

9. CRANMER SQUARE - PROPOSED 10 MINUTE PARKING RESTRICTION

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 Cathedral Grammar Preschool on Cranmer Square immediately north of the Chester Street West intersection (see *attachment*).

EXECUTIVE SUMMARY

2. Cathedral Grammar School have asked the Council to assist in meeting the demand for short term parking generated by parents and care givers dropping off and picking up children attending the pre school and junior school.
3. The demand 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 child/ren or pick up the child/ren. 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 preschools and primary schools occurs on the road.
4. It is impracticable to expect that up to 10 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. Cathedral Grammar operates a drive through system for the primary school 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 unsuitable for the requirements of the pre school and the junior school (5-7 year olds).
5. Two options were considered to rectify the problem including the "status quo".
6. The views of affected stakeholders have been obtained.
7. The installation of a P10 parking restriction for the period 8.00am to 9.30am and 2.00pm to 4.00pm (operative Monday through Friday) on the western side of Cranmer Square (West), covering six to seven spaces outside the pre school, is considered the most cost effective and practical solution to the problem.
8. The local residents' group Inner City Operations Neighbourhood (ICON) has been consulted and feedback on their opinion will be provided at the Board meeting.

FINANCIAL AND LEGAL CONSIDERATIONS

8. Cost

Less than \$500. (three signs and one post required)

9. Legal Considerations

The Traffic Regulations 1976 - "35" state:

"No person, being the driver or in charge of any vehicle, shall stop, stand, or park that vehicle on a road, whether attended or unattended—

In any part of a road contrary to the terms of any notice, traffic sign, or marking or sign maintained on or adjacent to the road by a controlling authority and indication that the stopping, standing, or parking of vehicles is prohibited, limited, or restricted."

STAFF RECOMMENDATION

It is recommended that the Board agree that 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 8.5 metres in a northerly direction from the Chester Street West intersection and extending in a northerly direction for a distance of 44 metres.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND ON THE CRANMER SQUARE - PROPOSED P10 PARKING RESTRICTION

10. The pre school and the junior school have a roll of around 50 and 130 students respectively. Many of these students arrive by motor vehicle 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 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 site and attempt to park. There is insufficient capacity for short term parking on site which results in inappropriate parking and a chaotic, potentially dangerous situation arising.

OPTIONS

11. 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 Cranmer Square**

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

12. 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.
13. 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.

CONSULTATION

14. This proposal is supported by Cathedral Grammar School. No other stakeholders are directly affected.

CONCLUSION

15. 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 six to seven 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.