

20. CRANMER SQUARE - PROPOSED 10 MINUTE PARKING RESTRICTION

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Paul Burden/Barry Cook, DDI 941-8938

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the relocation of a 10 minute parking restriction, which currently exists on Chester Street west, outside Cathedral Grammar Junior School to a new position on Cranmer Square, outside the Cathedral Grammar Pre-school, north of the Chester Street West intersection. Refer attachment 1.

EXECUTIVE SUMMARY

2. Cathedral Grammar School have asked the Council to assist in improving the safety for motorists and school children by setting aside some of the on street parking on Cranmer Square, outside the Junior School and Pre-school, for student drop off and pick up in the morning and afternoon peak periods. Video footage of the road safety issues associated with the afternoon school departure period is available on request and essentially involves inappropriate parking including parking on berms and "*double parking*".
3. The initial proposal, promoted by Council officers, was to create a new P10 parking restriction in Cranmer Square covering seven spaces adjacent the Junior School and Pre-school. However, consultation with the Residents' Association revealed that they have concerns regarding what is perceived to be, a large amount of short term on-street car parking that already exists for School purposes. Furthermore they are of the view that greater enforcement and better management of the existing available parking spaces (as is reported to occur at "*Selwyn House*" School) would be a more appropriate solution than creating a greater number of short term parking spaces.
4. In response to these concerns the proposal has been modified such that there is no net gain in the amount of kerbside space dedicated to short term parking in the immediate vicinity of the School. This is achieved through revoking the existing P10 parking restriction on the north side of Chester Street West between Cranmer Square and the start of the Pedestrian Mall (outside the Junior School) and essentially relocating this restriction (covering the same length of kerbside space) to the west side of Cranmer Square outside the Pre-School. The existing P10 (as referred to) is not located very favourably in terms of meeting the demand for the Pre-school. Also the Junior School is reasonably well catered for within the balance of the P10 parking in Chester Street West. Therefore, the loss of this space, for the purposes of short term parking, is unlikely to create any significant inconvenience.
5. The suggestion from the Residents' Association of increasing enforcement of the existing car parking situation, including driver behaviour, is unlikely to lead to any significant respite from the road safety concerns that are currently prevalent outside the school, particularly during the after school peak period. The School caretaker is tasked with encouraging appropriate parking during peak periods, however there are limitations to the effectiveness of this as it relies on the willingness of the motorist to respond to any request. A recent examination of infringement notices revealed 26 issued in Chester Street West and nine in Cranmer Square in the first two weeks of September alone. Increasing enforcement will not reduce the demand for short term parking in close proximity to the Pre-school. The Residents' Association have stated that "*Selwyn House*" operate an effective parking management system. However, the system they operate is merely a drive-through arrangement utilising the main car parking area for the School. Observations of this reveal the same problems with congestion occurring as parents stop in the aisle to drop off children. Also children are walking around and between manoeuvring vehicles (often reversing out of car parks) which raises safety concerns. Car parking on the north side of Merivale Lane is banned during peak School times which encourages parents onto the school grounds. The effectiveness of such facilities is questionable. This is further discussed in the background accompanying this report.

PREFERRED SOLUTION

6. The relocation of a P10 parking restriction (operative 8.00am to 9.30am and 2.00pm to 4.00pm School days) from the north side of Chester Street West to the western side of Cranmer Square, outside the Pre-school, covering the same length of kerbside space (25 metres), is considered the most cost effective and practical solution to the problem.

FINANCIAL AND LEGAL CONSIDERATIONS

7. Cost

Signage is within existing budgets.

8. Legal

The Land Transport Rules provide for the installation of parking restrictions.

CONCLUSION

9. There is a safety concern associated with the lack of short term parking for caregivers dropping off children at the Junior and Pre-School in Cranmer Square. The demand for short term parking cannot be adequately or practicably met on the Cathedral Grammar site. The installation of a P10 parking restriction on Cranmer Square, covering five parking spaces immediately outside the school and operative only during the periods of peak demand is considered a cost effective, strategically aligned and practicable solution. All affected parties have been fully consulted with. Although this proposal is a compromise from the first proposal to the Board, the residents are still not in favour of it.

STAFF RECOMMENDATIONS

It is recommended that the Board agree that:

- (a) The existing parking restriction of 10 minutes maximum, 8.00am to 9.30am and 2.00pm to 4.00pm, School days, on the north side of Chester Street West commencing at a point 12 metres in a westerly direction from the Cranmer Square (West) intersection and extending in a westerly direction for a distance of 25 metres be revoked.
- (b) The parking of vehicles be restricted to a maximum of 10 minutes, from 8.00am to 9.30am and 2.00pm to 4.00pm, School days, on the west side of Cranmer Square (West) commencing at a point 37 metres in a northerly direction from the Chester Street West intersection and extending in a northerly direction for a distance of 25 metres.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND

10. Cathedral Grammar School comprises a Pre-school (3 to 5 year olds), a Junior School (5 to 7 year olds), a Girls Preparatory School (7 to 13 year olds) and a Boys Preparatory School. Many of the students arrive by motor vehicle. While the Boys Prep School is reasonably well serviced for “drop off and “pick up” parking within Chester Street West, the Preschool, Girls Prep School and Junior School, due to their location, tend to attract vehicle activity at the Cranmer Square entrance. The on street parking in this vicinity is currently unrestricted and occupied by commuters working in the greater area from as early as 6.30am and is substantially full by 7.30am. Therefore there is little potential for parents or caregivers to find an on street car park. It follows that parents and caregivers will enter the school grounds and attempt to park, will double park or park in inappropriate locations. There is insufficient capacity for short term parking on site which results in a chaotic and potentially dangerous situation arising.
11. There are safety concerns with encouraging this demand to be wholly accommodated within the school grounds. These concerns are associated with mixing vehicles manoeuvring with pedestrian activity. This is typically why many primary schools discourage or prohibit parents and caregivers to drive onto school grounds unless there are purpose built facilities for accommodating such activity. Cathedral Grammar operates a “drive through” system for the Junior School, Pre School and Girls Preparatory School. The “drive through” facility operates with cars entering from Cranmer Square and exiting onto Kilmore Street. This works adequately for “drop off” and “pick up” provided drivers do not leave their vehicles and do not remain parked for extended periods. This is generally unsuitable for the requirements of the Pre-School and the Junior School.
12. The demand for short term parking generated by parents and caregivers dropping off and picking up children attending the Pre-School and Junior school cannot be practicably contained on site. Many younger primary school children and all preschool children need to be accompanied by their parent or caregiver into the classroom. Parents and caregivers will generally require 5 to 10 minutes to conduct the tasks necessary to either leave the children or pick up the children. While some provision for set down parking is required by the City Plan, this is seldom sufficient to contain such activities wholly within the site. As such the majority of activity associated with delivering and picking up children from pre-schools and primary schools occurs on the road. This is acknowledged in the Council’s Parking Strategy which seeks to *“recognise and specifically consider the provision and management of on-street parking adjoining educational institutions”* through the method *“apply selective time restrictions to the on-street parking on the road frontages of the institutions”*. Furthermore *“short stay parking for site visitors”* has a higher priority than *“commuter parking”* in the context of *“kerbside parking priority”* as stated in the Strategy.
13. The Community Engagement Adviser together with other appropriate staff have met on site with school representatives and residents on a number of occasions. Suggested solutions like increased enforcement and the school providing staff to educate caregivers have been implemented. These measures have seen improvement, but will not solve the safety issues. The current proposal is a compromise the school has offered. However, the Residents have not accepted this compromise as it is their view that the school has too much short term parking and the problem should be solved solely by the school. Although the school has implemented its own measures, it is very aware that caregivers will still chose to do what they please.
14. This proposal is a compromise from what was originally submitted to the Board. Other methods have been tried and will continue to be used. This proposal complies with Council’s Strategies. There are no adverse affects on residents as it creates parking, which would otherwise be occupied all day by commuters.