

	<p><b>Environment Committee</b></p> <p><b>11 JUNE 2015</b></p>
<p style="text-align: center;"><b>Title</b></p>	<p><b>Schools Permit Engagement</b></p>
<p style="text-align: center;"><b>Report of</b></p>	<p><b>Commissioning Director - Environment</b></p>
<p style="text-align: center;"><b>Wards</b></p>	<p><b>All</b></p>
<p style="text-align: center;"><b>Status</b></p>	<p><b>Public</b></p>
<p style="text-align: center;"><b>Enclosures</b></p>	<p><b>None</b></p>
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<p><b>Summary</b></p>
<p>Following this Committee’s approval of the Parking Policy in November 2014 Officers were asked to investigate the introduction of a schools permit scheme. This report sets out the results of the first stage of developing such a scheme following engagement with state schools that reside within CPZ areas through a targeted questionnaire. The report seeks to continue with this engagement and conduct consultation with key stakeholders i.e. permit holders and residents that live within a CPZ.</p>

<p><b>Recommendations</b></p>
<p>1. That the Environment Committee agrees to proceed to consult on the introduction of a Schools Permit Scheme with all parking permit holders and residents that live in a CPZ where a school is located.</p>
<p>2. That Environment Committee agree that any scheme should seek to ensure residents can park as near to their home as possible by offering a maximum number of permits to a school based on the availability of parking space and where schools determine which staff receives those parking permits.</p>

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| <p>3. That Environment Committee agree that the scheme agreed would have to be applicable to all types of schools, (independent and state) within a CPZ</p> |
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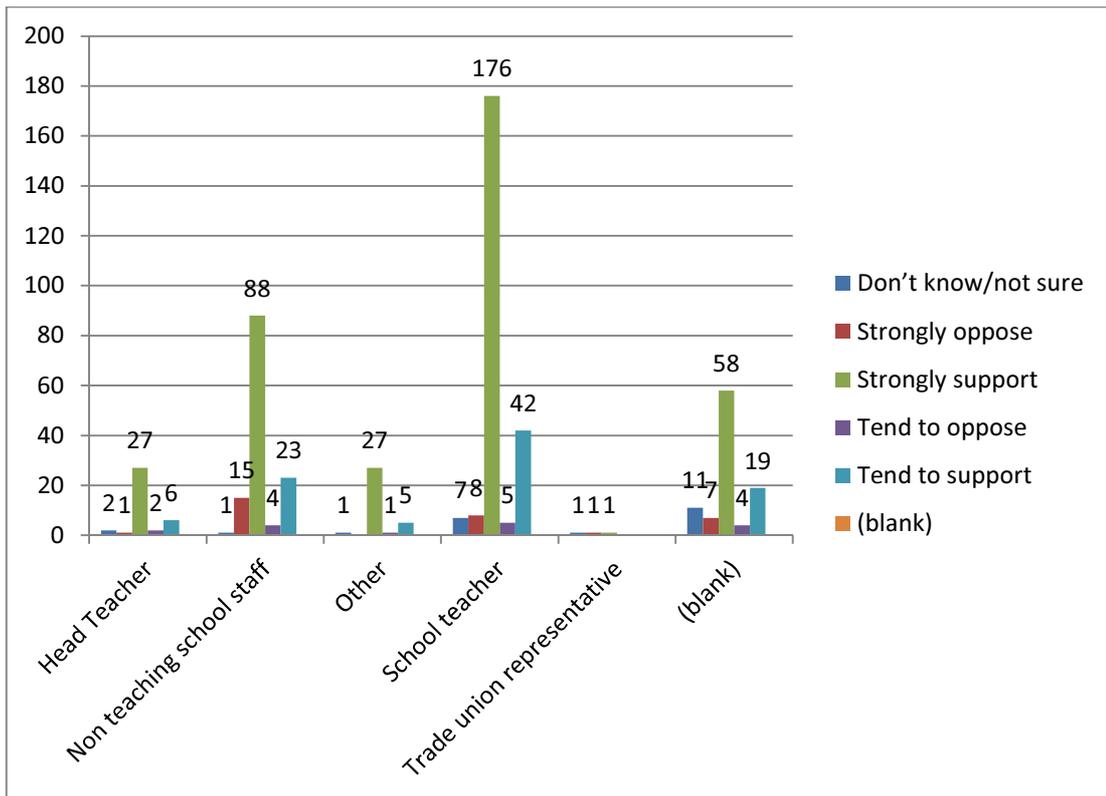
## 1. WHY THIS REPORT IS NEEDED

- 1.1 The formal consultation undertaken to develop the new Parking Policy elicited strong views for and against the introduction of a school's permit scheme.
- 1.2 This Committee requested officers to engage with schools that reside within a CPZ to seek their views on the introduction of such a permit type and this paper reports the results of that engagement.
- 1.3 Schools within Barnet face difficulties with the recruitment and retention of staff in the borough. A Recruitment and Retention Working Group has been set up with representatives from schools and the council with the aim of exploring potential solutions to assist. Below are some of the current difficulties being faced by Schools:
- Cost of living in Barnet. It is just as expensive to live in Barnet as it is in other Boroughs which are regarded as Inner London
  - Inner London Boroughs offer Inner London salaries i.e. an addition to the salary compared to Outer London Boroughs. This ranges from about £2,000 difference for Newly Qualified Teachers to £5,000 difference for experienced teachers or school leaders
  - Issues of parking around some Barnet schools which mean teachers are forced to travel by public transport, often with heavy books and with often more expensive for staff
  - Competing for staff with other Boroughs who offer staff parking permits
  - Greater challenge now being faced by teachers/leaders in Barnet with more children and pupils with greater needs. Not a difference anymore in challenge between Inner London and Barnet due to contextual changes
- 1.4 Some current CPZ restrictions do not actually deter those working in schools from parking in them, they just circumnavigate the operational hours (12-1pm for example) by moving their cars around which causes disruption to the staff's working day. Some schools state that spaces are often available nearby. Therefore further analysis will be carried out to understand the occupation of available space on a street by street basis.
- 1.5 Whilst there is good evidence and reasons for the introduction of a parking permit for schools, one of the Parking Policy aims is to ensure that residents can park as close to their home as possible which could be a conflicting aim.

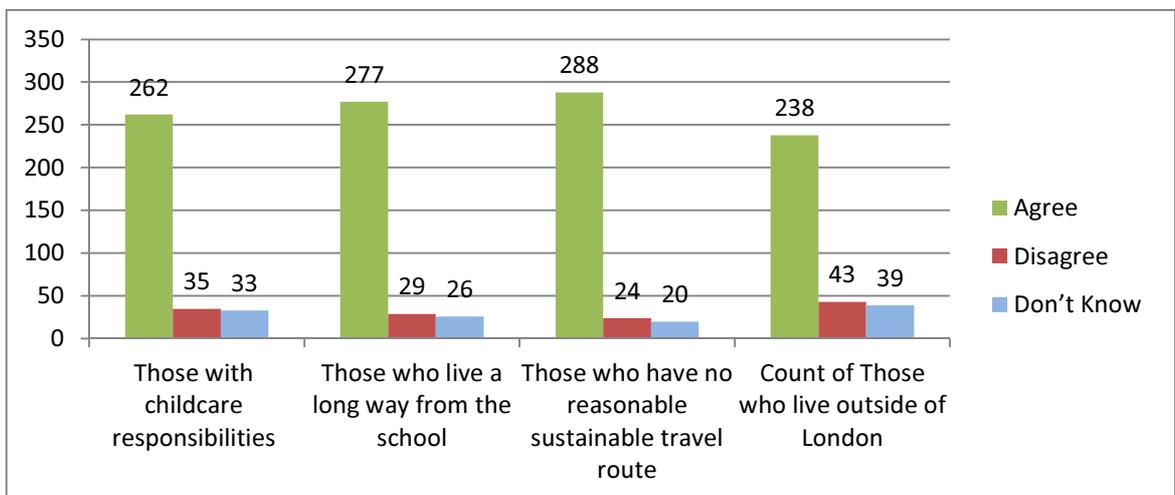
- 1.6 Any scheme may need to be reviewed on a school by school basis to include some form of criteria that relates to the availability of car parking spaces to ensure that residents are not impacted.
- 1.7 In addition to the Policy the Council has a School Travel Plan which seeks to minimise car use and to encourage sustainable transport for travel to school.
- 1.8 Therefore the advice from the Council's School Travel Plan Co-ordinator is that only schools that have an agreed School Travel Plan in place would be eligible for the scheme.
- 1.9 With around 6,000 staff within Barnet schools, 27,000 parking permit spaces and around 14,000 current permit holders there is possible capacity to allow for such a scheme. However, demand for parking is concentrated, so any scheme needs to be carefully thought out and designed at the local level. Further details will be drawn up on this as the consultation progresses.

#### 1.10 **SCHOOL ENGAGEMENT QUESTIONNAIRE**

- 1.11 The council engaged with all 96 state schools within the borough and received comments from 543 school based staff representing responses from 59 schools. These were a mixture of Head Teachers, Teaching staff and Support staff.
- 1.12 The questionnaire asked if staff are in favour or against the introduction of a school permit scheme. The results below are displayed by the totals of staff category and these are shown in figure 1 below:
- 1.13 Figure1 - Results are categorised by staff type who support or oppose the introduction of a schools permit scheme from 543 respondents



1.14 Figure 2 – Responses to suggested Criteria from 543 respondents



1.15 The results report an overwhelming show of support for the introduction of a permit scheme with 87% in favour for a school permit scheme.

1.16 The questionnaire asked for comments to support the scheme, some of the themes repeated are shown below:

- That the scheme should be open to all staff and not just teaching staff and would be discriminatory if made available to teachers only

- That a criteria based scheme would be better than a staff role based scheme
- That the council should look at providing permits on a maximum per road basis to reduce the impact to local residents
- That staff have to carry home lots of heavy books and equipment which makes travelling by public transport unsuitable
- That parking issues greatly add to the stress of the working day when they should be focussed on delivering high quality education and not worrying about parking issues and having to move their car.
- That there are lots of available spaces to park nearby

1.17 Respondents were also asked to suggest criteria that could be used to allocate a permit. The following are the top five themes of respondents:

- That schools are allocated an amount of permits and the school decides on allocation
- No Criteria for Teachers as the amount of heavy books they carry makes public transport unviable
- For those who car share
- Those who work late often
- Disability/health issues or carer responsibilities

1.18 Given the criteria is so varied more work needs to be done with this. It is suggested that schemes could be locally designed where schools are given an allocation based on availability of spaces and then the schools decide which staff are eligible for a permit.

1.19 The next stage of the consultation will be with residents, business permit holders and CPZ permit holders that may be impacted by the introduction of this.

1.20 The next phase of consultation is to communicate directly with CPZ and Business permit holders via email. Residents who do not hold a permit will be made aware via the council's website and schools will be asked to put up posters within their community encouraging people to respond.

1.21 Following the outcome of this exercise a report will be finalised for this committee in September showing the results of the questionnaire and final recommendations.

## **2. REASONS FOR RECOMMENDATIONS**

2.1 The results from the schools engagement show overwhelming support for introducing a schools permits scheme.

2.2 To understand and consider the views of those permit holder and residents that may be impacted by the scheme.

2.3 To carry out further analysis to ensure that the scheme does not negatively impact the ability for resident permit holders to park near to their homes.

2.4 To ensure that the Schools Travel Plan is not adversely impacted by the scheme

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

3.1 None.

### **4. POST DECISION IMPLEMENTATION**

Should the consultation and introduction of the scheme be successful a report will be presented to the Environment Committee in September setting out an implementation plan and timeline.

### **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 to 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 There are no financial implications at this stage. The scheme will be at least self-funding within the Special Parking Account (SPA).

5.2.2 There are no procurement implications within the report.

5.2.3 There may be some IT implications with redesigning a database that can allocate permits on a street by street basis. This is being explored currently with changes within the existing database. Further information will be made available within the final report including any financial costs.

5.2.4 The scheme would need to be mindful of the Schools Travel Plan and the sustainability of travel to work. It has been suggested that one of the criteria would be that only schools with a School Travel Plan would be eligible for the scheme. This will be reported in the final recommendations.

### **5.3 Legal and Constitutional References**

5.3.1 None at this stage. These will be produced if the recommendation is to proceed with the introduction of such a scheme.

### **5.4 Risk Management**

5.4.1 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.

5.4.2 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.

### **5.5 Equalities and Diversity**

5.5.1 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

5.5.2 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.

## **5.6 Consultation and Engagement**

Engagement has been carried out with schools already and further consultation will be carried out with permit holders and residents that reside within the affected controlled parking zones

## **6 BACKGROUND PAPERS**

### **6.1 BARNET'S PARKING POLICY NOVEMBER 2014**

### **6.2 SUSTAINABLE MODES OF TRANSPORT STRATEGY 2007**

### **6.3 SMOTS PRIMARY SUMMARY**

### **6.4 SMOTS SECONDARY SUMMARY**