

S92 Response

Ministry of Education – Sir Keith Park School

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Prepared by	Liam Bramley
Reviewed by	Jo Draper

This note responds to queries received from Auckland Council on 28 April 2022 under section 92 of the Resource Management Act 1991 in relation to a Notice of Requirement for an alteration to designation #4992, Sir Keith Park School to alter the school boundaries to include 31 Robertson Road.

Table 1 Response to S92 queries

Question	Response
T1 - Please provide information about school operations on 15 and 16 June and how any variance from pre-covid operations may have affected the travel surveys.	<p>From comments supplied by the Principal of Sir Keith Park School, during the 15th and 16th of June, some students were learning at home, and some were absent. Approximately 75% of students were attending on these days which may have affected how quickly taxis arrived and left. Also on these days, there were less parent vehicles involved than usual as well as several staff being absent.</p> <p>It is important to note that the total number of vans is not expected to have changed from pre COVID levels, but the occupancy of the vans might have been slightly less than usual on these two days. Though loading times would have been quicker, it would not have a significant impact on the operation of the pickup and drop off for the school on the two days and as such, these days can be used as an approximate for typical days.</p> <p>In our future scenario we have assumed that loading times will be similar to currently, although a conservative estimate was taken based on the range of times experienced, so the original assessment is considered to be appropriate. With the additional PUDO space proposed and the potential for greater efficiency of loading and unloading, there is sufficient capacity to accommodate future demand.</p>
T2 - Please confirm how many people were working at or from the school on 15 and 16 June 2021 to allow a better understanding of the travel and parking surveys. It would be useful to also	<p>There are generally 53-54 staff at the base school. 11 of these staff work at the base school (SKP) but may also go out to satellite classes during the day. Five staff start or finish at the base school everyday but work in other schools during the day.</p>

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<p>identify the full-time equivalent number of staff, the number of staff normally present, and the maximum number present at any one time and how often that would occur.</p>	<p>Full school events occur at least once a month which can double the number of taxis that arrive to the school and increase staff vehicles and numbers by 27.</p> <p>During these whole school events, it is not expected that all taxi vans will arrive at the same time, and also that the occupancy of the taxi vans would be higher so fewer vehicles in total would be required, meaning that the PUDO can manage the demand.</p> <p>Additional staff attending on these irregular days would be expected to park on street.</p>
<p>T3 - Please provide information on the maximum number of cars parked within the school site during the school day, excluding taxi and parent vehicles in the PUDO area.</p>	<p>There are currently 38 spaces at the school which were fully occupied at the time of the site visit on the 15th and 16th of June 2021.</p> <p>The proposed master plan has 41 spaces (excluding the PUDO and school van parking spaces) with two accessible parallel parking spaces.</p>
<p>T4 - Please confirm what spaces are assumed to be teaching spaces for the purposes of the parking assessment and which spaces would be considered a classroom equivalent.</p>	<p>The standard conditions for all Ministry of Education designations apply to Sir Keith Park School. A teaching space is considered the same as a classroom. In the master plan, there are 16 confirmed teaching spaces resulting in the school requiring only 32 parking spaces. The number of parking spaces provided complies with the designation.</p> <p>It is unclear what the other spaces onsite is referred to in the question. The master plan shows 16 teaching spaces in the plan, as well as a Hall Block and an admin and therapy block.</p> <p>However, since the school is a special school, an excess of parking spaces from the standard conditions is provided to account for the increased staff numbers at special schools. Sir Keith Park school will also be provided with:</p> <ul style="list-style-type: none"> • A taxi van/parent PUDO area which can accommodate around 12 taxi vans • Six school van parking spaces • Two accessible parking spaces (included in the 41 parking spaces provided)
<p>T5 - Please provide an estimate of future parking demand based on the existing parking demand observed at the school on a per-student, per staff member and per-classroom equivalent basis.</p>	<p>The proposed masterplan for Sir Keith Park and the number of parking spaces proposed fulfils the designation condition for parking spaces (two car parks per classroom or classroom equivalent), requiring a total of 36 spaces. 41 spaces are proposed, with an additional 12 spaces in the accessibility PUDO area. This provision exceeds the requirement in the designation.</p> <p>Based on current usage at the school as surveyed, the existing car parking is fully utilised, with around five to eight on-street spaces used on Bingara Place each day (total demand of around 43-46 car parks for 54 staff), or around 80% staff parking. Because the school is expected to expand to around 100 staff, demand for parking would be expected to increase in line with current modal splits in the Auckland Census, ie, to demand for 65 spaces, noting that increased potential for car sharing with a bigger pool of staff to choose from, provision of secure cycle parking and availability of public transport services to the site are expected to reduce demand for parking. The fact that the availability of parking on the site is constrained is also expected to limit demand. This would mean that each day, assuming modal split as per the census, around 24 staff would wish to park on street.</p> <p>Per student parking is not considered an appropriate measure to determine parking for special schools, since travel to the school is exclusively by either taxi or parent drop off and significantly higher ratios of students to staff (approximately 1:2 or 1:3 as opposed to 1:18 in mainstream schools) are achieved.</p>

	<p>Due to the current and likely future demand for parking, it is considered appropriate to provide slightly more parking on site than the designation requires without providing a space for every anticipated user. There is ample on-street parking in the vicinity of the site, with around 36 spaces on Bingara Place, and unrestricted parking on other nearby side streets (eg Tilberg Street), within a five minute walk of the site.</p> <p>As noted in the response to T2, given the nature of Sir Keith Park School, some specialist staff and teachers may be required to be on site for less than a full day. For these staff, there are options to either park within the PUDO area if visiting outside of pick up and drop off times (a possibility which would be managed by the school), or parking on street is an appropriate solution for a shorter stay.</p> <p>Providing more parking on site to accommodate all anticipated demand is considered to be both an inefficient use of limited land resources and not in keeping with Unitary Plan objectives to ensure parking supports a quality compact urban form by regulating commuter demand for parking. Instead, given the ample on-street parking availability nearby, on-street parking provides a logical overspill solution.</p>
<p>T6 - Please confirm if the transport effects of this school, which is distinctly different from other schools, are proposed to be managed through the standard designation condition minimum parking requirement.</p>	<p>The number of parking spaces provided in the master plan is in excess of the parking requirement in the standard conditions for Ministry of Education designations. The extra spaces provided are to allow for the greater demand expected for teachers and staff at a special school.</p>
<p>T7 - Please explain how the PUDO area required by the proposed condition would operate</p>	<p>The PUDO area will be where students are dropped off and picked up at the school. While the exact operational arrangements are to be confirmed, based on existing operations, it is anticipated that the front three spaces of the PUDO will be where managed drop off and pick up will occur, with each student being signed into the school. The rest of the PUDO would act as an area for vehicles to wait until they reach the front two spots. This is because Sir Keith Park School has staff that assist students into and out of vehicles as well as note down which students arrive or leave. Vehicles will enter the PUDO in the back most space, then drive to the front as spaces are vacated.</p> <p>Since it can take several minutes to load/unload a person in a wheelchair, additional capacity for the managed pick up and drop off spaces will assist efficient operation. In the daytime, the PUDO area will be used for school trips.</p>
<p>T8 - Please provide additional analysis that considers the use of 23 vans using the existing arrival pattern</p>	<p>The number of van trips is not expected to increase proportionally to the current arrangement. During the site visit, it was observed that several vans had a low occupancy of students, with extra room for additional students within the vehicles. It is expected that vans would travel with a higher occupancy rate when the school is upgraded and the number of students increase, reducing the number of trips and vans required.</p> <p>Additionally, with the new arrangement and greater number of staff, it is thought to be possible for two vans to be unloaded/loaded at the same time. This would significantly increase the efficiency of unloading/loading of students. Vans are also able to undertake more than one trip if required, which is what was observed during the site visit undertaken by Abley.</p> <p>It is not expected that all vans will arrive at the school at the same time. In the AM, the average dwell time for unloading vehicles was 1.5 minutes. If two vans were to unload at the same time, this could potentially see 20 vans unloaded in a 15-minute period. However, from what was observed in the morning, vans showed up in a more spread-</p>

	<p>out pattern (not all at once). It is expected that this pattern would continue, and that the proposed PUDO can accommodate all the arrivals and departures.</p> <p>In the PM, if required, management practices could limit or stagger when vans arrive to pick students up to manage demand. In practice, the school already employs this practice, limiting the times during which vans are able to enter the school grounds. Again, if more than one van can be loaded at a time, the efficiency of loading will increase significantly. The proposed school is expected to be able to cater to the increased demand.</p>
T9 - Please clarify the school start and finish times.	The school start time is 8:30am and the finish time is 2:45pm.