

Otatara Kindergarten & School drop off and pick up lane

As a result of feedback requesting provision of a %drop off+and %pick up+lane, we submit the following concept for consideration and comment.

1. The current drop off practise is safe and efficient. It enables children to be transported to school without the need to park up. This occurs very well where our proposed bus only park will be positioned, so it is fair enough to request the accommodation of a new area for these purposes within our proposed changes.
 - The lane would be 3.5 metres wide, parallel to and from the face of the existing kerb / footpath edge alongside the kindergarten. This lane is intentionally quite narrow, in order to encourage drivers to remain in their vehicles and passengers to exit / enter from the footpath side only.
 - This narrow aspect will also eliminate the ability to pass in this lane, so it is considered its operational efficiency will be self governing. If someone at the front of the queue is holding things up, I am sure any consequent frustration will be communicated from those delayed behind! The lane would require some adult supervision, to eliminate cars parking up, particularly when used for the end of school pick up. It is hoped this supervision would be treated with respect. For changes such as this, it is really up to the community to help make it work. A general culture change with regard to current drop off and pick up practises is needed. With our growing community and consequent school roll, it is not feasible to provide more parking spaces, either on or off site onto Dunns Road. It is hoped the proposed drop off and pick up lane will provide some future proofing regarding the increasing traffic volumes at the school, by eliminating the need to locate a parking space. Additional promotion of, and encouragement to use the existing bus service, would also greatly reduce traffic volumes.
 - Another good idea to support this drop off concept would be for a roster of senior pupils (maybe 2) to act as %valets+. They could open the passenger side doors and lend assistance onto the footpath, particularly for the younger children. This would help to speed up the drop off procedure.
 - The 2 row concept of an angled (herring bone) type parking configuration is proposed to be retained. One row will be repositioned along the side of the drop off lane; the other along the south side of the car park which will be

extended 2.2 metres toward Dunns Road into the existing landscaped plot. All park widths will be narrowed from the existing very generous 3.0 metres to 2.7 meters, and also angled to 45°, increased from the existing 60°. This is intended to maximise the number of car parks, and reduce the required manoeuvring space between the 2 rows. This width would also enable a comfortable clearance of 1.5 metres either side of a bus between the car park rows when exiting.

- We have used official guidelines for car parking layout and design, and this proposal as presented exceeds the required minimum manoeuvring space and clearances i.e. minimum clearance between 45° angled rows is 3.7 metres, our design is 5.5 metres.
- The angle parks adjoining the drop off lane will have some form of wheel stop installed. These would be in the form of ~~safe~~ road rumble bars~~±~~, which are plastic, 400mm wide, 200mm deep and either 25mm or 50mm high, pinned or screwed to the existing asphalt surface. These stops would be squared to the car parks and are required to encourage vehicles to pull in as far forward as possible. The wheel stops would of course be individual to each park. The gaps between would facilitate storm water drainage of the car park over the drop off lane and captured and channelled by the existing kerbing through to the storm water sumps. The low height of these bumps would also provide the option of exiting these parks in a forward direction via the drop off lane. If the drop off lane is busy, then this row of parks can still be vacated by reversing out of.

Otatara Community Centre car park

- A slight reshuffling of the community centre car park layout from the previous concept has been undertaken to enable 31 parks on site. This is a requirement of the community centre's consent.
- Opposite the centre main entrance, a no parking line will be marked in front of the existing barrier / gate, to facilitate unobstructed vehicle access to the reserve and school grounds.
- It is proposed to re-survey the boundary around the north and east sides of the car park. The exiting car park encroaches into the Otatara Scenic

Reserve, and this survey would enable this situation to be legally tidied up. A status change for the encroaching portion of the car park from Scenic Reserve to Local Purpose Reserve would be required. An opportunity would also be taken to survey the new boundary 2.0 metres outside the existing low wooden barrier around the outside of the car park, to accommodate the proposed footpath extension. Initial documentation is being prepared to get the required process underway.

Many Thanks,
Craig Thompson
for Otatara School Board of Trustees