

School District 23, Central Okanagan Public Schools
1040 Hollywood Road S.
Kelowna, BC, V1X 4N2

April 3, 2023

To be Tabled at Next Board Meeting

In or around 2019, we raised concerns about School District 23 denying busing to French immersion students. During that time transportation reported through the previous CFO. After we raised concerns, school buses immediately began whizzing down our street where they had not done so before. This street is not suitable for large vehicles such as school buses. Other than two small areas, there is no sidewalk. Each day, children walk and ride bikes to school down this street.

To this day, this continues, right around 8:00-8:15 and again between 2:30-2:45pm while children are traversing to and from school. During the winter it is icy and slippery and there can be snow piles along the side of the road which further narrowing the roadway which is shared by your buses and students such that children are walking VERY close to these big buses. It is even worse on garbage days when the garbage bins force them to walk essentially in the middle of the street. For example, see the enclosed photo of a child in French immersion walking to school in September, 2022. As was recently revealed by an incident in the upper mission, clear danger is presented by children walking close to buses (see enclosed article).

It is only a matter of time before someone slips and gets run over by one of your buses. The Trustees have been previously alerted to the safety risk presented by your school buses traveling on our street but have taken no action.

We ask that bus routes be changed so that buses no longer travel down this street or others that do not contain sidewalks through the entire length of the space traveled by buses.

In addition, we ask that the School District extend busing to students in French immersion. This can easily be done by adjusting walk limits to be equitable among all children without distinguishing based on program of study and without any increase in cost. It was recently announced that this District is receiving \$2.59 million; however rather than use this to provide busing for French immersion students, it is using it for other purposes (see enclosed article).

Enclosed are two articles regarding assaults that occurred recently at Kelowna bus stops and two articles regarding the transit labour dispute in Kelowna between September - December, 2022. The School District is well aware that denying students school bus transportation results in at least some students having to ride city transportation and that this leaves them unprotected and unsafe.

Also enclosed is the policy of the transportation policy for the French school, which was provided to us by another parent. We are told that this policy applies to our children in Kelowna who ride a school bus to and from school.

Students in your English program, French immersion students in West Kelowna and students who attend francophone schools, are provided with transportation by the school district. In this District, it is students in French immersion outside West Kelowna are left to their own devices to get to school. This exposes them to things they should not be exposed to at their age, and unnecessarily threatens their safety. We have been told by parents that some children must transfer buses around the Queensway

exchange downtown where they have been exposed to overt drug use. Clearly the exclusion of French immersion students (outside West Kelowna) from transportation cannot be justified. If cost is being cited as the reason. But this makes no sense. Take that money and allocate it fairly, to include all categories of students. Expand your walk zones. But please stop arbitrarily denying transportation to an entire group of students, and those who need it most. They need it most because there are larger distances between French immersion schools so they have further to travel.

Following the Supreme Court of Canada's decision in *Conseil scolaire francophone de la Colombie-Britannique v. British Columbia*, [\[2020\] 1 SCR 678](#), your refusal to provide transportation to French immersion students is highly suspect.

We ask that the additional six buses that the school board is receiving be used to extend busing to French immersion students commencing immediately. We ask that you immediately revise your transportation policy to reflect, and prominently communicate to our family and to all parents with children in French immersion, that school bus transportation is available to them.

Is it not about time to stop punishing (by denying transportation), and instead start fully supporting (by including them in transportation allowing them to get safely and reliably to school), children and families who are working hard to become fluent in *both* of Canada's official languages? And, is not about time to stop retaliating against parents who raise concerns?

We ask that the new Board please address the above safety and fairness concerns.

Yours truly,

A handwritten signature in black ink, appearing to read 'S. Kootnekoff', written in a cursive style.

Susan Kootnekoff
Parent

ROGERS

9:26 PM



Kelowna

Edit

September 16 8:04 AM





(Black Press file photo)

Child hit by Kelowna BC Transit bus after school

The child is 12 years old

JACQUELINE GELINEAU / Feb. 28, 2023 5:25 p.m. / NEWS

Update: 9:50a.m.

Kelowna RCMP says the child was treated for serious but non-life-threatening injuries at the scene and then taken to hospital.

The bus driver stated a group of youths was running toward the bus stop when one of them slipped on the sidewalk, which was covered with snow and ice, and slid under the bus between the front and rear tires.

“These types of accidents, especially when a child is injured affect everyone involved, deeply,” said Const. Mike Della-Paolera. The RCMP will provide all available support to anyone requiring it.”

Original

A child was taken to hospital after being hit by a BC Transit bus at around 4 p.m. on Feb. 28, in Kelowna's Mission, just off Gordon Drive.

The RCMP has confirmed that the child is 12 years old.

The nature of the injuries and details of the event have not yet been released.

BC Transit said it is aware of an incident involving a bus and a pedestrian at the intersection of Steele Road and Arbor View Drive.

"Our thoughts are with the pedestrian and driver involved in the incident," said BC Transit.

The transit service is supporting the police in the investigation and asks that witnesses to the incident contact the RCMP.

ADVERTISEMENT

 Sponsored by **Fruiticana**

We are committed to bringing the taste of home to our customers by sourcing the best products locally and from around the world.



FRUITICANA Since 1994

See our weekly specials [CLICK HERE](#)

[Learn more](#)



TONY SINGH
FOUNDER & PRESIDENT

Tony Singh

Fruiticana President and Founder

[Le](#)

“Our top priority is safety, and BC Transit is also undertaking an internal investigation.”

More information to come as it becomes available.

[READ MORE: Explosive that closed Highway 97 was ‘sophisticated’ but not targeted: Kelowna RCMP](#)

[@Rangers_mom](#)

Jacqueline.Gelineau@kelownacapnews.com

Like us on [Facebook](#) and follow us on [Twitter](#) and subscribe to our daily and subscribe to our daily newsletter.

[BC TRANSIT](#) [CITY OF KELOWNA](#) [PUBLIC TRANSIT](#)

SIX NEW BUSES FOR SD23

Central Okanagan School District getting \$2.59M for buses and school enhancement

Wayne Moore - Mar 15, 2023 / 3:48 pm | Story: 416313



Photo: Contributed

The Central Okanagan School District is receiving nearly \$2.6 million in funding which will, in part, allow the district to turn over a portion of its school bus fleet.

The additional funding was unveiled as part of a \$261.1 million maintenance investment announced during the recent provincial budget.

The funds heading to the Central Okanagan School District for approved 2023-2024 projects include HVAC upgrades at Mount Boucherie Secondary and six new buses.

District Supt. Kevin Kaardal says the new buses will include four replacements and two for new routes set to roll out in the coming school year.

The buses will be regular diesel and not zero-emission vehicles.

The Central Okanagan School District has the largest fleet of school buses in the province, with more than 71 buses operating on 71 routes between Peachland and Lake Country.

[More Kelowna News](#)

MOM WARNS OF SWARMINGS**Mom warns other parents after daughter was swarmed, beaten in McCurdy Road area**

Cindy White - Mar 29, 2023 / 4:00 am | Story: 418355



Photo: Cindy White

Bus stop along Highway 97 and McCurdy Road where two assaults happened on March 17 and March 23.

A Kelowna mom is warning other parents not to let their teens attend bush parties in the McCurdy Road area after her daughter and a friend were swarmed and beaten.

The woman, who doesn't want her name used to protect her daughter's identity, says the attack happened on the Family Day long weekend in February.

"I want all the parents of teenagers to know, don't let your kids go to these parties."

The two girls suffered concussions and other injuries. Both were treated at Kelowna General Hospital.

The mom says her biggest fear was that what happened to her daughter would happen again.

She decided to speak up publicly after a [15-year-old girl was attacked](#) at the bus stop along Highway 97 near McCurdy Road on March 23, in the same general area as the swarming of her daughter.

The February attack was reported to Kelowna RCMP, who echoed the mom's message warning against bush parties.

"We absolutely agree that the students should not go to this location to party for many reasons including minors drinking, fights. It's an inherently dangerous place," said Const. Mike Della-Paolera, media relations officer for Kelowna RCMP.

"We have had our SROs (school resource officers) and the School District continuously speak with the students and advising them of not only the dangers but the legal liability of participating in trespassing, fighting, consuming alcohol and other substances while being minors."

He says that multiple investigators are working on the files.

The worried parent says she has also heard of teen swarmings happening at other locations around the city.

Della-Paolera urges parents to report these incidents, noting that it seems that sometimes they post to social media even before going to the police.

He notes that the RCMP investigates all reports that are received and that the direction of the investigation depends on many factors including severity and age. If the police feel the evidence warrants a charge, the file is then turned over to the BC Prosecution Service to make the final determination.

Both the February swarming and the one last Thursday happened in the same area as another group assault on March 17. In that incident, international student [Gagandeep Singh](#) was jumped by several young people after he got off a bus at the Highway 97 and McCurdy Road stop. He was punched, kicked, had his turban ripped off and was dragged by his hair.

Members of the Sikh community [held a rally](#) at the bus stop on March 19, calling for the case to be investigated as a hate-motivated crime. The BC

Hate Crimes Team has been consulted by Kelowna RCMP as part of the investigation. So far no arrests have been announced.

More Kelowna News

VICTIM THANKFUL FOR SUPPORT**Victim of Kelowna bus stop assault thankful for outpouring of support**

Wayne Moore - Mar 21, 2023 / 1:13 pm | Story: 417206



Photo: Cindy White

Crowd gathered at scene of assault in Kelowna.

A GoFundMe campaign for the victim of a brutal assault late Friday night in Kelowna has been closed following an overwhelming amount of support.

Gagandeep Singh, 21, suffered numerous injuries after he was attacked and beaten by a group of people after exiting a city bus.

The fundraising campaign, established just two days ago to help with his recovery, was closed Tuesday after surpassing \$22,000 in donations.

Organizers of the campaign say due to the "extraordinary" number of people who have donated to support Gagandeep's recovery, the GoFundMe campaign will no longer accept new donations.

"The last few days have been very difficult for me. I am at home resting and recovering from the attack," Gagandeep Singh said in a statement provided to Castanet.

"I really appreciate the support across Canada from everyone. The comments in the GoFundMe page and the outpouring of support has reminded me why I came to Canada.

"Thank you for your donations over the last two days, they are above and beyond what I ever imagined."

Singh is an international student who has been in Kelowna for only a year.

The attack has been condemned by Central Okanagan-Similkameen-Nicola [MP Dan Albas](#) and Kelowna-Mission MLA Renee Merrifield.

Albas rose in the House of Commons calling the perpetrators "low lifes" and calling the incident "a hate crime committed by cowards who should be punished severely."

The RCMP announced Tuesday morning the [BC Hate Crimes](#) team has been brought into the investigation.

More Kelowna News

DISPUTE HEADS TO ARBITRATION

Arbitrator to meet with both sides this week to resolve Central Okanagan transit dispute

Wayne Moore - Dec 12, 2022 / 4:00 am | Story: 400844



Photo: BC Transit/file

Two days of meetings are scheduled for later this week to resolve the ongoing dispute between the operators of Kelowna Transit and its unionized workers.

Veteran arbitrator Ken Saunders has agreed to sit down with the two sides after they requested binding arbitration to settle the dispute, which culminated in a one-day strike on Oct. 5.

The walkout was short lived after the company agreed to a request by Amalgamate Transit Union, Local 1722 to enter into binding arbitration.

Prior to the strike, ATU members engaged in escalating job action including removing all company uniforms and refusing to accept fares.

The final contract offer from First Transit included a nine per cent wage increase over three years.

Since that offer was made, First Transit was sold to Transdev Group, a company based out of France.

Binding arbitration meetings, under the watchful eye of Saunders, are scheduled for Dec. 15 and 16.

It's unclear how long it will take Saunders to reach a decision.

Peressini says both sides have asked for face-to-face meetings be held in Kelowna.

[More Kelowna News](#)

UNION SAYS TRANSIT IS 'LYING'

Transit union president says claim by the operator it negotiate is a '100 per cent lie'

Jon Manchester - Sep 28, 2022 / 12:50 pm | Story: 387530



Photo: BC Transit

UPDATE: 12:50 p.m.

The president of Amalgamated Transit Union Local 1722 says assertions by the operator of Kelowna Region union to resume negotiations is a "bold face lie."

"They have not invited us back to the table since we last talked eight weeks ago," said union president Al Pere

"We have had zero contact. I sent them a counter offer over three weeks ago. They have not responded what negotiator, and they have not made any effort to contact me by phone, email, text...nothing."

Peressini says he has had no contact in eight weeks.

His response comes on the heels of a news release by the transit operator, First Transit, who voiced their c walk off the job next Wednesday.

"First Transit has, in fact, reached to ATU regarding their counter-offer, and we have been, and remain ready for collective bargaining," the company said in a media statement.

"That's a 100 per cent lie," countered Peressini.

"I don't know where they are getting this from. I sent them the counter offer Sept. 7. Their lawyer responded. Peressini says an offer for binding arbitration was also rejected by First Transit.

"It's just a game with them," he says.

"They have no interest in being here in my mind, but that's just my opinion."

Meantime, RDCO board chair Loyal Wooldridge says he remains frustrated nothing has been done to avert the

"The challenge is local government is not represented at the table. It's frustrating in the fact this is negotiated and our residents are impacted the most, yet we don't have an ability to influence the outcome of the negotiation.

The regional district and other local government are only left with the ability to urge both sides to sit down and

He did renew earlier calls for BC Transit to try and come up with a solution to a system he says is broken.

Wooldridge hopes the crown corporation will look at all avenues when First Transit's operating contract expires.

UPDATE: 11:20 a.m.

Transit users who rely on the handyDART service to get to specialized medical appointments or treatments will face any potential work stoppage by striking transit workers in the Central Okanagan.

"handyDART service for customers requiring transportation to renal dialysis, cancer treatment, multiple sclerosis has been deemed essential and will operate during this service disruption," BC Transit said in a news release.

"All other pre-booked trips will be notified of cancellation."

In a news release, BC Transit says it apologizes for the inconvenience caused by the strike, expected to understand the frustration felt by those impacted by a strike.

"BC Transit is the Provincial Crown Agency responsible for the delivery of transit services outside of Greater Kelowna. We have asked private operating companies to deliver these transit services. These companies hire and manage their own workers."

UPDATE: 10:45 a.m.

Kelowna's transit operator says it is "disappointed" unionized workers have set a strike deadline of Oct. 5.

First Transit responded to Wednesday's announcement, saying it has been notified by Amalgamated Transit Union to get off the job."

"We are disappointed that ATU leadership would choose to withdraw service from the residents of Kelowna during negotiations at the bargaining table. First Transit has, in fact, reached to ATU regarding their counter-offer, and we are ready to sit down and engage in constructive collective bargaining," the company said in a media statement.

"For now, we will continue to do our best to ensure regular operation. Our service delivery rate is at 88%, even during the strike."

"Our lines of communication remain open. Our objective is to reach a collective agreement with ATU Local 1000 for the transit system, and we hope to do that through the collective bargaining process."

In the event of a strike, First Transit says its team "will work to ensure that the agreements to provide essential services are maintained."

"We remain ready to resume bargaining at any time."

ORIGINAL: 7 a.m.

Kelowna Regional Transit workers have set a strike deadline of Oct. 5.

In a press release, Amalgamated Transit Union Local 1722 says it is "frustrated" by First Transit Canada's "unfunded pension plan and underfunded transit system."

Workers on Wednesday set the deadline for a full work stoppage throughout the Central Okanagan.

The union says in an "effort to not abandon riders," members engaged in six weeks of escalating job action, including a 20-30% reduction in service by 20-30% over the past three weeks. However, it says the employer has not responded to an invitation to return to work.

"They don't seem to care if Kelowna loses the transit service we are all paying for," said Local 1722 president /

"We have been clear with the public, the municipalities, and the province that we will not continue to pay the cost of the system."

A counter proposal was given to First Transit Canada three weeks ago.

"We need the city councils and the province to step in at this point," says Peressini. "If they won't answer the call, we will have no choice but to go on strike. It is governments that pay them tax dollars to run this bus system. First Transit has left us with no other option, but to warn those who rely on public transit, to start preparing for a complete work stoppage."

The union says approximately 30% of buses are currently cancelled on a daily basis due to its ongoing overtime and how understaffed and underfunded the transit system is.

It says a full strike is a last resort, "since we don't want to abandon our riders who depend on us," added ATU

[More Kelowna News](#)

DA-1001 School transportation

Effective: September 16, 2017

Revised: September 16, 2017

Scheduled review date:

1. Definitions

1.1. Catchment area

1.1.1. The designated area around a school to which students are assigned

1.2. Walking zone

1.2.1. The area around a school within which students are expected to walk to school, or the distance from the student's house to a designated pick-up point. This area may vary depending on the students' ages and the location of the school.

1.2.2. In the case of heterogeneous schools, the Francophone school's walking zone is the same as that of the Anglophone school with which it shares a facility.

1.3. School transportation zone

1.3.1. Determines and limits bus service. The school transportation zone may vary depending on the location of the school and the number of students affected.

1.4. Allowance Zone

1.4.1. Determines the area where school transportation is not provided. This area is outside the school transportation zone and inside the catchment area.

2. Transportation

2.1. Elementary school students

2.1.1. Insofar as possible, the school transportation service is provided by school buses. In cases where the number of students to be transported is very small, other means of transportation or financial assistance may be offered.

2.2. Secondary School Students

2.2.1. In areas where public transportation is available and adequate, students who live outside the walking zone will receive a transit pass so that they can use the public transit system. The school will provide passes to eligible students.

2.2.2. In areas where transit is unavailable or inadequate, students will be transported by school buses. In cases where the number of students to be transported is very small, other means of transportation or financial assistance may be offered.

3. Services

Insofar as possible, school bus transportation services will be organized in such a way that school bus travel times are equivalent to the travel times of students attending a majority school in the same catchment area as the CSF school, whether they walk, cycle, or are driven by car or bus.

Conseil scolaire francophone de la Colombie-Britannique

www.csf.bc.ca

In regions where school transportation is provided by contractors engaged by the CSF, only students enrolled at the Francophone school, or in the four-year-old students' program run by the CSF, may board the school buses. Exceptions are listed in the section entitled "Courtesy seats."

3.1. Transportation services are limited to the following:

3.1.1. going to school and returning from school;

students are entitled to one address only, and this must be established at the beginning of the school year.

For any change in the child's pick-up or drop-off point, parents must complete the form entitled [Request for bus stop location review](#).

3.1.2. and submit it to the school secretary, who will then send it to the transportation company, along with the reasons for the change.

3.2. The CSF will consider two types of additional address:

3.2.1. Primary address(es): address(es) of one or both parents

Other: group or individual child care services

4. Primary Address(es)

The school will consider both addresses of a student whose parents live in different homes when these are located within the catchment area of the school, providing pick-up points near both addresses. In order to arrange for this, students must follow the guidelines when enrolling their child online. When online enrollment is no longer available, parents may complete the form entitled [Request for a secondary stop form](#) and submit it to the school secretary, who will send the information to the transportation company.

5. Other Address

The CSF may consider a second address for the student's transportation upon receipt of an application from the parent using the form entitled [Request for a secondary stop form](#), on an existing route. The purpose of this application will be to assign a second pick-up point to a student living within the same catchment area as their primary address(es). The school will approve a second pick-up point after reviewing the parent's application. This second pick-up point must be part of an established route and pick-up point, and a consistent schedule throughout the school year. For this additional pick-up point, as for all others, the parent or guardian must agree to be responsible for accompanying their child.

Applications for a second pick-up point will be processed in the order in which they are received.

6. Code of Conduct

The school bus is an extension of the school. Consequently, students who are on the school bus are under the authority of the school principal and must follow the applicable code of conduct.

Certain behaviours may lead to a suspension of access to the school transportation system and other disciplinary measures.

7. Courtesy Seats

Where space, bus routes, schedules and the organization of the school permit, a courtesy seat may be assigned:

- 7.1. to a student who lives outside the catchment area of the school they attend;
- 7.2. to a child who attends a preschool housed in a Francophone school;
- 7.3. to a child who attends a day care housed in a Francophone school;
- 7.4. to students visiting the school on an exchange program or a visit organized by the school;
- 7.5. to students visiting the school, whose parents have requested permission in advance from the principal of the school;
- 7.6. to students from another public school board who are willing to pay a fee.

Established bus routes will not be changed or altered to accommodate a courtesy seat. The seat provided is a privilege that may be withdrawn at any time during the school year in the event of a change in the existing route or in the availability of seats on the school buses, according to priorities 7.1 to 7.6 in this article.

In order to obtain a courtesy seat for their child, the parent or guardian must apply to the school in writing, every year, by completing the form entitled [Request for courtesy seat ridership form](#).

A courtesy seat is allocated by the school principal and must be approved by the Secretary Treasurer of the CSF or their representative.

8. Local Transportation Committee

A local transportation committee may be set up in a school in order to address issues relating to school transportation. The committee is advisory in nature. It may make recommendations to the school administration, the bus company or the Secretary Treasurer of the CSF in order to improve school transportation service at the school.

Applications for new bus routes or the extension of existing routes must be submitted to the Secretary Treasurer in writing by the local transportation committee or the school principal. Applications must be evaluated based on the following criteria:

- 8.1. the safety of walking routes;
- 8.2. a comparison of travel times – on foot or by car, bicycle or bus – of students attending a majority school located in the same catchment area as a CSF school;
- 8.3. the number of students directly affected;
- 8.4. the availability of space on the bus;
- 8.5. the impact of the changed routes on other students;

- 8.6. road conditions on the proposed route or extension; and
- 8.7. costs.

A parent advisory council (PAC) that wishes to establish a transportation committee must inform the school principal of its intention. The committee will consist of representatives of the PAC, the school administration, and staff from the company providing school transportation (as needed and as available), and a representative of the CSF. The number of members on the committee will be determined by the PAC in consultation with the school principal. The PAC will consult with parents as required.

The Committee will set its own rules of procedure and meet as required. However, it is suggested that the committee's recommendations be adopted by consensus.

9. Walking Zones – Elementary School Students (K to 7)

Parents are responsible for determining the age and level of maturity their children must have to allow them to go to school or to the school transportation pick-up point unaccompanied by an adult.

Urban areas with heavy traffic: 1 kilometer

- 9.1. École André-Piolat – North Vancouver
- 9.2. École des Pionniers-de-Maillardville – Port Coquitlam
- 9.3. École des Navigateurs - Richmond
- 9.4. École Gabrielle-Roy - Surrey
- 9.5. École Rose-des-vents – Vancouver
- 9.6. École Anne-Hébert – Vancouver
- 9.7. École Henderson - Vancouver
- 9.8. École Victor-Brodeur – Victoria
- 9.9. École Sundance - Victoria

Urban areas with moderate traffic: 2 kilometers

- 9.10. École du Bois-joli - Delta
- 9.11. École Collines-d'or - Kamloops
- 9.12. École de L'Anse-au-sable - Kelowna
- 9.13. École des Voyageurs – Langley
- 9.14. École Océane – Nanaimo
- 9.15. École Franco-nord – Prince George

Semi-rural and rural areas: 3 kilometers

- 9.16. École Mer-et-montagne – Campbell River
- 9.17. École La Vérendrye - Chilliwack
- 9.18. École Au-cœur-de-l'île - Comox
- 9.19. École Sophie-Morigeau - Fernie
- 9.20. École des Deux-rives - Mission
- 9.21. École des Sentiers-alpins – Nelson
- 9.22. École de la Vallée – Pemberton
- 9.23. École Entre-lacs – Penticton
- 9.24. École des Grands-cèdres – Port Alberni
- 9.25. École Côte-du-soleil – Powell River
- 9.26. École des Glaciers – Revelstoke
- 9.27. École des Sept-sommets - Rossland
- 9.28. École du Pacifique – Sechelt
- 9.29. École des Aiglons – Squamish
- 9.30. École Jack-Cook – Terrace
- 9.31. École La Passerelle - Whistler

10. Walking Zones – Secondary School Students (8 to 12)

The walking zone is 3 kilometers. Distances are calculated based on the actual route the student must take to get from their home to the school they attend.

11. Changes to Walking Zones

The Secretary Treasurer may make changes to walking zones for safety reasons. These changes will be based on the age of the student or students and the particular conditions of the walking route, such as:

- 11.1. the space between pedestrian and traffic zones;
- 11.2. the absence of sidewalks;
- 11.3. speed limits;
- 11.4. construction zones;
- 11.5. visibility;
- 11.6. wooded areas;
- 11.7. the possible presence of wild animals;
- 11.8. railway crossings; and
- 11.9. other criteria.

12. Annual Registration for the Transportation Service

In order to be entitled to take advantage of school transportation, students must be registered in the CSF transportation system. To use the transportation system in September of the same year, students must be registered by July 7. The online registration system will be available between May 15 and July 7 every year, and information on how to register will be handed out at school starting on May 15. The CSF cannot guarantee a seat at the beginning of the school year to students who are not registered by the previous July 7.

Every year, the online registration system will be closed from July 7 to August 20 to provide transportation companies with time to prepare bus routes and inform parents, starting on August 20. The online registration system will be reopened at that time to include students who enroll in the CSF at the beginning of the school year.

13. Financial Assistance/Allowance

In exceptional cases where a child is entitled to school transportation but lives in a location where transportation is not offered, other means of transportation or financial assistance may be used.

The CSF will provide financial assistance for transportation to the parents of students who are eligible for transportation and for whom it is difficult or impossible to provide bus service. Applications for financial assistance for transportation must be made every year.

The assistance provided will be \$0.40/km, up to a maximum of \$10.00 per day per family.

The financial assistance form, [Request for financial assistance for school transportation](#), is available on the CSF website. Once submitted, applications will be reviewed by the school principal and the CSF transportation service for approval.

14. Responsibilities

Responsibilities of the school principal

The school bus is an extension of the school. Consequently, students using this service are under the authority of the school principal and must follow the applicable code of conduct.

The school principal is responsible for:

- 14.1. developing a code of conduct that applies specifically to school transportation and is consistent with the CSF's policy;
- 14.2. informing parents and students about the code of conduct for students on school buses; and
- 14.3. notifying the parents of students whose behaviour is unacceptable;
- 14.4. ensuring that students are supervised when school buses arrive in the morning and when they leave in the afternoon;
- 14.5. in collaboration with bus drivers and the bus company, ensuring that the arrival and departure of school buses is orderly and safe;

- 14.6. establishing an arrival and departure schedule, in consultation with the bus company;
- 14.7. establishing safety measures for the arrival and departure of school buses; and
- 14.8. formulating specific guidelines for students when they miss their bus for returning home.

The school principal is authorized to impose a temporary suspension of transportation services (up to 10 days) on students whose behaviour jeopardizes the safety of the other students. The principal must:

- 14.9. inform parents on the same day, by telephone; and
- 14.10. inform parents in writing by email as soon as possible.

Unless there is an immediate threat to the safety of the other passengers, a suspension should take effect on the following morning, after the parents or guardians have been notified, when the child is still at home.

In extreme cases, where a child's behaviour is a danger to one or more passengers, the school principal will consult the Secretary Treasurer, who may impose a permanent suspension of school bus service.

In the case of a permanent suspension, parents will be consulted to identify alternatives to the school bus.

In cases of vandalism, parents are financially responsible for damage to buses that is caused by their children.

The suspension of school bus service does not in any way imply the cessation of educational services.

Parents are responsible for transporting their child to school.

If a driver is unable to obtain the cooperation of a student who is misbehaving, they must immediately report the incident, including the name of the student and the nature of the misconduct, using the "Report on a student's conduct" form provided by the transportation company. The bus company will then email or fax the incident report to the school.

Responsibilities of students

When students use school transportation, they must:

- 14.11. abide by the school's code of conduct;
- 14.12. be at the bus stop 5 minutes before its scheduled arrival time;
- 14.13. promptly obey all the driver's instructions, including the assignment of seats, as required;
- 14.14. get on and off the bus in an orderly fashion;
- 14.15. refrain from talking to the driver, except in an emergency;
- 14.16. refrain from talking unnecessarily loudly and using vulgar or profane language;
- 14.17. remain seated, facing forward, and wear a seat belt, where available;
- 14.18. avoid obstructing the aisle with legs, bags, or any other obstacle;
- 14.19. keep windows closed at all times, unless otherwise instructed by the driver;
- 14.20. keep hands, arms, head and body inside the bus;
- 14.21. refrain from leaving garbage on the bus;
- 14.22. take responsibility for any deliberate damage to the bus; and
- 14.23. refrain from eating or drinking on the bus (this is due to health and safety concerns, such as food allergies and choking, in addition to keeping the bus clean).

Responsibilities of parents and guardians

Parents must:

- 14.24. ensure that the child knows the rules around bus transportation, when getting on the bus, during the journey, and when getting off the bus;
- 14.25. support the school and the school bus company with regard to any disciplinary issues and any consequences resulting from the actions of their child;
- 14.26. ensure that the child is dressed appropriately for the weather, while they are waiting for the bus; and
- 14.27. be at the bus stop 5 minutes before its scheduled arrival time;
- 14.28. be responsible for the safety and behaviour of their child before the child gets on the bus in the morning and immediately after they get off the bus after school;
- 14.29. avoid any contact with the bus driver regarding the operation of the bus and the route. Instead, they should address their concerns to the school principal, who will do any necessary follow-up;
- 14.30. note: Failure to fulfill these responsibilities may result in penalties.

Responsibilities of the contractor

- 14.31. Under the contract, the contractor will provide transportation services only to students and no other person will be authorized to enter any company vehicle used for and during the delivery of this service to the CSF, with the exception of the driver of the bus, an employee of the contractor, or a teacher or accompanying adult working for the CSF, unless special permission is obtained in advance, in writing, from the Secretary Treasurer.
- 14.32. The contractor must maintain the cleanliness and proper mechanical functioning of all vehicles so as not to be required to do so when the vehicles are traveling on a route at a time when it is considered dangerous, impassable or unsafe by the company and the CSF due to unfavourable weather conditions. Under these circumstances, the company will not be paid for services that are not provided. The CSF will be the sole judge of the acceptability of the condition of the vehicles.
- 14.33. The contractor must provide a suitable, safe and punctual transportation service. It must equip the vehicles and ensure that they are in good working order so as to ensure the comfort and safety of the students. The operation of all vehicles must comply with the *Motor Vehicle Act* of British Columbia.
- 14.34. The contractor must provide supervision at connection points, ensuring that the first bus to arrive stays until the second bus arrives.
- 14.35. The CSF will determine if and when the service will be interrupted during a strike or lockout of the company's employees. The contractor will determine, in collaboration with the CSF, if and when the service will be interrupted due to bad weather or other exceptional circumstances. The contractor will not be paid during the period when the service is interrupted.
- 14.36. The contractor may receive information deemed confidential regarding the needs of students. Any information of this nature is subject to the provisions of the *Freedom of Information and Protection of Privacy Act*. The contractor's staff must be aware that any information provided to the company regarding the students is confidential and must not be disclosed to anyone without the prior written consent of the CSF.

- 14.37. The bus driver must monitor and discipline the students in a courteous manner while the students are in the vehicle, boarding it, or lining up to board it.
- 14.38. In the event of an accident, the contractor must notify the school and people in charge immediately.

15. Video Cameras on the Bus

The CSF encourages the use of video recording only for purposes of safety, discipline and the prevention of vandalism. Video recordings will not be used for any other purpose.

Video recording may take place at any time inside the bus. The presence of a camera in the bus will be indicated.

The use of the video recordings will be strictly limited to the use described in this section. The CSF will not accept the inappropriate use of cameras and will take the necessary actions should it occur.

The use of the video recordings will be noted on the school transportation registration form.

16. Winter Routes

The commissioning of winter routes or snow roads responds to a complex weather situation but does not require the partial closure of a school.

16.1. The commissioning of winter routes means:

- 16.1.1. maintenance of a school bus service limited to major roads;
- 16.1.2. pick up and drop off of children at different and pre-established gathering places.

Method

The collaboration of several categories of stakeholders leads to the commissioning of winter routes. It is deployed in four (4) successive steps.

Step 1: Every year before October 15, the local transportation company official informs the school principal of the winter routes.

Step 2: Every year before October 15, the local head of the transportation company informs parents of the winter travel routes and the children's pick-up and drop-off locations.

Step 3: Every year before October 15, the transportation company posts information about the winter routes, pick-up and drop-off locations for children on its website.

Step 4: In the event of the winter transport routes being put into service, the employees of the transport company personally notify the parents of the students concerned as soon as possible, and then the local head of the transport company contacts the school management so that the latter can inform the school staff of the possibility of delays.

NB: It is up to the local person in charge of the transport company to decide whether to maintain or stop winter routes.