



# SHIRE of SWAN

Cnr Morrison Road and Old Great Northern Highway, Midland  
Correspondence: PO Box 196 Midland Western Australia 6936  
Telephone: (08) 9267 9000 Facsimile: (08) 9267 9444

## POLICY

T4.2

### PARKING-SCHOOLS

---

#### PURPOSE

To establish a policy on the provision of parking at schools.

#### POLICY

1. Council require the Education Department to submit plans for all new schools and extensions to existing schools to Council prior to commencement of the work so that the provision of adequate parking and pedestrian/cyclist facilities at the school can be examined and catered for in the cost of the project.
2. Council jointly fund the provision of parking facilities outside established schools once a clear commitment has been made to the project financially by the Education Department.

#### BACKGROUND

At the Council Meeting held 25 July 1988 it was requested that Council officers ascertain what the Education Department's policy was in relation to the provision of parking outside schools.

Council wrote to the Minister for Education who subsequently forwarded Council a copy of "Report of the Local Government Engineers Association Schools Parking Committee" together with its comment on recommendations set out in the 'Report'. The Ministry's present position regarding each of the Committee's findings and recommendations is as follows :-

(Recommendations of the Report are in brackets prior to the Minister's reply)

- (1) That the Education Department accepts responsibility for the provision of adequate parking and pedestrian/cyclist facilities at all of its schools)

THE MINISTRY HAS FOR MANY YEARS NOW ACCEPTED RESPONSIBILITY FOR THE PROVISION OF PEDESTRIAN, CYCLIST AND PARKING FACILITIES AT ALL OF ITS SCHOOLS.

- (2) The safety of pedestrians and cyclists should be the major consideration when assessing school parking needs)

THE SAFETY OF PEDESTRIAN AND CYCLISTS IS THE MINISTRY'S PRIME CONSIDERATION WHEN DEALING WITH MATTERS ASSOCIATED WITH VEHICULAR

TRAFFIC AND PARKING IN AND AROUND SCHOOLS. IN THIS REGARD THE MINISTRY IS COMPLETELY IN ACCORD WITH RECOMMENDATION NUMBER TWO.

- (3) Immediate steps should be taken to ensure that adequate consideration is given to parking requirements and to pedestrian, cyclist and vehicular movements in the planning of all new schools. This should commence at subdivision planning stage and should involve discussions with the Local Authority)

THE PROCEDURES OUTLINED IN THE THIRD RECOMMENDATION ARE ALREADY IN PLACE IN THE MINISTRY'S SCHOOL SITE SELECTION CRITERIA.

- (4) Some provisions should be made for parent parking on the school site. The remainder should be provided for on adjoining local roads)

THE MINISTRY IS IN ACCORD WITH THIS RECOMMENDATION.

- (5) The Education Department should undertake a study to quantify the parking needs at its schools)

THE AMOUNT OF PARKING PROVIDED AT SCHOOLS IS GENERALLY ADEQUATE FOR STAFF AND VISITORS. THE LEVEL OF PROVISION HAS CHANGED WITH THE INCREASING DEMAND OVER THE YEARS.

- (6) The entry and exit points at schools should be clearly defined to enable adequate provision for pedestrian/cyclist and vehicular movements)

THE MINISTRY CONCURS WITH THIS RECOMMENDATION.

- (7) Set down and pick-up facilities should be provided for pre-primary centres which enable handover of the student to occur from the vehicle)

SINCE 1986, NEW PRIMARY SCHOOLS HAVE BEEN PROVIDED WITH A FACILITY, SIMILAR TO A 'DRIVE-IN BOTTLE SHOP' TO OVERCOME THE PROBLEMS OF TRAFFIC CONGESTION ASSOCIATION WITH PRE-PRIMARY CENTRES. THE FACILITY COMPRISES A SINGLE LANE ROAD LEADING INTO THE PRE-PRIMARY CENTRE WHICH REQUIRES EACH VEHICLE TO PAUSE MOMENTARILY WHILE THE CHILD IS SET DOWN OR PICKED UP FROM THE PRE-PRIMARY TEACHER. IN THIS WAY, THERE IS NO NEED FOR THE PARENT TO PARK AND LEAVE THE CAR. IT IS A FLOW-THROUGH SYSTEM SIMILAR TO THAT FOUND IN MANY DRIVE-IN BOTTLE SHOPS AND APPEARS TO BE FUNCTIONING WELL.

- (8) Parking restrictions should be provided adjacent to pedestrian/cyclist entry and exit points to ensure safety of the pedestrians and cyclists when crossing roads)

THE MINISTRY IS IN FAVOUR OF THIS RECOMMENDATION. GENERALLY SPEAKING THE LOCAL AUTHORITY IS THE BODY EMPOWERED TO MAKE AND POLICE THESE RESTRICTIONS. HOWEVER, IRRESPONSIBLE BEHAVIOUR CAN AND DOES ON OCCASIONS NEGATE THE EFFECTIVENESS OF THESE MEASURES.

- (9) The Education Department should commence a programme to draw up a parking and pedestrian/cyclist safety management plan for each existing school which has reported problems in this area in the past twelve months)

THE MINISTRY DOES NOT AT THIS STAGE INTEND TO INSTITUTE ANY RETROSPECTIVE STUDY OF TRAFFIC PROBLEMS AT SCHOOLS. THESE PROBLEMS ARE, AND WILL CONTINUE TO BE, DEALT WITH ON AN INDIVIDUAL BASIS AS THEY OCCUR. THE PROCEDURE OUTLINED FORMALISES TO SOME EXTENT THE GENERALIZED APPROACH USED BY THE MINISTRY AND WILL PROVIDE A USEFUL MODEL ENSURING THAT ALL PARTIES INVOLVED WILL ADOPT A CONSISTENT AND CO-OPERATIVE APPROACH TO THE SOLUTION OF THESE PROBLEMS.

THE MINISTRY DOES NOT FAVOUR THE PROVISION OF OFF-STREET PARKING FOR PARENTS SETTING DOWN AND PICKING UP CHILDREN. THE PREFERRED SOLUTION IS THE PROVISION OF ROAD EMBAYMENTS ALONG THE SCHOOL FRONTAGE. IN THIS RESPECT IT IS FELT THAT THE COST OF SUCH WORKS SHOULD BE JOINTLY FUNDED BY THE LOCAL AUTHORITY AND THE APPROPRIATE DISTRICT EDUCATION OFFICE. IN THE INTERESTS OF CHILD SAFETY, IT IS CONSIDERED THAT PARENTS SHOULD NOT ENTER SCHOOL PARKING AREAS IN THEIR VEHICLES TO PICK UP AND SET DOWN CHILDREN.

ADOPTED: SEPTEMBER 1988