

Dear [REDACTED]

Thank you for your email of 14 August 2018 to the Ministry of Education requesting the following information:

1. *Information - including Statistics New Zealand population projections, information from Auckland Council on known developments and current school enrolment patterns - used to inform a decision about whether or not a primary or secondary school is needed in the Pohutukawa Coast, Clevedon or surrounding areas.*
2. *Any information relating to this issue, involving Auckland Transport, school buses or children commuting to their zoned school.*
3. *External and internal communication about the conclusion the Ministry has reached.*

Your request has been considered under the Official Information Act 1982 (the Act).

In relation to part one of your request, I can confirm the Ministry of Education is not currently planning on adding a new school to the Pohutukawa Coast, Clevedon or surrounding areas as local growth can currently be met by the existing primary and secondary schools servicing those areas. Having said that we are continually reviewing growth demands in the Auckland region as part of the Auckland Education Growth Plan. Our planning for these areas will include expected growth for the Clevedon area.

Population forecasts were supplied by Auckland Council (Appendix A). We cross-referenced these with Statistics NZ projections to inform the growth analysis. Individual names have been withheld to protect the privacy of natural persons under section 9(2)(a) of the Act. Out of scope information has also been withheld. Our summary network assessment is attached for your information as Appendix B, which provides information on population forecasts, and the makeup of the schooling network in the area.

In light of the expected growth we will be adding capacity at Beachlands, Maraetai and Clevedon primary schools over the medium term.

There is sufficient capacity between Howick College and Papakura High School to accommodate secondary students from the Pohutukawa Coast, Clevedon and surrounding areas into the future. This assumes that Howick College reduces the number of out of zone student enrolments over time. There is sufficient scope within the existing network of schools to manage growth.

In relation to part two of your request, the primary responsibility for getting students to school rests with parents and caregivers. The Government offers school transport assistance where distance is a barrier to the closest place of education that a student can enrol at due to there being no public transport available.

Because the Ministry does not duplicate public transport bus routes, the majority of our school bus services are provided in rural areas. For more information on how the Ministry designs and operates bus routes please see Appendix C. The Ministry does not hold information about buses operated by Auckland Transport or children commuting to their zoned school in the context of your request.

I am refusing your request for external and internal communication about the conclusion the Ministry has reached under section 18(e) of the Act as the Ministry has not reached a conclusion on future demand for student spaces in the Pohutukawa Coast, Clevedon or surrounding areas. Therefore, at this point in time there is no written external or internal communication specifically about this matter.

However, I attach the notes for a meeting between Ministry of Education and the Franklin Local Board that took place in January 2018 as Appendix D. At this meeting we discussed the current and future scenario for schooling in the Pohutukawa Coast, Clevedon and surrounding areas. This scenario was as outlined in the first part of this letter.

Please note, the Ministry now proactively publishes OIA responses on our website. As such, we may publish this response on our website after five working days. Your name and contact details will be removed.

Thank you again for your email. If you have further questions please feel free to contact our media team in the first instance at media@education.govt.nz. If you are unsatisfied with my response, you have the right to ask an Ombudsman to review it. You can do this by writing to info@ombudsman.parliament.nz or Office of the Ombudsman, PO Box 10152, Wellington 6143.

Yours sincerely

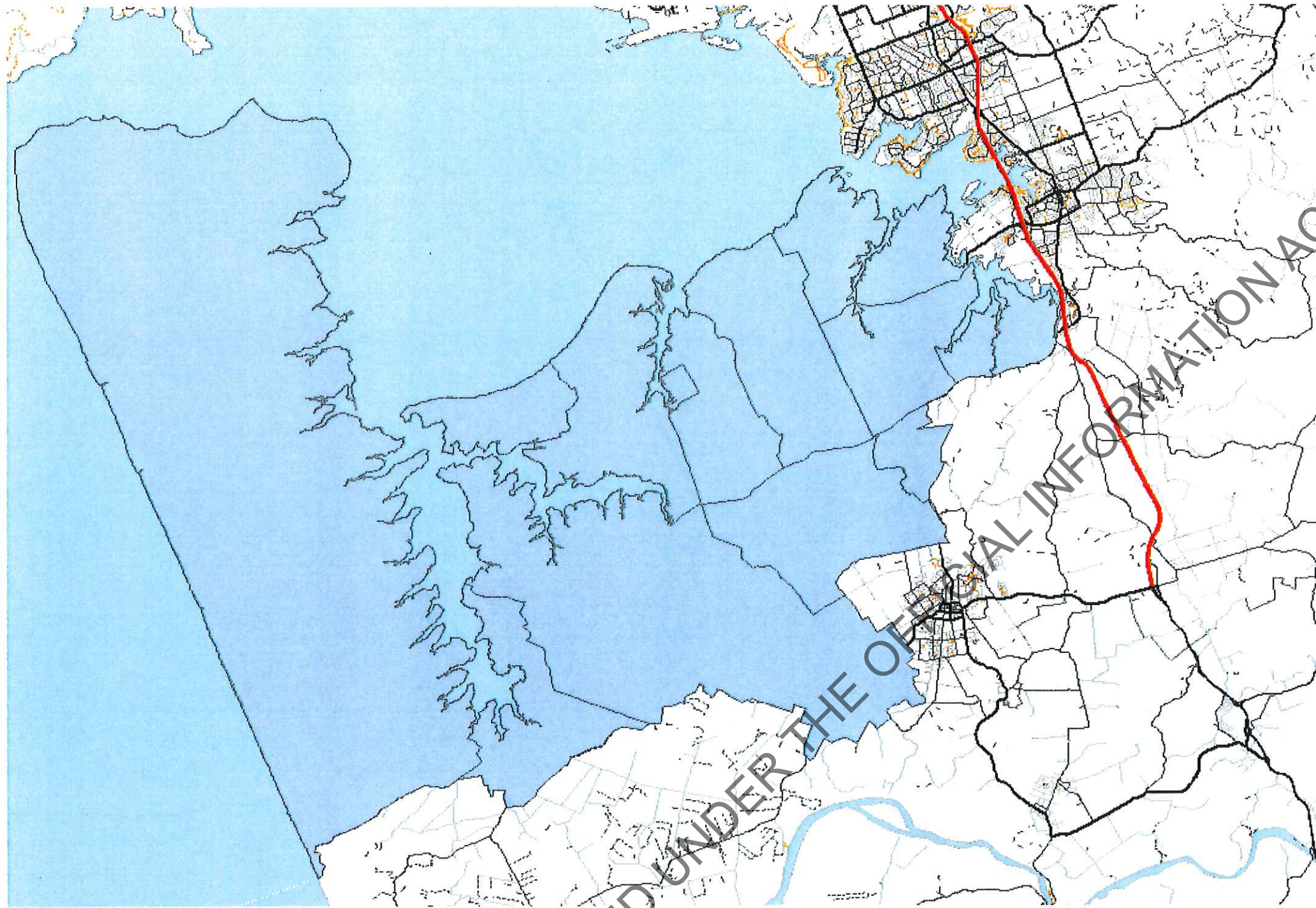


Katrina Casey
Deputy Secretary
Sector Enablement and Support

cc: Isabel Evans, Director of Education Auckland

Appendix A

North West Franklin



Scenario I 11 MODIFIED

HOUSEHOLD FORECASTS

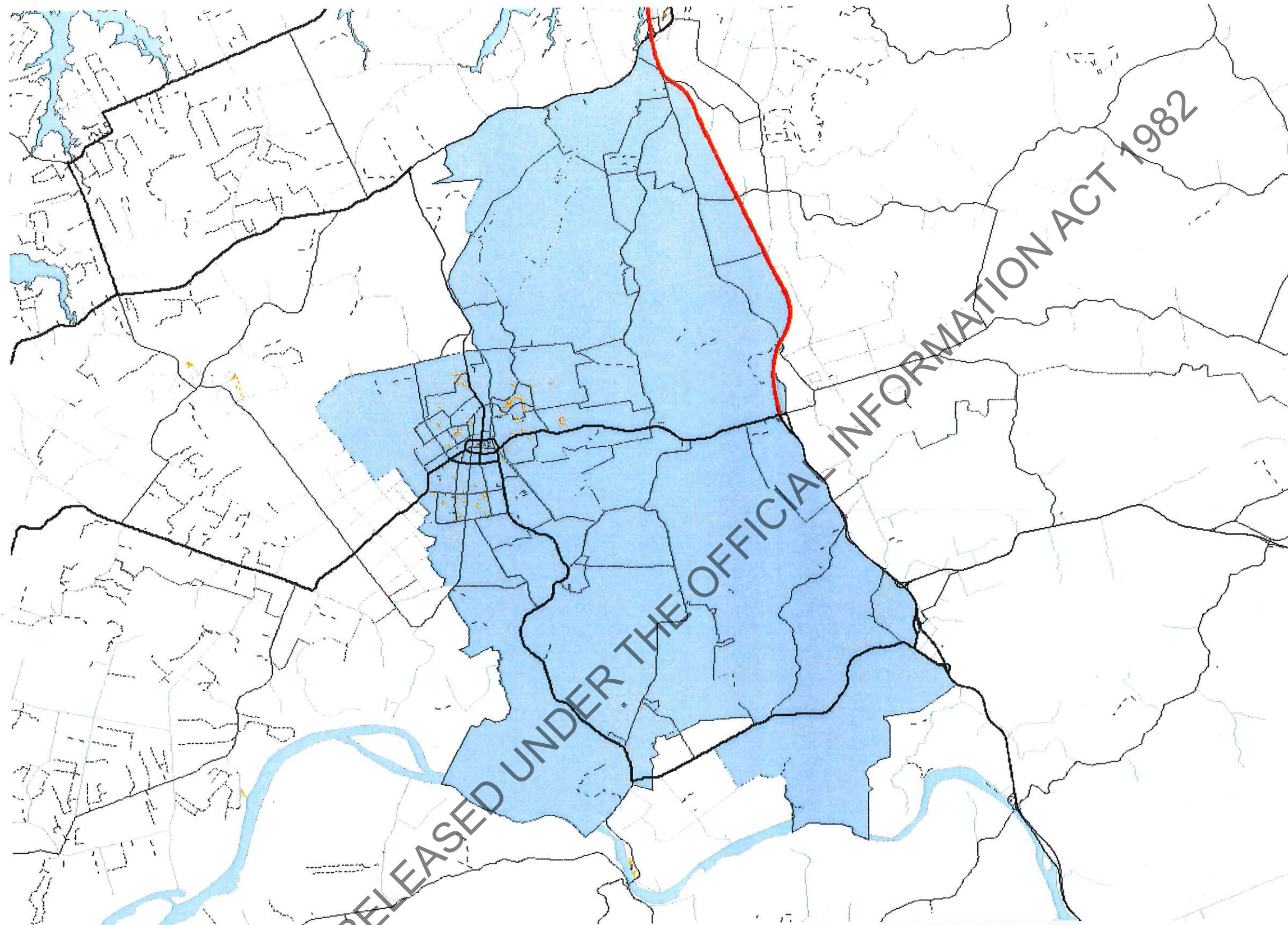
2013	2016	2021	2026	2031	2036	2041	2046
8,441	8,901	11,121	13,708	16,885	19,943	23,096	25,405

Scenario I 11 MODIFIED

POPULATION FORECASTS

2013	2016	2021	2026	2031	2036	2041	2046
23,228	24,635	30,381	36,917	44,800	52,064	59,135	63,419

Pukekohe and Franklin Central south



Scenario I 11 MODIFIED

HOUSEHOLD FORECASTS

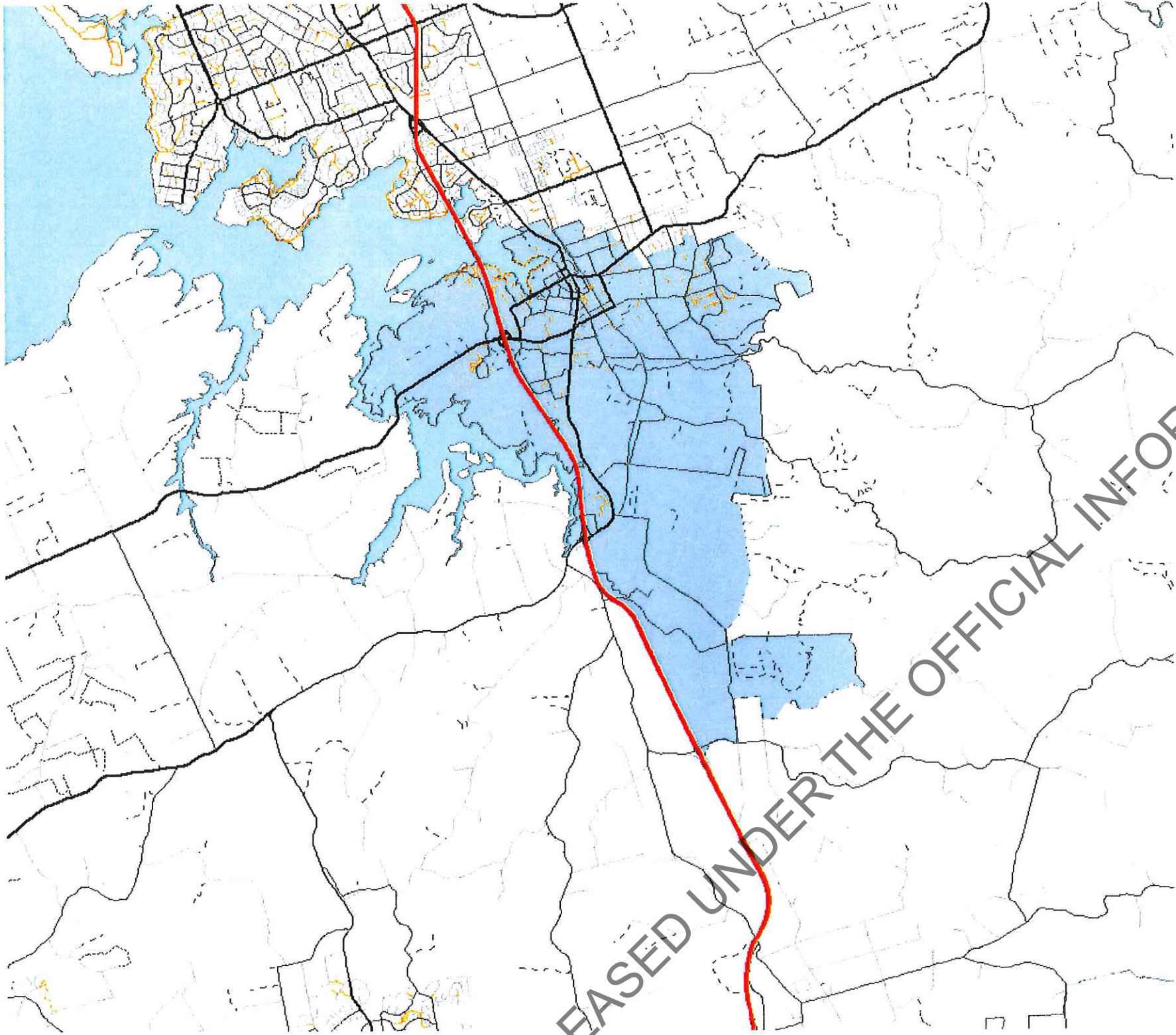
2013	2016	2021	2026	2031	2036	2041	2046
10,591	11,428	15,114	17,875	21,215	25,301	28,880	31,607

Scenario I 11 MODIFIED

POPULATION FORECASTS

2013	2016	2021	2026	2031	2036	2041	2046
29,904	32,492	40,921	47,491	55,639	65,553	73,602	79,048

Papakura South



Scenario I 11 MODIFIED

HOUSEHOLD FORECASTS

2013	2016	2021	2026	2031	2036	2041	2046
10,426	11,302	14,329	17,501	21,742	24,009	26,278	28,413

Scenario I 11 MODIFIED

POPULATION FORECASTS

2013	2016	2021	2026	2031	2036	2041	2046
30,679	33,820	41,904	50,176	61,013	65,801	70,357	74,328

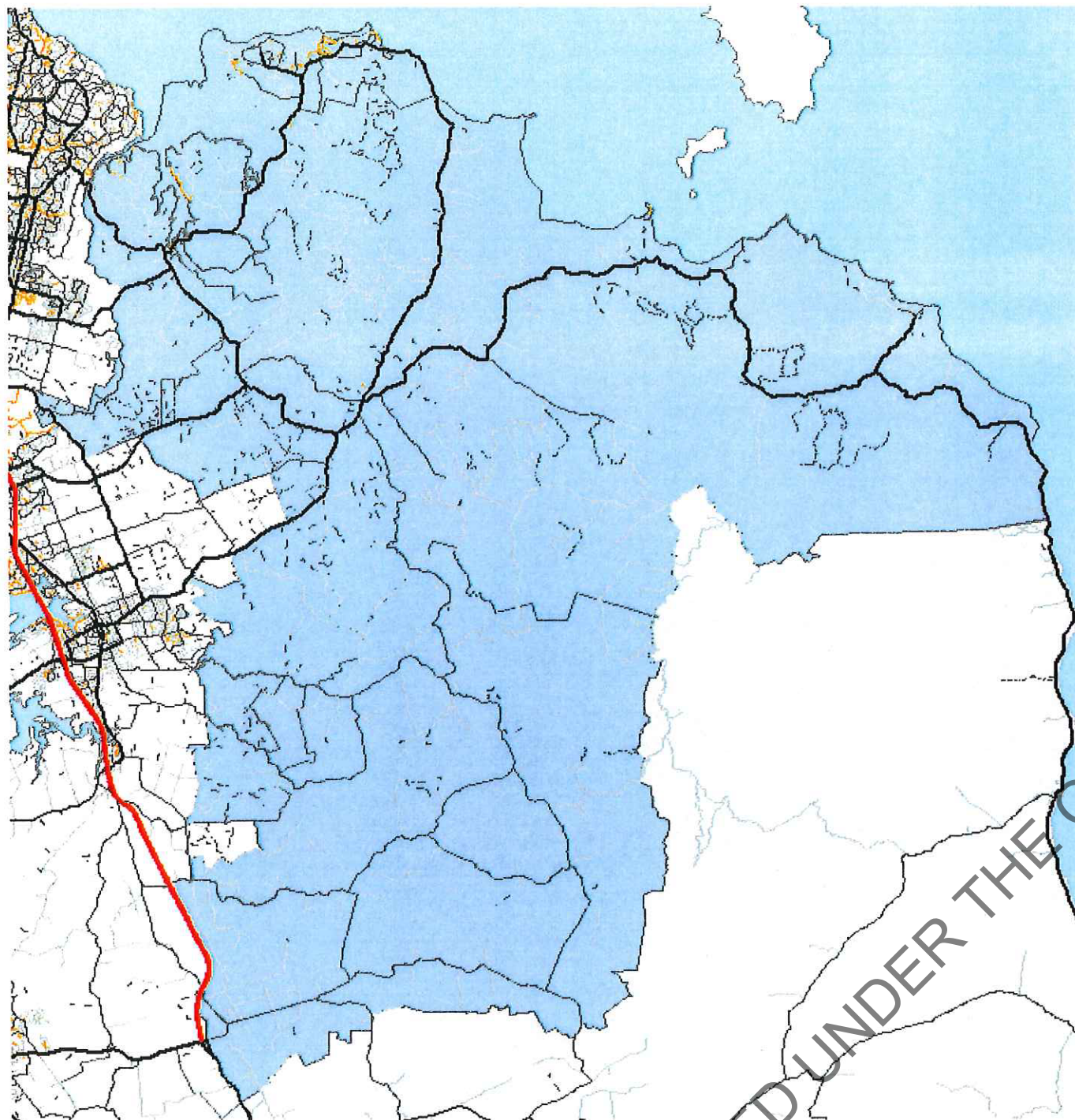
Out of scope



s 9(2)(a) OIA



North East Franklin



Scenario I 11 MODIFIED

HOUSEHOLD FORECASTS

2013	2016	2021	2026	2031	2036	2041	2046
7,624	8,111	8,811	9,261	9,768	10,157	10,583	11,017

Scenario I 11 MODIFIED

POPULATION FORECASTS

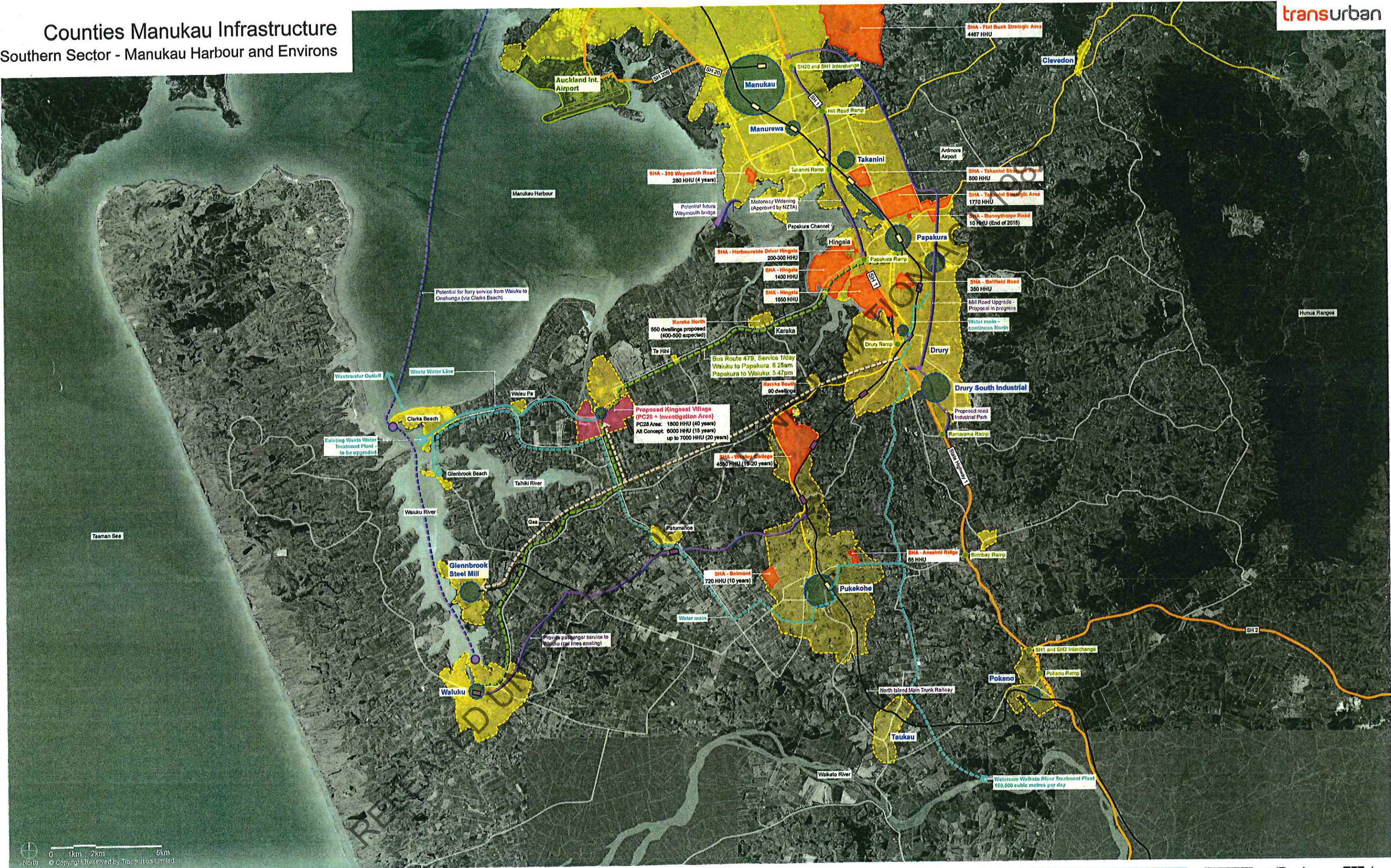
2013	2016	2021	2026	2031	2036	2041	2046
22,059	23,488	24,755	25,338	26,080	26,524	27,026	27,481

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

Counties Manukau Infrastructure

Southern Sector - Manukau Harbour and Environs

transurban



- LEGEND**
- | | | | |
|--|-------------------------|--|---|
| | State Highway | | Kingseat |
| | Major roads | | Commercial hubs |
| | Minor roads | | Populated areas - existing and proposed (RUB) |
| | Proposed Infrastructure | | Special Housing Areas |
| | Proposed ferry route | | Airport |
| | Existing bus route | | Existing train station |
| | Water main | | Proposed train station |
| | Waste water | | Motorway access |
| | Gas | | |
| | Railway | | |

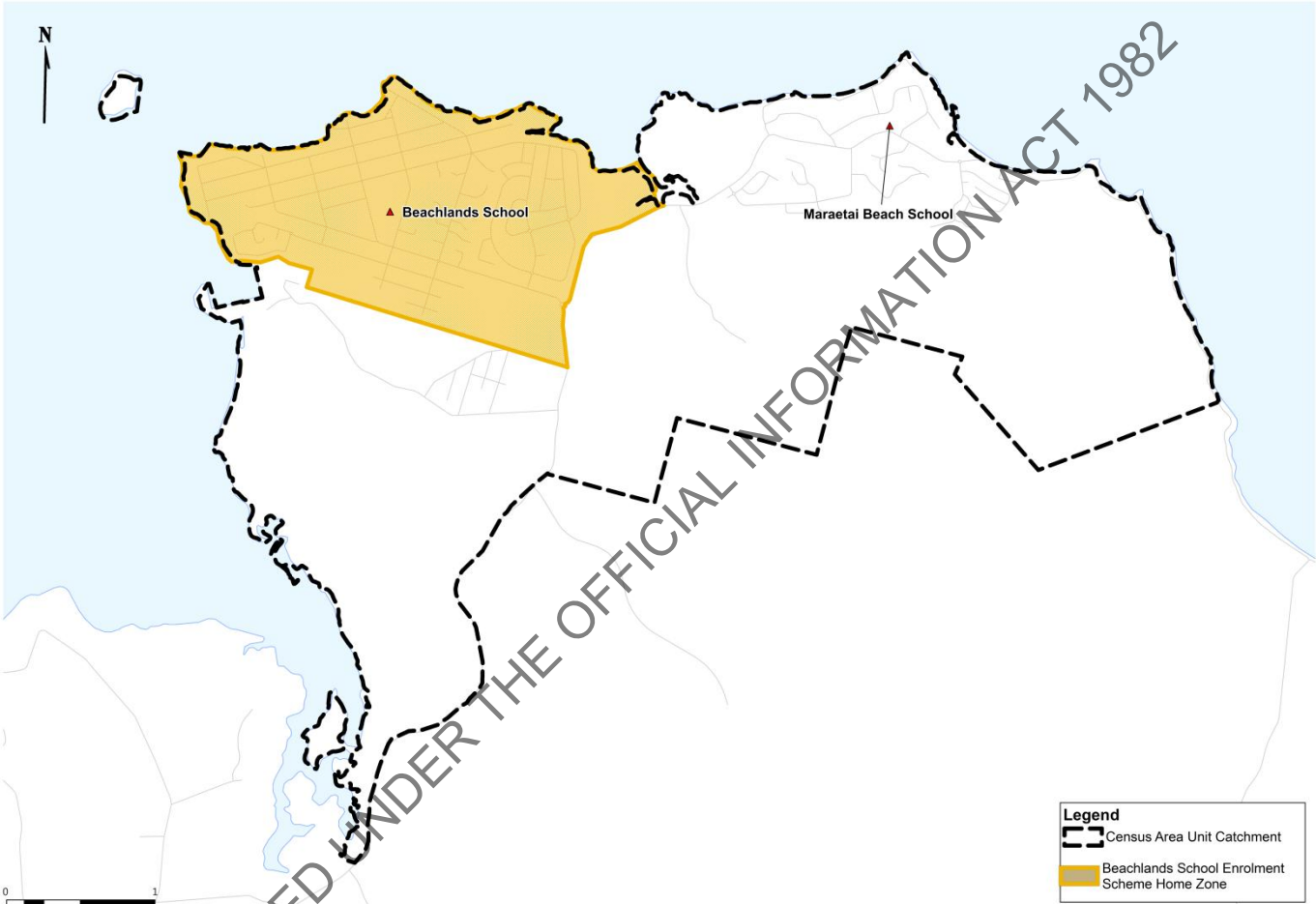


Beachlands-Maraetai

June 2017

Primary catchment

Beachlands-Maraetai Primary Catchment and Local Primary Schools



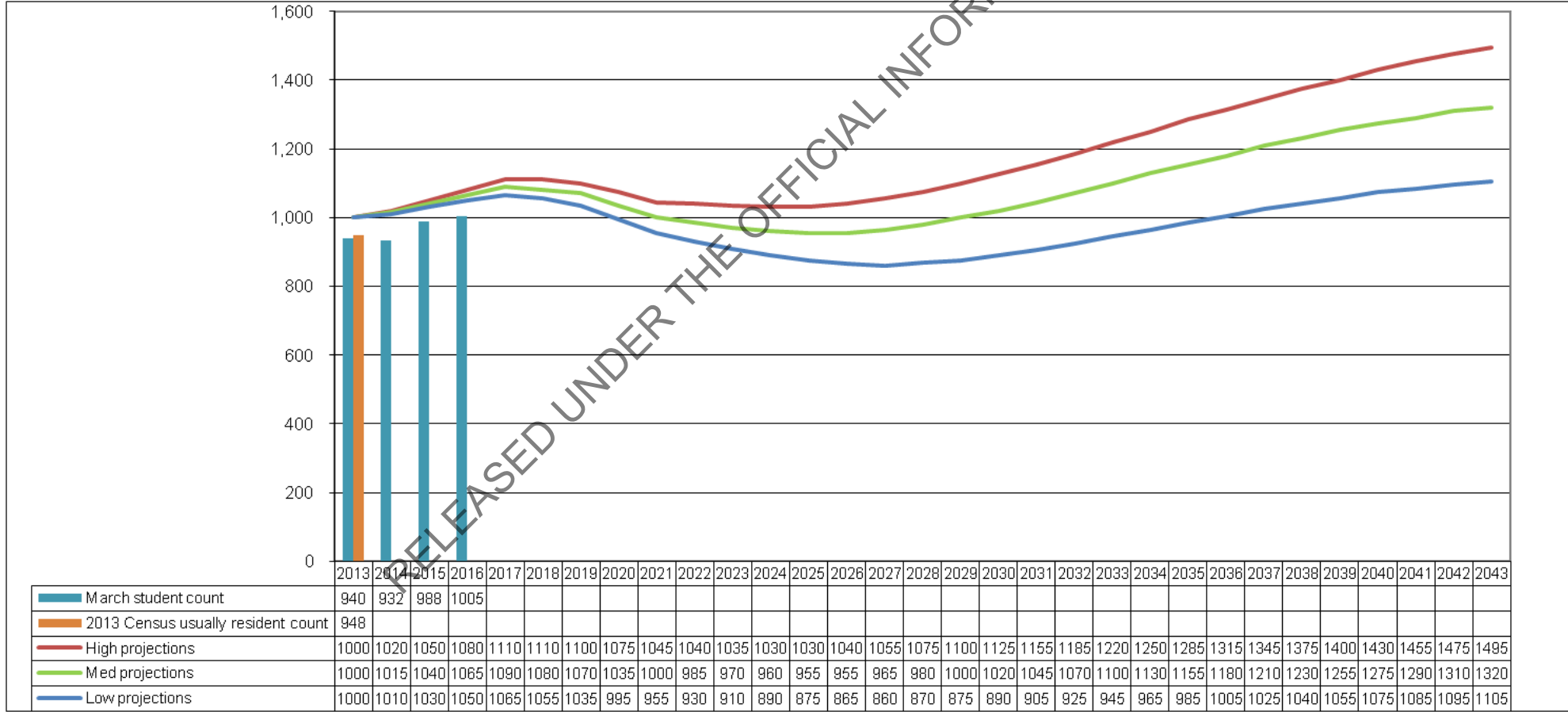
Sourced from LINZ data. Crown and Critchlow Copyright reserved. Census boundaries from Statistics New Zealand.

				Peak Rolls									
				10th October Rolls for Primary (Y1-6 & Y1-8); 1st March Rolls for all others									
School Name	Type	TS Count	Current Capacity	2012	2013	2014	2015	2016	2017	2018	2019	OOZ (Mar 2017)	surplus/ deficit (on 2016 roll)
Beachlands School	Y1-8	26	555	521	548	566	565	598	613	641	662	5	-43
Maraetai Beach School	Y1-8	12	274	258	277	252	233	271	300	300	306	0	3
Total		38	829	779	825	818	798	869	913	941	968	5	-40
Schools in <i>italics</i> have enrolment schemes.									Actual Roll			Projected Roll	

Schools Attended by Year 1-8 Students Living in the Primary Catchment, March 2016

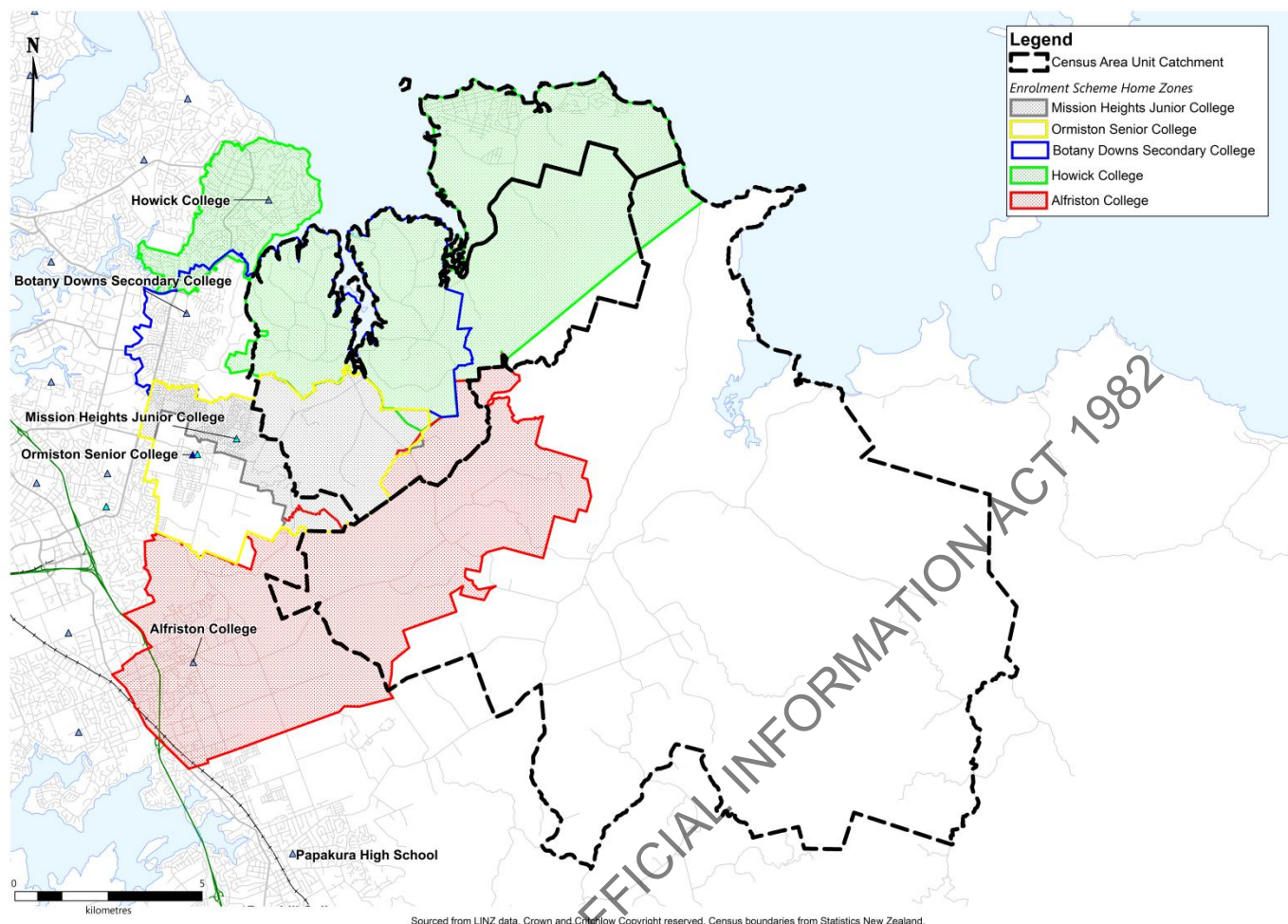
School Name	Student Count	Share of Students
Beachlands School	530	53%
Maraetai Beach School	204	20%
Star of the Sea School (Howick)	74	7%
Elim Christian College	43	4%
Sancta Maria College	30	3%
Owairoa School	16	2%
Other (27 Schools)	108	11%
Total	1005	100%

Projected underlying population age 5-12 and reported student count in the Primary Catchment 2013-2043



Secondary Catchment

Beachlands-Maraetai Secondary Catchment and Local Secondary Schools

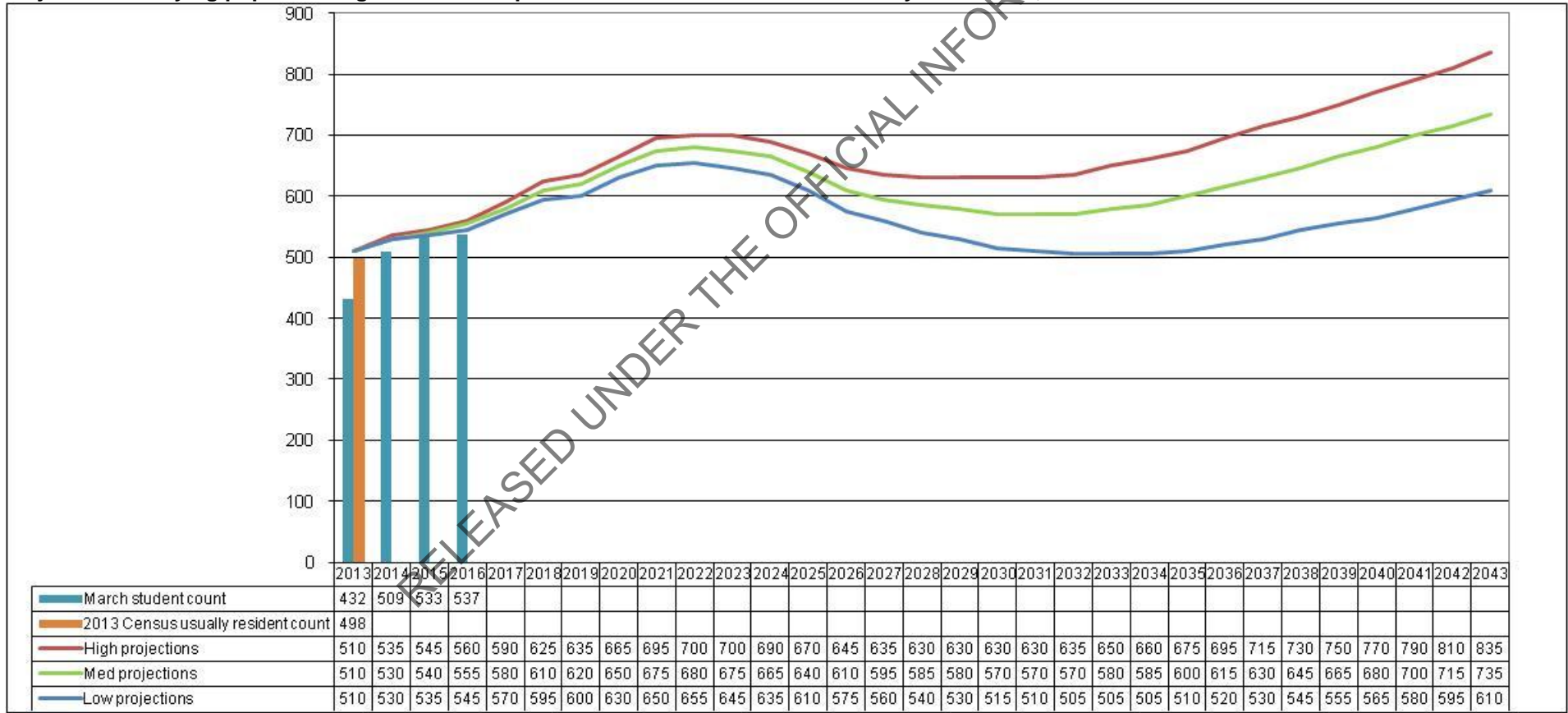


				Peak Rolls									
				10th October Rolls for Primary (Y1-6 & Y1-8); 1st March Rolls for all others									
School Name	Type	TS Count	Current Capacity	2013	2014	2015	2016	2017	2018	2019	2020	OOZ (Mar 2017)	surplus/ deficit (on 2017 roll)
Howick College	Y9-15	96	2,016	1,834	1,877	1,895	1,919	1,971	2,020	2,048	2,080	695	45
Papakura High School	Y9-15	64.5	1,236	877	800	665	568	567	555	548	555	N/A	669
Mission Heights Junior College	Y7-10	52.5	1,131	668	734	805	821	801	1,000	1,195	1,389	0	330
Ormiston Senior College	Y11-15	59	1,134	348	383	441	475	514	528	538	538	37	620
Ormiston Junior College	Y7-10	6	85					150	194	227	257		
Alfriston College	Y9-15	68.5	1,400	1,403	1,377	1,410	1,336	1,164	1,100	1,045	1,004	345	237
Botany Downs Secondary College	Y9-15	78	1,588	1,706	1,710	1,712	1,728	1,740	1,727	1,723	1,701	253	-152
Total		425	8,590	6,836	6,880	6,928	6,846	6,906	7,124	7,324	7,524	1,330	1,749
Schools in <i>italics</i> have enrolment schemes									Actual Roll			Projected Roll	

Schools Attended by Year 9-13 Students Living in the Secondary Catchment, March 2016

School Name	Student Count	Share of Students
Howick College	423	46%
St Kentigern College (Pakuranga)	117	13%
Botany Downs Secondary College	89	10%
Sancta Maria College	64	7%
Elim Christian College	60	7%
Macleans College	34	4%
Other (31 Schools)	126	14%
Total	913	100%

Projected underlying population age 13-17 and reported student count in the Secondary Catchment, 2013-2043



Appendix C

Bus route design and operation

Background

All daily and DR bus routes must meet specific design guidelines in order to operate.

Establishment of a bus route

A service must have at least eight students who are eligible for School Transport Assistance (STA) from their home address who want to access a bus service. A bus route must meet all of the route design guidelines detailed below before a bus route is established.

Route design

Routes are designed to transport eligible students who want to access a Ministry funded vehicle to and from the closest school they can enrol at. Routes are designed to transport as many eligible students as efficiently as possible.

Routes will only travel along roads that:

- have four or more eligible students on or around them; and
- the distance of the furthestmost eligible student on the road is at least 2.4km from the road the bus currently travels along

Bus routes may travel along roads that no students live on in order to travel to areas where they are eligible students.

Routes will be designed based on:

- the location of eligible students that will be attending school in Term 1 of the year being designed for
- bus stop location
- student and road safety
- a suitable route timetable
- the Ministry's cost limits

Students who bypass a closer school(s) to attend their school of choice will not be considered when designing routes.

The exact design of the route will be at the discretion of the Ministry of Education School Transport team members following discussion with the transport service provider (TSP), and the affected school(s).

Timetable for services

Services should not start picking up students before 7am, and all students should be set down by 5pm. Ideally students should not be on the vehicle for any longer than 60 minutes.

There may be some exceptions to this timeframe due to local circumstances such as route length, school starting times, and the number of schools on the route.

Reviews

Bus routes will be reviewed on an annual basis.

Bus stops

STA is not designed to be a door-to-door service. Some students may be able to be picked up from outside their gate, however others may need to walk or be privately transported to a central bus stop. Final decisions on where a bus stop is, and where a bus turns around will be based on safety, and will be decided by the Ministry of Education School Transport team in conjunction with the TSP.

Cost limits

The daily per capita (per student per day) limit for Ministry funded buses is \$15.

A proposed route may exceed this limit e.g. the route is operating in an isolated area, or there are safety concerns. In these situations approval must be sought from the National Manager School Transport.

Engagement with the TSP

Route engagement with the TSP will take place once the route has been drafted by the Ministry of Education School Transport team in accordance with route design guidelines. In particular the safety aspects of operating the bus must be discussed.

The Ministry of Education School Transport team will consider the suggestions and make changes to the route design at their discretion, always ensuring the design remains within guidelines.

Engagement with schools

Once the Ministry of Education School Transport team has sought feedback from the TSP and made any relevant changes, they will provide an opportunity for the schools serviced by the draft route to comment on how the route may be improved.

The Ministry of Education School Transport team will consider the suggestions, and make changes to the route design at their discretion, always ensuring the design remains within Ministry guidelines. Once the route design has been finalised, a copy of the route map will be sent to the schools serviced by the route and TSP.

Shared bus routes and days running

Many bus routes cater for primary and secondary students and will run for more than the Ministry's gazetted school days due to flexible year start and end dates.

Where possible, schools with shared routes should liaise with each other about term start and end dates and non-teaching days to maximise the number of eligible students able to access their assistance in any school year.

The Ministry will only fund buses running for the published number of days for the school year, which is generally around 190 days (secondary) and 192 days (primary). A school on a shared service that elects to open or close on days other than those published will be responsible for any additional transport costs.

If schools need the bus to operate for more than 192 days they should contact the School Transport team for consideration of additional funding.

New bus routes

The National Manager - Operations can approve new routes up to \$15 per capita. Routes exceeding \$15 per capita are outside of policy and must be approved by the Director, School Transport.

Extending bus routes

Considerations

When a route is reviewed part of the route may be extended if:

- there are four or more eligible students on or around the proposed extension; and
- the distance of the furthestmost eligible student on the road is at least 2.4km from the road the bus currently travels along

Approval

The National Manager - Operations can approve extensions where the per capita cost of the whole route is \$15 or below. Any route exceeding this must be approved by the Director, School Transport.

Notification of the extension

Any extensions to current bus routes can be implemented immediately once approval is received. The affected schools are tasked with informing affected students/caregivers of the impending route changes.

Curtailing bus routes

Considerations

When a route is reviewed part of the route may be curtailed if it no longer meets the route design guidelines.

Approval

The National Manager - Operations can approve route curtailments, though notification of the curtailment must be provided through the School Transport team.

Notification of the curtailment

At least one full terms notice must be given to the affected school(s) and the TSP before the change can be implemented.

The affected schools are tasked with informing affected students/caregivers of the impending route changes, and are required to confirm this in writing to the Ministry of Education School Transport team.

Terminating bus routes

Considerations

A whole route may be terminated if:

- route design guidelines are no longer met;
- suitable public transport is identified in an area; or
- the Ministry deems the bus unsafe to operate.

Approval

The National Manager - Operations can approve route terminations, though notification of the termination must be provided through the School Transport team.

Notification of the termination

At least one full term's notice must be given to the affected school(s) and the TSP before the change can be implemented.

The affected schools are tasked with informing affected students/caregivers of the impending route changes, and are required to confirm this in writing to the Ministry of Education School Transport team.

Temporary hazards

Considerations

There may be temporary or emergency hazards that mean that a route must be altered until the danger has abated. Examples of temporary hazards are:

- bridge under repair
- road washed out
- severe weather conditions

Approval

The Regional Transport Advisor has the authority to temporarily amend routes in these situations. If an amended route will need to be travelled for longer than a week this must be approved by the National Manager or Commercial Relationship Manager in the School Transport team.

Funding

Generally the route will not be officially changed if the hazard is temporary, and any reduction or additional distance that the route must travel as a result of the hazard will be paid to the operators through manual payments.

Varying start and finish times of some students at a school

Students who start and/or finish school at times varying from the normal school hours are not entitled to extra assistance to meet their varying start and finish times.

For example, 5 or 6 year olds, attending Rudolf Steiner schools may start later and finish earlier than the remainder of the school. They can travel on the bus and wait for the regular bus to depart, or the caregiver can make other arrangements, but they are not provided with an extra bus run or additional conveyance payments.

Appendix D

Future Urban Areas/Anticipated Intermediate-Secondary education needs

Beachlands–Whitford, Pine Harbour, Beachlands, Maraetai, Clevedon, Clevedon Waterways.

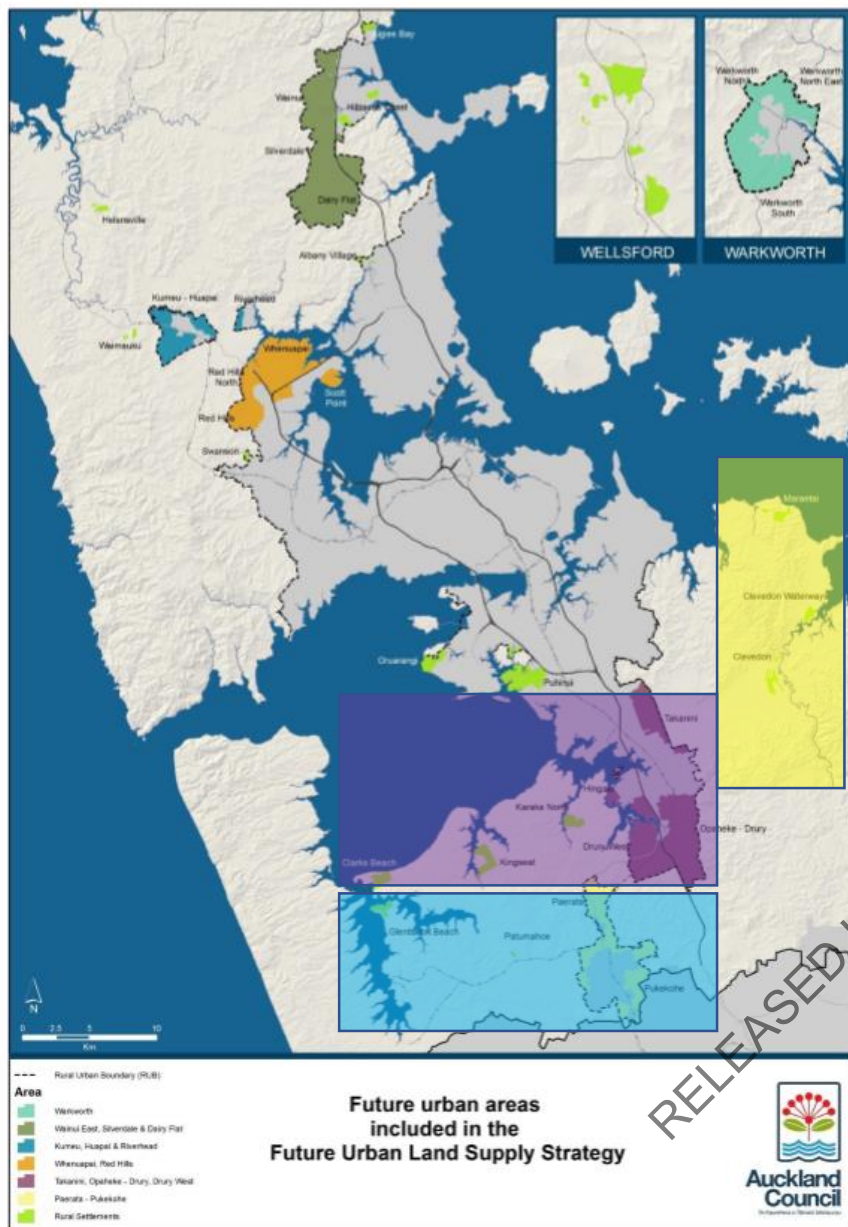
- Significant development underway in Beachlands, Whitford and Pine Harbour.
- Population projected to increase in the Te Puru Catchment from approx. 9,000 (2013) to 19,000 by 2041.
- 15-39 Age-group projected to increase from approx. 2,000 2013 to 5,000 in the next 12 years.
- Projections do not include Clevedon who typically attend secondary school in Howick. Around 1400 additional residents (via contracted development) are anticipated in Clevedon as a result of development.

Auranga – Drury, Opaheke, Karaka, Clarks Beach, Kingseat

- Significant development (SHA and General developer) underway in Drury (Auranga & Bremner Rd), Karaka, Kingseat, Waiau Pa, Clarks Beach.
- Increase of approx. 17,500.
- Note existing capacity issues at Rosehill College.

Wesley/Paerata – Paerata Rise, Glenbrook, Patumahoe, Pukekohe

- Significant development (SHA and General developer) underway at Paerata, Drury South, Glenbrook, Patumahoe and Pukekohe.
- Increase in population of approx. 16,500 by 2032.
- Developments such as Paerata Rise and other local developments anticipate primary school needs but no indications of intermediate and secondary facilities.
- Pukekohe Intermediate School is already indicating capacity issues.



Map 1: Location of future urban areas (Auckland Unitary Plan)

Key Questions for the Ministry of Education – Strategic Planning of Local Education Facilities in Franklin Local Board area – Intermediate & Secondary Facilities (prompt questions)

- How does the Ministry identify growth areas/Project need (Primary/intermediate/secondary)?
- How does the Ministry go about designing/changing zones in response to growth? e.g. case of child in Lough Borne Dr, Pukekohe zoned for Papakura Intermediate School, a half hour drive away.
- How is local government and/or the local community engaged in the planning process e.g. on Transport or other location-based issues/opportunities? i.e. is the ability to provide/sustain a school bus factored into the decision making process.
- How are these communicated to the public and feeder school communities?
- Are there opportunities for local government to support the site assessment process?
- Is there opportunity to positively influence site selection i.e. through facility partnerships etc.
- What is the best way of keep abreast of ongoing planning for development areas?