

Purpose

The purpose of this proposal is to put forward road safety and access upgrades sought by the Konini School Parent Teachers Association (Konini PTA).

Recommendation

That Auckland Transport and the Waitakere Ranges Local Board agree that:

- a. Neither party will fund or do any like for like footpath replacement work (excluding emergency repairs) on footpaths as out lined in the appendences of this proposal for safety and access upgrades; and
- b. Both parties will work together to implement proposed Priority 1 upgrades, as out lined in the appendences of this proposal, in the short term; and
- c. Both parties will work together to implement proposed Priority 2 upgrades, as out lined in the appendences of this proposal, in the medium term; and
- d. When footpaths are renewed within the Konini School zone that are also on a public bus route the footpath is reinstated away from the kerb (with a front berm / garden).

Introduction

Within the Konini Primary School zone there are:

- No 30kmh school zones
- No cycling infrastructure
- Narrow footpaths - often hard against traffic lanes, some of which is on a public bus route.
- Only one pedestrian crossing – Glendale Road (750 meters from Konini Primary)

The Konini PTA with the support of the schools Board of Trustees have put this proposal together to communicate to Auckland Transport (AT) and the Waitakere Ranges Local Board (WRLB) their plan for improved safety as well as increase walking and cycling access within the Konini School zone.

Discussion

Recently within the Konini Primary School zone there have been two separate incidents of children being hit by cars while crossing the roads. These incidents along with a low standard of walking environment (as mentioned above) have led to ever growing road safety concerns among the school community. The school's walking school bus parent's face moving groups of young children to and from school safety with narrow walkways and no crossings. A lower speed limit around the school would reduce the risk to children and increase the likelihood of families walking to and from school.

While some Konini children make their own way to and from school, parents who drive their kids to school are encouraged to park at Kowhai Reserve and walk from there. The footpath between the school entrance and Kowhai Reserve is mostly only one metre wide and hard against a live traffic lane. After school, over one hundred people can be on this footpath at one time.

In the afternoon when a large wave of parents and children walk from the school, (mostly to Kowhai Reserve carpark) teachers and pupils act as safety wardens to allow people to safely cross the road, as there are no pedestrian crossings near the school. It would improve road safety and slow down traffic if there were road pedestrian crossings at the Withers Road/Paewai Road and Withers Road/Annison Avenue intersections.

The narrow footpaths within the Konini Primary School zone are not due to berms width but more historical practice. In fact, for example, the back berm between the school and Paewai Road is over seven metres wide, allowing room to easily separate pedestrians and traffic in the future on a wide shared path.

The footpath on the northern side of Withers Road, between the school and Kashmir Road is also narrow and hard against live 50kmh traffic. The school's walking school bus uses this section of footpath and parents are gravely concerned about the potential for an accident along this section of footpath.

Konini Primary School is a Bikes in Schools school with a bike track and bikes. However, with no cycling infrastructure within the school zone, or links to the existing partly completed Glen Eden - Ceramco Park shared path, or a link to Glen Eden Intermediate School, the number of Konini kids biking to school is extremely low. A bike track (as indicated on the attached appendix) would greatly increase the amount of children who would cycle to school, which would in turn reduce local traffic.

The Konini PTA also has concerns that the footpaths of Kashmir Road (and parts of Nandana Drive that are on the local bus route) were recently upgraded hard against the kerb. These sections of road are on the public bus route so primary school children walk within less than one metre from a moving bus. The Konini PTA does not want this practice within our school zone and questions why AT would do this anywhere.

The Konini PTA now have a standing agenda item about road safety and access and are very ready to work with AT and the WRLB to improve the current situation.

In conclusion, we would like to recommend:

1. That there be a 30kmh school zone around the school;
2. Crossings be installed in the eight locations specified on the appendix with a priority being those closest to the school;
3. A cycling facility/shared path be installed:
 - Along the southern side of Withers Road to Glendale / Kaurilands roads initially.
4. That footpaths alongside bus routes be moved away from the road where possible and extended in width. Ie Withers Rd and Glengarry Rd.

The Konini PTA has set out its Priority 1 and 2 aspirations in the appendances to this report. The illustrations in the appendence are concepts only.

The map below is provided as an overview of the proposal and includes future potential cycling links.

Thank you for your time.

Sally Wallwork
Chairperson Konini School PTA