

	<p><b>Environment Committee</b></p> <p><b>11 January 2016</b></p>
<b>Title</b>	<b>Experimental School Permit Scheme</b>
<b>Report of</b>	<b>Commissioning Director - Environment</b>
<b>Wards</b>	<b>All</b>
<b>Status</b>	<b>Public</b>
<b>Enclosures</b>	Appendix A - Questionnaire
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<b>Summary</b>
<p>This report sets out the results of the consultation with residents and permit holders on the introduction of an experimental school permit scheme. It recommends the introduction of a pilot scheme at certain schools within the borough subject to meeting the criteria set out in this report.</p>

<b>Recommendations</b>
<ol style="list-style-type: none"> <li>1. That the Environment Committee notes the results of the consultation.</li> <li>2. That the Committee agrees to the implementation of a School Permit pilot scheme in NW7 and NW2, starting 1<sup>st</sup> April 2016 for 6 months.</li> <li>3. That the Committee agrees to the introduction of a new experimental School Permit at a cost of £190 per permit per year.</li> <li>4. That the Committee agrees the undertaking of a statutory consultation and the amendment of all relevant Traffic Management Orders to enable the issuing of the above permits.</li> </ol>

5. That the Committee agrees the selection criteria set out in paragraph 1.9 of this report for the issue of a School Permit.

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

1.1 This Committee requested that officers engage with residents and permit holders living in Controlled Parking Zones (CPZs) to understand their views on the introduction permit which will allow school teachers to park in a CPZ. The engagement details agreed at the June 2015 Environment Committee are summarised as follow:

- 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.
- The scheme would offer 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
- That the Committee noted that the School should have a school travel plan

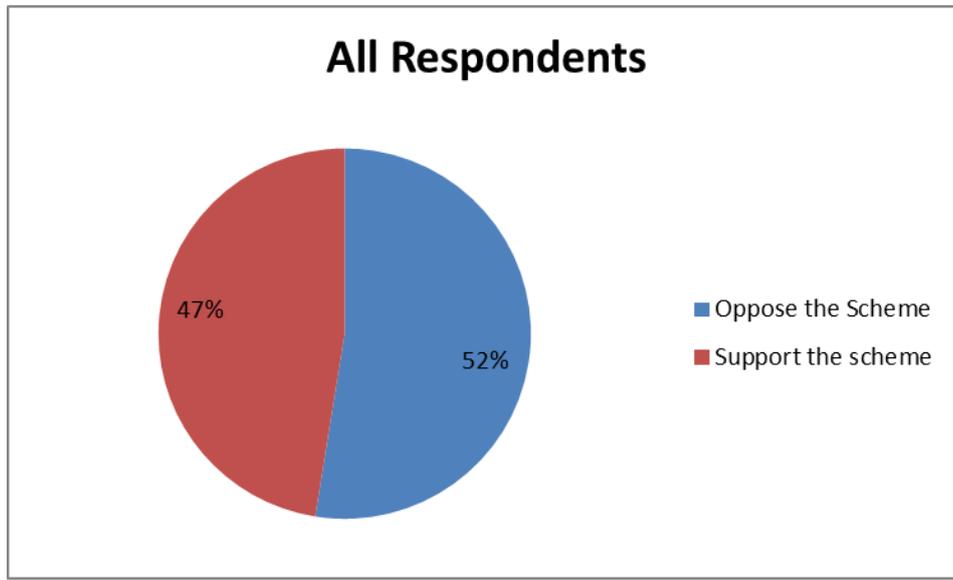
1.2 The consultation was designed to understand the views of the differing groups that may be affected by the introduction of such a scheme. The key stakeholder groups are:

- Residents who live in a CPZ
- Other Permit Holders
- Parents with a child who attends a school in Barnet

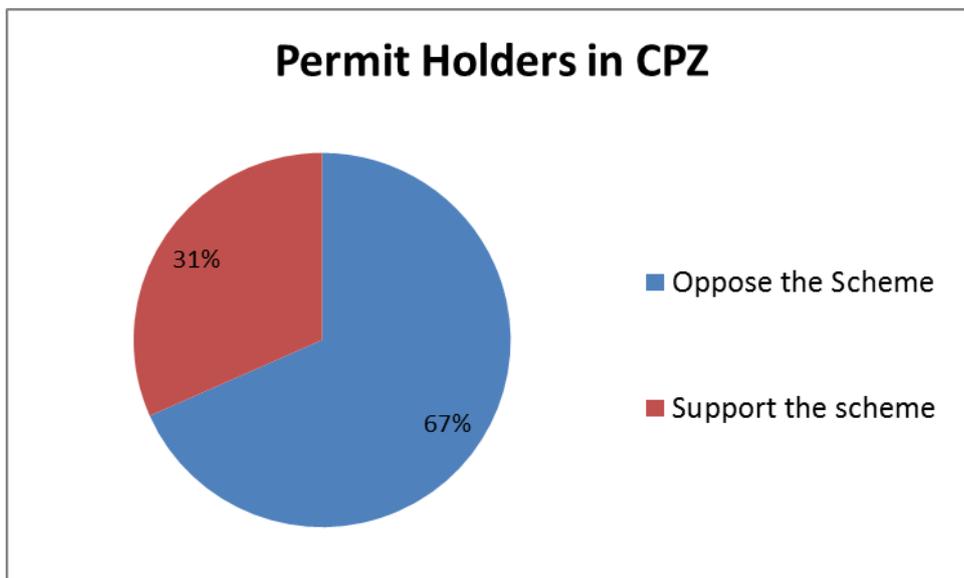
1.3 A borough wide consultation in the form of a questionnaire on a proposal to introduce a school permit for use by teachers who work in a school located within the boundary of a CPZ was undertaken between July 2015 and September 2015. The results of the consultation are as follows:

- The questionnaires were emailed to a total of 7,000 permit holders borough wide and also available online on the Council's website. 724 responses (10%) were received of which 52% opposed the scheme.
- The majority of permit holders opposed the scheme while non-permit holders overwhelmingly expressed support for a School Permit scheme.

**724 respondents**

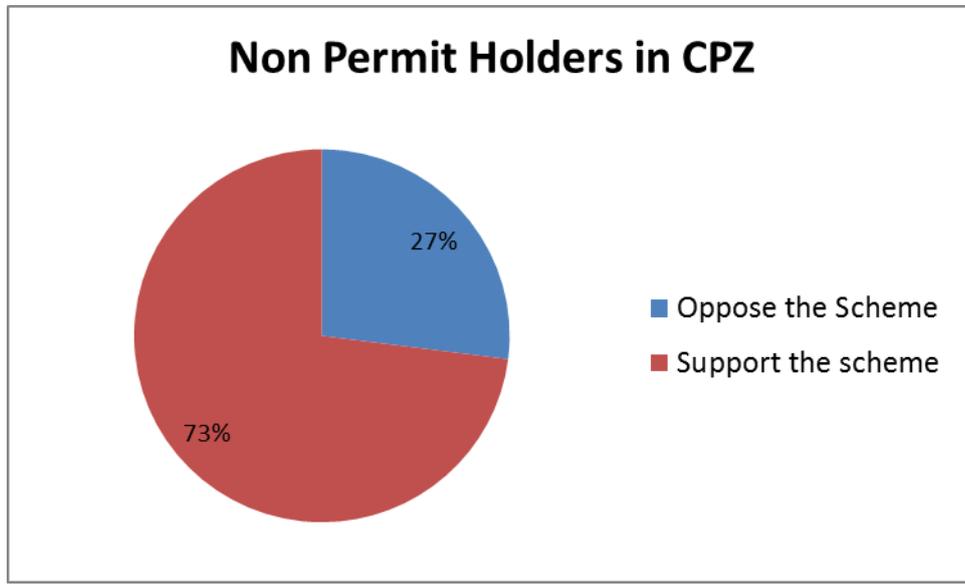


**434 Permit holders responded**



63% (155 people) of the 67% (247 people) of permit holders who are opposed to the scheme say it is because of capacity on their street.

**75 Non permit holders who live in a CPZ responded**



Of those that are parents of a child who went to a school in Barnet 100% were strongly in favour.

### 300 Responses - Post codes from all respondents who opposed the scheme

Post Code	EN5	NW11	N12	N2	NW2	NW4	N3	NW7	Other
<b>Number Opposed</b>	71	61	42	40	21	19	19	12	15
<b>% Opposed</b>	23.7%	20.3%	14%	13.3%	7%	6.3%	6.3%	4%	5%
<b>School Names</b>	Grasvenor Avenue Infant	Brookland Infant, junior and Nursery School	Alma Primary School	Archer Academy	Claremont	Bell Lane	St Mary's CE N3	St Vincent's Catholic	
	St Catherine's Catholic	Garden Suburb Infant School	Finchley Catholic High School	Oak Lodge	St Agnes' Catholic	Bell Lane Children's Centre	Moss Hall (N)	Canada Villa	
	Underhill School	Garden Suburb Junior School	Frith Manor Primary School	Christ's College Finchley	Childs Hill	Hasmonean High	Moss Hall Junior	Copthall	
	Underhill Children's Centre	Golders Hill School	Sacks Morasha Jewish Primary School	Bishop Douglass Catholic	Childs Hill Children's Centre	Hasmonean Primary	Pardes House	Courtland	
	Whitings Hill	King Alfred School	Moss Hall Infant School	Holy Trinity CE	Whitefield	Hendon	Manorside	Deansbrook Infant	
	Discover Bay	Kisharon Day School	Moss Hall Junior School	Newstead Children's Centre	Mapledown	Independent Jewish Day	Tudor	Deansbrook Junior	
	Queen Elizabeth's (Boys')	Menorah Primary School	Northside Primary School	Finchley Youth Theatre	All Saints' CE NW2	Parkfield	Akiva	Dollis Infant	
	Foulds	Peninim School	Our Lady of Lourdes RC School	Martin Primary		Parkfield Children's Centre	St Theresa's Catholic	Dollis Junior	
	Christ Church CE	Rimon Jewish Primary School	St Michael's Catholic Grammar School			St Joseph's Catholic Primary	Chalgrove	Etz Chaim	
	Cromer Road	The Henrietta Barnett School	Summerside Primary School			St Mary's & John's CE		Fairway	
	Queen Elizabeth's Girls'		The Compton School			St Mary's CE High		Fairway Children's Centre	
			The Holmewood School			Sunnyfields		Mathilda Marks Kennedy	
			Woodhouse College					Mill Hill County High	
								Millbrook Park CE	
								Northway	
								Orion (The)	
								St Paul's CE NW7	

- 1.4 Further analysis of the results identified that while car drivers were overwhelming in opposition, non-car users were overwhelming in support.
- 1.5 To gain a better understanding of the responses received all open ended comments were categorised. The majority of those who opposed the proposal feared that they would not be able to park on their street. In addition there seemed to be a common misconception that the scheme would be open to all school teachers across the borough and that they would be able to park anywhere.
- 1.6 There was further evidence of this misunderstanding of the scheme proposal as officers received a large number of phone calls by people in opposition who had assumed that

permits would be issued to any school within a CPZ allowing teachers to park in residents bays even if parking was already at capacity in that street.

- 1.7 Once the scheme details were explained and assurances given that if parking in a street is at capacity then no permit would be issued to schools in those areas, the caller didn't have much opposition to it. Other consistent issues came from those who live on the actual road of a school. Again when they were explained that school teachers would not be allowed to park on roads adjacent to schools they were reassured.
- 1.8 The Council recognises that there are a number of schools within CPZs that provide no or very limited on-site parking for staff. In addition, as part of school expansion programme, all / most off street car park facilities within the school ground have been utilised to accommodate the expansion works thereby displacing staff into the surrounding roads.
- 1.9 In view of the mixed responses received it is recommended that a pilot scheme is introduced so that officers can monitor its effectiveness before a decision to rollout the scheme to all schools is made. . The pilot proposal is as follows:
  - Only state maintained schools will be considered for the pilot.
  - The pilot will be introduced in CPZs in the NW7 and NW2 areas, subject to public consultation, and would run for 6 months. Those areas have been initially chosen as they represent the areas with the least amount of objections received during the consultation stage.
  - Officers will undertake parking surveys to assess the available on-street parking capacity before implementation. Permits will not be considered in roads where capacity exceeds 85%.
  - Schools with more than 10 off street car park spaces will not be eligible for a permit.
  - Permits can only be used in surrounding roads and not in roads where the school is actually located.
  - The pilot scheme will operate Monday to Friday during term time only.
  - The permit cost is proposed at £190/permit/year (based on an average of 190 school days per year charged at £1/day).
  - The school will be responsible for the distribution of permits to their staff.
  - Schools located in any proposed new CPZ (within the two pilot areas) will not be eligible for a permit.
  - The results of the pilot will be reported to a future meeting of this Committee for consideration on further roll out across the borough.

**Permit eligibility criteria (all criteria must be met):**

- 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.

- Schools must not have more than 10 car spaces on the school site
- Only schools located in a CPZ within the two pilot zones will be considered.
- 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

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The results from the schools engagement shows an equal overwhelming support for and against depending on the group replying to the consultation. It is therefore considered that a pilot is the only way to actually assess the impact of the scheme.
- 2.2 To support Barnet state funded schools with their recruitment and retention of teachers.
- 2.3 To ensure that residents can park as close to their homes as possible.

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

- 3.1 Existing parking controls in CPZs does not address the parking needs of teachers.

## **4. POST DECISION IMPLEMENTATION**

- 4.1 To invite schools in the pilot area meeting all the eligibility criteria in the proposed pilot areas to apply for a school permit.
- 4.2 Amendments to existing Traffic Management Orders and associated statutory consultation.
- 4.3 It is proposed.

## **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 cost of implementing the Pilot Scheme is estimated at £15,000 inclusive of fees will be met from the Special Parking Account (SPA). All income received from school permits will be credited to the SPA.

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

## **5.3 Social Value**

5.3.1 None in the context of this report.

## **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.

5.5.3 The Council may be challenged on the proposal to only consider State schools as part of the Pilot Scheme.

## **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 and engagement with residents and Ward Councillors will be undertaken following the recommendation by the Committee and authorising Officers.

## **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

6.3 CONSULTATION RESPONSES