

	<p style="text-align: center;"><b>Environment Committee</b></p> <p style="text-align: center;"><b>11<sup>th</sup> May 2017</b></p>
<p style="text-align: right;"><b>Title</b></p>	<p><b>School Permit Scheme</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p><b>Commissioning Director - Environment</b></p>
<p style="text-align: right;"><b>Wards</b></p>	<p><b>All</b></p>
<p style="text-align: right;"><b>Status</b></p>	<p><b>Public</b></p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p>Appendix A – Traffic Survey results</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Paul Millard, Project Manager Commissioning, Environment. Tel 0208 359 2275</p>

<b>Summary</b>
<p>This report sets out the results of the schools permit pilot scheme conducted at Childs Hill School and provides recommendations to make the scheme permanent across the borough for schools that fit the scheme criteria as detailed in the report.</p>

<b>Recommendations</b>
<ol style="list-style-type: none"> <li>1. That the Environment Committee notes the results of the traffic survey carried out in the controlled parking zone shown in Appendix A.</li> <li>2. That the Committee agrees to make the traffic management order permanent for the Childs Hill CPZ.</li> <li>3. That the committee agree to extending the scheme to all schools in the borough that meet the scheme criteria</li> <li>4. That the Committee agrees to the cost of the yearly annual permit price at a cost of £190 per permit per year</li> <li>5. That the committee agree the scheme criteria set out in 1.7 of this report</li> </ol>

## **1. WHY THIS REPORT IS NEEDED**

- 1.1 This Committee agreed to conduct a school permit scheme pilot and this report provides the positive feedback the impact the pilot has had with school staff and provides further information on any impact the permit has had to residents who park in the Childs Hill Controlled Parking Zone (CPZ).
- 1.2 This report provides recommendations for the extension of the pilot and provides feedback from school staff and traffic survey data carried out before during the pilot.
- 1.3 The pilot was introduced due to the mixed results of an informal borough wide consultation with residents and permit holders over the introduction of the scheme and the results were split with the following summary results below:
  - 52% of all respondents from across the borough opposed the scheme and 47% Supported the scheme
  - 67% of parking permit holders from across the borough opposed the scheme
  - 73% of Non-Permit holder residents from across the borough supported the scheme
- 1.4 As the result was split the decision was to conduct a pilot and this report provides feedback from that pilot
- 1.5 The impact the permit has had on school staff and feedback has been overwhelming. Teachers especially feel that not having to worry about parking anymore means they turn up on time and much better prepared with less stress. They feedback the impact it has had on their ability to focus on teaching has been huge and greatly benefits pupils. The school strongly support the extension the scheme and would be devastated if the pilot was not made permanent for their staff.
- 1.6 The scheme set out criteria that a school would need to meet in order to apply for parking permits.
- 1.7 **The Permit eligibility criteria (all criteria must be met) is shown below:**
  - Only State maintained schools located within a CPZ would be eligible to apply for a School Permit.
  - Schools must have an up-to-date school travel plan in place to be eligible.
  - The permit will be only be valid within the schools catchment area
  - It will be the responsibility of the schools to manage the distribution of permits to their staff
  - That permits would not be issued in a CPZ where demand for parking places exceeds 85% of capacity.
  - That school would need and existing school travel plan.
  - The cost of the annual permit is set at £190 per annum.
  - The school decide on which staff are eligible for the limited number of permits

- That the school cannot park on the adjacent streets to the school

- 1.8 A traffic survey was carried out in the Childs Hill Area to ensure that the impact of providing extra permits to the school did not reduce capacity for parking space in the surrounding streets beyond 85%. Appendix A shows the results of this data
- 1.9 There have been no complaints from residents regarding the scheme throughout the pilot.
- 1.10 There have been no comments opposing the scheme through the statutory consultation of the experimental traffic management order
- 1.11 **It is therefore recommended** that the Environment Committee agree that the scheme be made permanent for the Child's Hill school and the experimental TMO be made permanent and the scheme be made available to all Schools in the borough who meet the criteria.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The results from the schools engagement with the pilot show overwhelming support for the scheme and they state it has only had a positive impact on the school day and their ability to provide improved teaching environment for the children.
- 2.2 This will further support Barnet state funded schools with their recruitment and retention of teachers and will help to recruit teaching staff.
- 2.3 That the pilot shows there has been no adverse impact to resident's being able to park as near to their homes as possible.

## **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 NONE

## **4. POST DECISION IMPLEMENTATION**

- 4.1 An implementation timeframe from Now until when the school term time starts in September will be needed to set the procedures up and to amend parking website and related systems to be update to allow school staff to apply as well as timeframe needed to ensure CSG parking staff are trained.
- 4.2 The Temporary TMO will need to be made permanent through the statutory process.
- 4.3 That the scheme can be publicised to all schools

## **5. IMPLICATIONS OF DECISION**

### **5.1 Corporate Priorities and Performance**

- 5.1.1 The Council will work with local, regional and national partners, will strive to ensure that Barnet is the place:

- Of opportunity, where people can further their quality of life
- Where people are helped to help themselves
- Where responsibility is shared, fairly
- Where services are delivered efficiently to get value for money for the taxpayer

5.1.2 The introduction of such a scheme would greatly benefit school workers and those who study in Barnet whilst ensuring that residents are not impacted too much with their parking. Responsibility to ensure that schools staff can be to focus on delivering high quality education which is least impacted by parking issues needs to be shared by the stakeholders in the community and where a satisfactory outcome is achieved. With less stress placed on travelling both staff and teachers will benefit by enabling staff to focus on their jobs and remove the distractions that parking clearly plays in the working day which will enable a better quality of life for school workers. The scheme will also feature strongly in the recruitment and retention strategy for schools to ensure that the best teachers are attracted to working in the Borough enabling ultimately better education and quality of life for pupils.

## **5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

5.2.1 The costs of enforcing the pilot scheme will be charged to the council's Special Parking Account (SPA). Any income generated through permits and Penalty charge notices (PCN's) issued during enforcement, will also be allocated to the SPA.

5.2.2 There are no procurement implications as a result of this report.

## **5.3 Social Value**

5.3.1 The impact that the scheme will have on teaching and providing better education to children can only be positive.

## **5.4 Legal and Constitutional References**

5.4.1 The Council as the Highway and Traffic Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

5.4.2 The Traffic Management Act 2004 places obligation on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

## **5.5 Risk Management**

5.5.1 The council will need to carefully plan the schemes design and implementation to mitigate the impact to residents who currently park within a CPZ as well as any potential negative satisfaction or customer experience.

5.5.2 It also needs to manage the risk associated with conflicting priorities carefully. Our policy

states that residents should be able to park as close to their homes as possible. Managing the demand for competing space will be critical in mitigating this risk.

## **5.6 Equalities and Diversity**

5.6.1 The 2010 Equality Act outlines the provisions of the Public Sector Equality duty which requires public authorities to have due regard to the need to

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it

5.6.2 The relevant protected characteristics are age, race, disability, gender reassignment, pregnancy and maternity, religion or belief, sex and sexual orientation. The duty also covers marriage and civil partnership, but to a limited extent. A full Equalities Impact Assessment will be carried out if the scheme is successful in proceeding.

## **5.7 Consultation and Engagement**

5.7.1 Statutory consultation has been carried through the experimental traffic management order and there has been no negative feedback received.

## **5.8 Insight**

5.8.1 The proposal to trial a pilot scheme was informed through analysis of the responses received to the consultation undertaken between July and September 2015.

## **6 BACKGROUND PAPERS**

6.1 BARNET'S PARKING POLICY NOVEMBER 2014

6.2 SUSTAINABLE MODES OF TRANSPORT STRATEGY 2007