

10. MANCHESTER STREET - PROPOSED 10 MINUTE PARKING RESTRICTION AND BUS STOP REMOVAL

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
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PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of a 10 minute parking restriction outside "*St Mary's in the City Catholic Primary School*" on the west side of Manchester Street just north of the Aberdeen Street intersection (see attached map). Approval is also sought to delete two bus stops in the same vicinity.

EXECUTIVE SUMMARY

2. St Mary's School have asked the Council to assist in meeting the demand for short-term parking generated by parents and caregivers dropping off and picking up children attending the school.
3. The demand cannot be practicably contained on site. Many younger primary school children need to be accompanied by their parent or caregiver into the classroom. Parents and caregivers will generally require 5-10 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 primary schools occurs on the road.
4. It is impracticable to expect that up to seven car parking spaces on the site be made available to accommodate a demand that exists for approximately an hour in the morning and afternoon. There are also safety concerns with encouraging the demand to be wholly accommodated on site. 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. St Mary's does permit parents and care givers to drive onto the school grounds but this is only because there is no other alternative as on street parking is fully occupied by commuters from early in the morning until the evening.
5. Two options were considered to rectify the problem including the "status quo".
6. The views of affected stakeholders including the MOA Neighbourhood Committee have been obtained.
7. The installation of a P10 parking restriction for the period 8am to 9.30am and 2pm to 4pm (operative on school days) on the western side of Manchester street, covering 6 to 7 spaces immediately outside the School, is considered the most cost effective and practical solution to the problem.
8. There is currently a bus stop outside the school and another on the opposite side of the road. This particular area is well serviced by bus stops relatively to the frequency of the service and the current demand. The stops outside and opposite St Mary's School are considered surplus and not particularly well located. There are more strategically placed stops in close proximity that are considered sufficient for the desired level of service to be provided.

FINANCIAL AND LEGAL CONSIDERATIONS

9. Cost

The installation and removal of signs and markings is within operational budgets.

10. Legal Considerations

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

STAFF RECOMMENDATIONS

It is recommended that the Board agree that:

- (a) The bus stop located on the western side of Manchester Street commencing at a point 19 metres in a northerly direction from the Aberdeen Street intersection and extending in a northerly direction for a distance of 16.5 metres be deleted.
- (b) The bus stop located on the eastern side of Manchester Street commencing at a point 8.3 metres in a northerly direction from the Aberdeen Street intersection and extending in a northerly direction for a distance of 15.7 metres be deleted.
- (c) The parking of vehicles be restricted to a maximum of 10 minutes, from 8am to 9.30am and 2pm to 4pm, School Days, on the west side of Manchester Street commencing at a point 19 metres in a northerly direction from the Aberdeen Street intersection and extending in a northerly direction for a distance of 36 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.

OPTIONS

Two options were considered to address the problem. These are outlined as follows;

A Status Quo

The problem is short-lived, however there is a high risk of accident or injury should the situation remain the same.

B Install a Short Term Parking Restriction on Manchester Street.

Installing a 10 minute parking restriction for specified periods will provide sufficient time and capacity for parents and care givers to park while balancing the parking needs of other users outside of the peak periods of school related activity.

PREFERRED OPTION

11. After careful consideration, **Option B** is favoured as it provides a cost effective solution to the problem. Option B involves the installation of a 10 minute parking restriction covering 6 to 7 parking spaces immediately outside the school and operative only during the periods of peak demand.
12. The option is aligned to the Parking Strategy, specifically Policy 9D "*Frontage Streets*"- "*To recognise and specifically consider the provision and management of on-street parking adjoining educational institutions*". This policy is achieved through the method "*Time Restrictions - to 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.

Although bus stops are given a higher priority in the parking strategy for educational institutions, given their usage and position in this instance, it is felt that their removal will have little or no overall effect to passenger transport.

CONSULTATION

13. This proposal is supported by St Mary's School. The MOA Neighbourhood Committee has no objection to the proposal. No other stakeholders are directly affected.

CONCLUSION

14. The demand for short term parking cannot be adequately or practicably met on the School site. The installation of a P10 parking restriction on Manchester Street, covering 6 to 7 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.

ASSESSMENT OF OPTIONS

The Preferred Option

	Benefits (current and future)	Costs (current and future)
Social	Greater potential for convenient and safe parking	Savings with respect to accidents and injuries
Cultural	N/A	
Environmental	Greater balance between the parking demands of commuters and visitors	Cost savings associated with less dependence on private motor vehicle use
Economic	Does not require any additional land resources	No impact

Extent to which community outcomes are achieved:

Primary alignment with community outcomes “a prosperous city” and “a safe city”

Impact on Council’s capacity and responsibilities:

Low

Effects on Maori:

Nil

Consistency with existing Council policies:

Parking Strategy

Views and preferences of persons affected or likely to have an interest:

St Mary’s School supports the proposal.

Other relevant matters: