

The last request was to time the distance from MVCS to Dr. J.C. Wickwire, the total direct driving time was 16 minutes.

In conclusion, in order for this option to work, students would have to be dropped off at school 47 minutes before the bell time and would require teacher supervision during this time. Our current time frame in the morning is 20 minutes prior to bell time. In the afternoon students would be required to wait at the school for 47 minutes with teacher supervision. In my opinion based on our current policies and guidelines this option could only be done with 2 or more buses unless policies change to adhere to this request.

Petite Riviere Elementary:

I received the following email from Dee Conrad in regards to the reports for Petite Riviere. After my explanation on November 26th I did not receive additional queries.

Hi Dee,

Sorry for the delay in my response.

The following information is an approximation and a complete route review would be required to provide accurate details.

Based on current bus routes and numbers of buses and drivers :

1. How much farther than Petite School can the farthest child (Vogler's Cove and Mt.Pleasant Rd area) travel, and still have a 60min. or less bus ride?

We have estimated that a bus route of one hour or less would arrive at the intersection of Hwy 331 and Huey Lake Rd from the Queens County line on Hwy 331.

2. How far can the furthest Pentz child travel, toward Petite, and still be within the hour?

We have estimated that a bus route of one hour or less would arrive at the intersection of Hwy 331 and Huey Lake Rd from the Harlow Rd near the town limits of Bridgewater.

What is the cost of 1 driver and bus per school year – roughly ? Approximately \$58750.

Petite has 3 buses and drivers. How many at Pentz? There currently three school buses and drivers serving the Pentz elementary school.

Presumably there would be an overlap in the routes for buses coming from the Pentz direction. Is there space on the Pentz buses to accommodate kids from West Dublin, for example? Can a re-configuration of bus routes – to merge two schools' population – prevent a bus ride longer than an hour? The short answer to your question is yes, but again a thorough route review would be required. One main goal in a route review is to increase service to our students and in doing so we would do our best to ensure that students were not on the bus for over an hour.

Please contact me if you require additional information.

Thanks,

Denise Crouse
Transportation Coordinator

South Shore Regional School Board
130 North Park Street
Bridgewater, NS B4V 4G9
[902-541-8248](tel:902-541-8248) (work), [902-521-6932](tel:902-521-6932) (cell), [902-541-8255](tel:902-541-8255) (fax)

From: "Dee Conrad"
To: dcrouse@ssrsb.ca
Cc: sprest@ssrsb.ca, "Marla webber", "Leif Helmer", "leslie jones" <presprincipal@ssrsb.ca>, nancy stabenow, "Valerie DeLong", "Denise Bush", deeconrad, "Pynch-Worthylake Nancy" <npynch-worthylake@ssrsb.ca>
Sent: Monday, November 26, 2012 10:25:52 AM
Subject: Transportation Questions : PRES

Thank you Denise for taking the time to attempt to address some questions from Petite's Study Committee regarding bus transportation. These questions refer to the option which suggests building a new P-6 school for a combined Pentz/Petite enrollment somewhere along the main road (Route 331). At this point, it presumes to be closer to Petite, as we already have children on the buses for almost an hour.

Here goes:

Based on current bus routes and numbers of buses and drivers :

1. How much farther than Petite School can the farthest child (Vogler's Cove and Mt.Pleasant Rd area) travel, and still have a 60min. or less bus ride?
2. How far can the furthest Pentz child travel, toward Petite, and still be within the hour?

What is the cost of 1 driver and bus per school year – roughly ?

Petite has 3 buses and drivers. How many at Pentz?

Presumably there would be an overlap in the routes for buses coming from the Pentz direction. Is there space on the Pentz buses to accommodate kids from West Dublin, for example? Can a re-configuration of bus routes – to merge two schools' population – prevent a bus ride longer than an hour?

I appreciate your efforts to try to answer these questions. I appreciate that some of the answers may be estimates, based on available information.

Dee Conrad
Petite Riviere Elementary School
School Review Study Committee

Leif Heimler requested from Steve Prest, maps of Pentz, Petite Riviere and Hebbville's catchment areas. Gilbert Jackson prepared the maps and sent them to Steve Prest.

Gold River/Western Shore:

On January 21, 2013 I received the following email from interim Administrator at Gold River/Western Shore elementary. I spoke with him on the phone the next day regarding another matter and explained to him that a complete route review had not been conducted and that we based our information in the Deloitte report on our current CAMS & FHCS routes. The routes cover the same area and arrive at CAMS which is next door to CDES and therefore, we calculated our times based on the data received from our drivers. There is no increase in the bus fleet for this scenario. The Board would incur additional mileage costs to CDES three times per day as opposed to GR/WS as it is now.

Hi Denise

Like the flu, I keep coming back:) I was hoping to speak to you today, but alas, email will have to do.

Has a full transportation study been completed to date involving transportation of Gold River kids to CDS if GRWSES closes?

Would this scenario mean an increase in the number of buses required?

What additional cost or savings would be incurred by transporting kids to CDS?

Best regards as always,

John Burke

Interim Principal, Gold River Western Shore Elementary School

6200 Highway 3

Gold River, NS B0J 1K0

The following is an email exchange from Robert Barton and me regarding the GR/WS scenario.

Hi Denise – your email yesterday triggered a thought that I don't remember if I sent a reply to your note on Gold River a few weeks back. Low and behold it was sitting in my drafts folder of Outlook. I shut down one day without sending it I believe. Below is the note I meant to send a few weeks back...□

Happy holidays.

Rob

Thanks Denise – much appreciated.

We are meeting with the community on Jan 9th so this info will be very helpful for that meeting. Much appreciated.

Feedback from the session we had was that some people feared their kids will need to be picked up before 7am and would spend close to 1h on the bus which they felt was too long for children of that age. I know it is not policy for pre-7am pick-ups so folks were wondering how current bell times could be met with a post 7am pick-up. And felt that children on the far end of the catchment area would be on the bus for a long time. I wasn't familiar enough with bell times etc. to comment. We talked about the fact that a thorough route review needs to be performed

and any changes would stay within the parameters and policies of the Board with respect to transport time. Jim brought up a good point in that some children will see a reduction in time spent on the bus that live closer to CDS.

Folks were in good spirits and just asking questions for their own knowledge and understanding of the situation. There weren't any takeaways on this for us to get back to them etc. I only wanted to alert you to feedback and potential questions or points that might be raised in the study committee's response.

Cheers

Rob

Robert Barton

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From: Denise Crouse [mailto:dcrouse@ssrsb.ca]

Sent: Thursday, December 06, 2012 7:41 AM

To: Barton, Robert (CA - Halifax)

Subject: Re: Your School Review Report - question re GRWSES

Hi Rob,

Sorry for the delay in my response. I was in Mediation all afternoon and didn't have a chance to respond.

I don't foresee any impact on the bell times, however if there would be it would be minimal; less than 15 minutes. There would be changes in pick-up and home arrival times for the students that currently reside in the GR/WS catchment area.

The following is from an earlier email discussing the potential bus congestion issues of the review:

There have been congestion problems at the student drop off areas at CDES in the past; however the situation has improved following recent changes which have created separate drop off areas for bus, car and pedestrian traffic at the school. Currently 4 buses are used to transport existing CDES students to/from the school. The option to transfer all students from GRWSES to CDES would result in 3 additional buses arriving at the school in the morning and 4 additional buses in the afternoon. Additional buses could create new congestion problems, particularly in the afternoon given that the arrival times of buses in the mornings could be staggered to lessen congestion. Should this option proceed, routes will be examined in detail and proposed solutions can then be considered to alleviate any potential congestion at CDES. The Transportation Department believes that any potential congestion problems are addressable.

If you require any additional information please let me know.

Thanks,

Denise Crouse

Transportation Coordinator

South Shore Regional School Board

130 North Park Street

Bridgewater, NS B4V 4G9

[902-541-8248](tel:902-541-8248) (work), [902-521-6932](tel:902-521-6932) (cell), [902-541-8255](tel:902-541-8255) (fax)

From: "Robert Barton (CA - Halifax)" <rjbarton@deloitte.ca>

To: "Denise Crouse" <dcrouse@ssrsb.ca>

Cc: "Gilbert Jackson" <gjackson@ssrsb.ca>, "Jim Gunn"

Sent: Wednesday, December 5, 2012 10:29:17 AM

Subject: Your School Review Report - question re GRWSES

Hi Denise

Jim and I presented at an SSRSB Board meeting last week and Charmaine Stevens had a question about transportation for the GRWSES option. To refresh your memory, the option here was that the school was to close and all students were to transfer to CDS. She thought that bell time changes would be needed to enable this and wonder if you had a view on that? My response was that a thorough route review was not commissioned as part of this work and that initial thinking by your team was that impact on student transportation was minimal, given these students eventually go to CAMS, and some students from the area go to CAMS now. However a thorough route review would be able to offer more precise information/estimates.

Jim and I are meeting with the GRSWES SC tonight and there is a public meeting so if the question of bell times comes up again I just wanted to loop in with you to ensure my responses were okay, or if you had anything to add etc. on the topic of bell times. We don't want to introduce any new element to this – have you look at it again etc. - since the reports have been issued, etc. but if you had any general comments I could pass them along.

Our meeting is tonight at 7pm. If you have a chance to offer a response before that it would be great but realize I am not giving you much time to respond – as conscious it has been a while since you looked at these scenarios ☐ so no worries either way.

Cheers,

Rob

Robert Barton

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Hebville Academy:

Below is the only email our Department received from Hebville Academy regarding the School Review process. Gilbert responded to Steve on January 10 with a PDF of their catchment area, number of routes and students on each route.

From: "HA Principal" <haprincipal@ssrsb.ca>
To: "Gilbert Jackson" <gjackson@ssrsb.ca>
Sent: Wednesday, January 9, 2013 10:25:46 AM
Subject: transportation info for School Review

Hi Gilbert,

We at Hebville have our Transportation Subcommittee Report to complete before our School Review Team completes our final report to the Board.

We need the following info and I was wondering if you could email this stuff to me:

1. an e-copy of the catchment area for Hebville Elementary (P-5);
2. number of bus runs and the numbers traveling those routes,

Let me know. Thanks,

S.

Our Department did not receive any requests for information from Pentz Elementary and New Ross Consolidated.

Attached are the reports prepared for the Deloitte Team.



School Review Report
June 25, 2012

Prepared by:
Transportation Department

Introduction

The Transportation Department of the SSRSB was asked to investigate the following scenarios.

Please note: The reported information is based on transportation data as of June 2012 and is speculative based on current school population numbers. A thorough route review is required before this information can be confirmed.

Scenario 1

GR/WS students attend CDS

Total Sq Km Added to CDS's catchment area = 120 Sq km

Financial Impact: driver paid time may increase by 15 minutes or \$1218.75/year

Student Impact: student transportation impact is minimal as some students will see a slight increase in onboard travel time of up to 15 minutes, but all routes will be less than an hour. Currently these students are transported to CAMS when they reach grade 6.

Scenario 2

Mill Village students attend Dr JC Wickwire

Total Sq Km Added to Dr. JC Wickwire's catchment area = 119 Sq km

Financial Impact: There is no financial impact as these drivers currently drive under 5 hours/day and it may increase their driving time but it will not increase paid time.

Student Impact: student transportation impact is minimal as some students will see a slight increase in onboard travel time of up to 15 minutes, but all routes will be less than an hour.

Scenario 3

Grade 9 students from NRCS & CAMS attend FHCS

Total Sq Km Added to FHCS's catchment area = 0 Sq km (already encompasses these areas)

Financial Impact: There is no financial impact as these drivers currently drive under 5 hours/day and it may increase their driving time but it will not increase paid time.

Student Impact: Sending students who are in Grade 9 to New Ross would result in an increase travel time on the bus. In the morning the travel time would increase by 25 minutes (travel time from NRCS to FHCS) in the afternoon the time varies from 26 minutes less to 25 minutes more time spent on the bus. (see table below) The maximum time spent on the bus if

these students travel to FHCS is 1 hour and 22 minutes in the AM and 1:05 minutes in the PM. However, these routes can be changed to decrease the time spent on the bus to an hour. The minimum time a student will travel on the bus is 26 minutes in the AM and 32 minutes in the PM. In conclusion, it is very feasible to send grade 9 New Ross students to FHCS as the transportation can be arranged to ensure no students are on the bus for an extremely long period of time. (Routes can be re arranged with a route review to make this possible). Some grade 9 students from CAMS would spend a maximum of 1 hour and 10 minutes onboard the bus.

Stop Location	AM Time	Arrive at NRCS	Arrive at FHCS	AM Current (Time on Bus)	AM FHCS (Time on Bus)	AM Differential	NRCS Dismissal	PM Current Home time	NRCS PM Current (Time on Bus)	FHCS Dismissal	PM FHCS	PM FHCS Time on Bus	PM Differential
321 Lake Ramsey Rd	8:00	8:05	8:30	0:05	0:30	0:25	2:05	2:29	0:24	3:05	3:41	0:36	0:12
2837 New Russell Rd.	7:08	8:05	8:30	0:57	1:22	0:25	2:05	3:21	1:16	3:05	4:00	0:55	-0:21
249 Leville Rd.	8:02	8:05	8:30	0:03	0:28	0:25	2:05	2:27	0:22	3:05	3:48	0:43	0:21
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1156 Mill Rd	7:42	8:05	8:30	0:23	0:48	0:25	2:05	2:46	0:41	3:05	4:10	1:05	0:24
48 Mill Rd	7:53	8:05	8:30	0:12	0:37	0:25	2:05	2:30	0:25	3:05	3:55	0:50	0:25
193 Mill Rd	7:49	8:05	8:30	0:16	0:41	0:25	2:05	2:38	0:33	3:05	3:57	0:52	0:19
728 Forties Rd	7:40	8:05	8:30	0:25	0:50	0:25	2:05	2:38	0:33	3:05	3:44	0:39	0:06
193 Mill Rd	7:49	8:05	8:30	0:16	0:41	0:25	2:05	2:38	0:33	3:05	3:57	0:52	0:19
226 Fraxville Rd.	7:31	8:05	8:30	0:34	0:59	0:25	2:05	2:46	0:41	3:05	3:50	0:45	0:04
158 Reece Rd.	7:07	8:05	8:30	0:58	1:23	0:25	2:05	3:09	1:04	3:05	3:55	0:50	-0:14
948 Forties Rd.	7:37	8:05	8:30	0:28	0:53	0:25	2:05	2:40	0:35	3:05	3:52	0:47	0:12
7153 Hwy 12	7:23	8:05	8:30	0:42	1:07	0:25	2:05	2:38	0:33	3:05	3:55	0:50	0:17
470 Forties Rd	8:04	8:05	8:30	0:01	0:26	0:25	2:05	2:25	0:20	3:05	3:37	0:32	0:12
682 Forties Rd.	7:41	8:05	8:30	0:24	0:49	0:25	2:05	2:37	0:32	3:05	3:51	0:46	0:14
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1385 New Russell Rd.	7:15	8:05	8:30	0:50	1:15	0:25	2:05	3:11	1:06	3:05	3:45	0:40	-0:26

Scenario 4

Pentz Elementary students attend Hebbville Elementary

Total Sq Km Added to Hebbville Elementary’s catchment area = 66.9 Sq km

Financial Impact: This would result in an increase of 2 hours in driver paid time, which represents an increase in paid time by \$9750/year. This is a result of an increase of one run from Pentz to Hebbville Academy and an extra 20 minutes for each of the current drivers.

Student Impact: Transportation to Hebbville elementary is possible from the Pentz catchment area. Currently this occurs for Hebbville Academy. Pentz routes range from 20 minutes to 35 minutes in duration. Student travel time would be within an hour however, a run will have to be added to pick up the Hebbville Academy students as the former Pentz runs will not have time to get to Hebbville elementary and back to Pentz then back to HA for a 9am bell time. Student travel time would be 40 -50 minutes in the morning and afternoon – (based on current student travel time for HA runs in this area)

Scenario 5

Petite Riviere Elementary students attend Hebbville Elementary

Total Sq Km Added to Hebbville Elementary’s catchment area = 160 Sq km

Financial Impact: This would result in an increase of 2 hours in drivers paid time which represents an increase in paid time by \$9750/year. This would also result in the addition a bus with costs of \$28,000/year for annual maintenance and mileage costs, \$25,000 for an additional school bus driver and \$75,000 for an additional school bus.

Student Impact: Student travel time would be an hour in duration (Current routes would have to be adjusted to ensure they were within an hour)

This is possible to achieve but it would require the addition of 2 runs for Hebbville academy as current routes would not be able to make it back to Petite Riviere for Hebbville Academy (grades 6-9) runs.

Scenario 6

Split current Pentz Elementary boundary and send students to Petite Riviere Elementary and Hebbville Elementary

Total Sq Km Added = Hebbville Elementary (45.8 sq km) and Petite Riviere (21.1 sq km)

Financial Impact: This would result in an increase in paid driver time by 1 hour and 20 minutes or \$6,093.75/year

Student Impact: Students from Pentz will see an increase of 20 minutes on the bus (Distance between schools)

For our report we split Pentz's current boundary as follows:

Mount Pleasant Rd and south to attend Petite Riviere

North of Mount Pleasant Rd to attend Hebbville Elementary

Scenario 7

Split current Petite Riviere Elementary boundary and send students to Pentz Elementary and Hebbville Elementary

Total Sq Km Added = Hebbville Elementary (100 sq km) and Petite Riviere (60 sq km)

Financial Impact: This would result in the addition a bus with costs of \$28,000/year for annual maintenance and mileage costs, \$25,000 for an additional school bus driver and \$75,000 for an additional school bus.

Student Impact: Students from Petite Riviere will see an increase of 20 minutes on the bus (Distance between schools)

For our report we split Petite Elementary's current boundary as follows:

Scenario 8

Some Mill Village students attend Petite Riviere Elementary

Total Sq Km Added = minimal

Financial Impact: Cost neutral

Student Impact: Students who live on the East Port Loop Rd would be picked-up at 6:45 am versus 7:45 am which is their current pick-up time.

Comparison SSRSB Schools (by Size) TTFM Measures - Connection to School

<u>Measures</u>	<u>SSRSB Schools <100</u>	<u>SSRSB Schools>100</u>	<u>SSRSB Avg</u>	<u>Canada Norms</u>
Students with a positive sense of belonging	79.5	82.0	82	85
Students with positive relationships	75.8	81.3	78	N/A
Advocacy at School	56.5	62.3	61	49
Positive Teacher-Student Relations	79.5	82.7	81	79
Positive Learning Climate	76.0	78.0	77	74

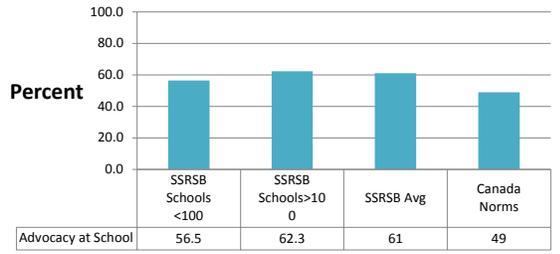
Students with a positive sense of belonging



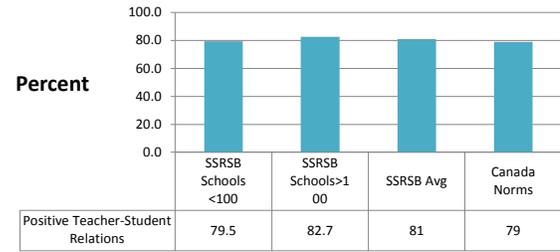
Students with positive relationships



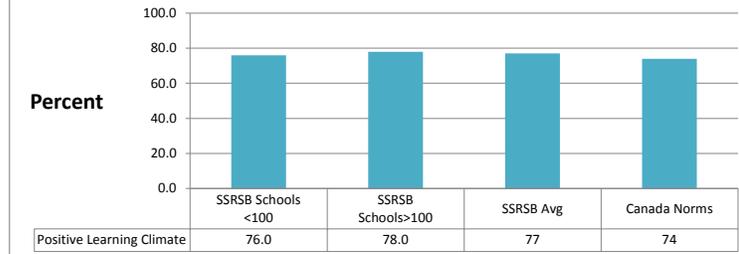
Advocacy at School



Positive Teacher-Student Relations

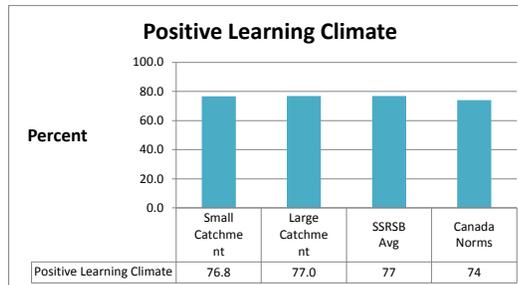
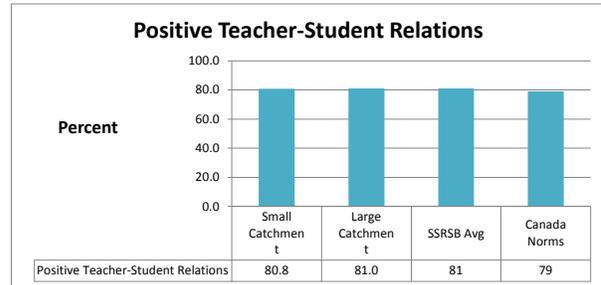
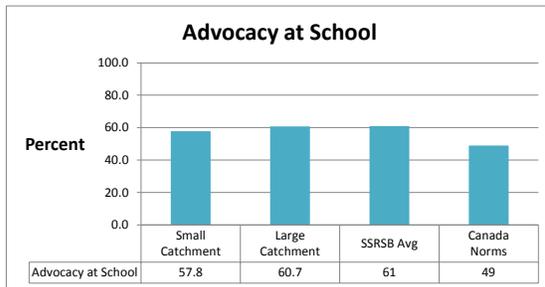
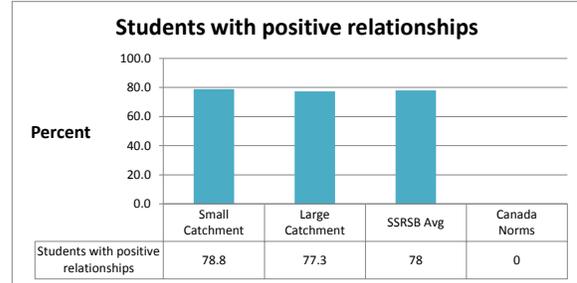
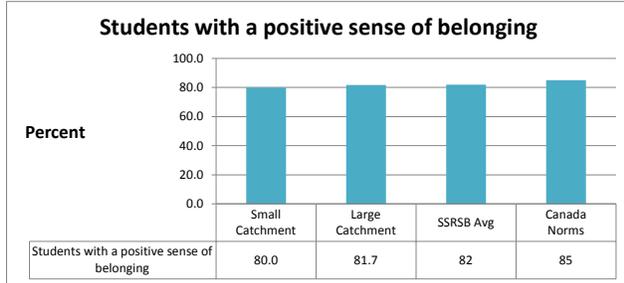


Positive Learning Climate



Comparison SSRSB Schools (by Catchment Size) TTFM Measures - Connection to School

<u>Measures</u>	<u>Small Catchment</u>	<u>Large Catchment</u>	<u>SSRSB Avg</u>	<u>Canada Norms</u>
Students with a positive sense of belonging	80.0	81.7	82	85
Students with positive relationships	78.8	77.3	78	N/A
Advocacy at School	57.8	60.7	61	49
Positive Teacher-Student Relations	80.8	81.0	81	79
Positive Learning Climate	76.8	77.0	77	74



Provincial Tangible Capital Assets (TCA) Funding

There are two categories:

1. New School Construction and Alterations and Additions (A&A)
2. Capital Maintenance Projects (roof replacements, lighting upgrades, etc)

New School Construction and Alterations and Additions (A&A)

Priorities previously approved:

1. PVEC (scoping and estimating only)
2. FHCS

Identified priorities pending School Review.

1. NRCS (under School Review to determine grade 9 placement and use of excess space)
2. NGRHS (removed from School Review in June 2012)
3. NGES (removed from School Review in June 2012)

Priorities yet to be determined following School Review

- PRES
- GRWSES
- MVCS
- PES
- HA

Process:

- Every request requires a business case
- Criteria and priorities are determined by the province: (Italicized text is taken directly from the DMs letter)
 - Condition and Age.
(The condition and state of the existing facility and the value that exists for investment in its continued use.)
 - Capacity.
(The capacity of the existing facility and the costs required to increase capacity, if required for continued use.)
 - Effective Programming.
(The suitability of the existing facility for programming and the costs required to allow it to effectively deliver the required programming.)
 - Infrastructure.
(Projects which address both infrastructure as well as programming challenges in an existing facility, will warrant additional consideration.)
 - School Review Factor.
(Projects which are, or are anticipated to be, required as a result of school reviews where the reviews have identified programming benefits for students or reduced operating costs.)

- Consolidated Usage.

(Projects which meet any of the above considerations and help ensure that educational programming can continue to be provided within an existing community [i.e., greater use of a P-8, P-9 or P-12 facility to replace a number of separate existing facilities in the same community] will warrant additional consideration.)

- Special Projects /Programing.

(Projects which facilitate the provision of Schools Plus, skilled trades, and/or other community initiatives and programming will warrant additional consideration.)

Time lines:

- FHCS funding has been approved (920k)
- PVEC funding for a mid-life A & A is not approved yet
 - The scope work is being done now. (this has been approved)
 - The business case is due April 30, 2013
 - This project is in competition with requests from all other Boards
 - The earliest funding could be approved is 2014-2015
 - If approved, the work would take place over 2 or 3 years
- NRCS* scope should be done immediately. The target would be to have a business case ready for April 30.
- NGES* scope should be done immediately. The target would be to have a business case ready for April 30.
- NGRHS* scope should be done immediately. The target would be to have a business case ready for April 30.
- We are running out of time to have these ready by April 30th so we should start now.
- PES, PRES, HA, GRWSES, MVCS – Decisions re the future of these schools must be made by March 30, 2013. The practical target date for a business case that may be required is April 30, 2014.
- We may be able to meet the April 30, 2013 deadline if we were able to contract external support to complete business plans but the timeline is very tight.
- For Business Cases coming out of school review, the strongest cases will be new schools that replace 2 or more schools in nearby communities.

Capital maintenance projects, (Roofs, etc) which are funded out of the department's capital repair envelope, (\$4.0M for all Boards) will be dealt with through a separate process. These could require business cases to be submitted before April 30th as well.