



## Cabinet

<b>Title</b>	Draft School Streets Permit and Exemption Policy
<b>Date of meeting</b>	18 July 2023
<b>Report of</b>	Cabinet Member (Portfolio Lead) for Environment and Climate Change - Councillor Alan Schneiderman
<b>Wards</b>	All
<b>Status</b>	Public
<b>Key</b>	Key Decision
<b>Urgent</b>	No
<b>Appendices</b>	Appendix A – Draft School Streets Permit and Exemption Policy Appendix B – Draft School Streets Permit and Exemption Policy Equalities Impact Assessment
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<b>Summary</b>	
School Streets are roads which limit the use motorised vehicles outside a school at school pick up and drop off times. These restrictions allow some users of motorised vehicles to have permits or exemptions. To date we have six school streets operational in the borough. During the public	

consultation exercises on the existing school streets concerns have been raised regarding the Permit and Exemption Policy and in particular the need for a clearer policy relating to school staff. This report seeks approval for a draft School Street Permit and Exemption Policy for public consultation. This is intended to set out who will be allowed permits and who is automatically exempt, avoiding any confusion and demonstrating that these matters will be dealt with transparently and consistently. The result of the consultation will be reported back to the Portfolio Lead for Environment and Climate Change with delegated authority through Cabinet to finalise and publish the School Street Permit and Exemption Policy

## Recommendations

- 1. That Cabinet approve the Draft School Streets Permit and Exemption Policy to move forward to public consultation**
- 2. That Cabinet delegate the finalisation of the School Streets Permit and Exemption Policy to the Portfolio Lead for Environment and Climate Change**
- 3. That Cabinet approves, subject to public consultation, the implementation of permits to School Staff permanently based at the school on an 18 month trial basis**

### 1. Reasons for the Recommendations

- 1.1. A School Street is a road outside a school with a restriction on motorised traffic at school drop-off and pick-up times. They are established through traffic management orders under the Road Traffic Regulation Act 1984. Times are decided in collaboration with the school themselves.
- 1.2. The Council's School Streets Programme objectives are to:
  - Improve safety around the school
  - Encourage more people to walk and cycle
  - Improve air quality around the school
  - Reduce congestion of motor vehicles outside the school
- 1.3. In Summer 2020, in readiness for the reopening of schools, the Council introduced 5 School Streets schemes across the borough. This was funded using social distancing funding provided by Central Government and administered via Transport for London.
- 1.4. It was decided to introduce these measures on an experimental basis with the use of Experimental Traffic Management Orders (ETMOs) in order to monitor the effectiveness of the new measures, for a period of up to 18 months, and to make amendments to the scheme during this period if necessary.
- 1.5. Following conversations with schools and communication with residents back in August 2020, the following schools were designated with a temporary School Street enforced with the use of physical barriers, marshalled by school staff and/or volunteers:
  - Chalgrove Primary School - N3 3PL

- Holy Trinity Church of England Primary School -N2 8GA
- Deansbrook Junior School (Church Close entrance) – HA8 9NS
- St Catherine's RC Primary School – EN5 2ED

1.6. Just one location was confirmed to be enforced using the existing School Keep Clear camera for the new restriction:

- Garden Suburb School- Childs Way, London NW11 6XU

1.7. The school street restrictions for each location were installed in September 2020 and intended to stop general traffic during school drop off and pick up times; during these hours sections of roads became a Pedestrian and Cycle Zone.

1.8. Following 6 months of the experimental period, the council carried out a statutory consultation in March 2021 to get the views of residents, parents and businesses in the area on whether to: make the schemes permanent; to change the type of enforcement from barriers to the use of ANPR (Automatic Number Plate Reading) cameras; or to end the School Streets operation in these locations. Statutory consultation was carried out for the above 5 locations plus the additional 5 below:

- Wren Academy – Hilton Ave, London N12 9HB
- Summerside Primary School – Crossway, London N12 0QU
- St Pauls C Of E Primary School- The Avenue, London N11 1NQ
- Colindale Primary School – Clovelly Ave, London NW9 6DT
- St Agnes RC Primary School, Cricklewood- Thorverton Rd, London NW2 1RG

1.9. Having considered all the comments and objections received from the local community, officers have been mindful of the impact of the introduction of the proposals in the area and due to number of objections received they recommend removing the existing School Street restrictions at:

- Chalgrove Primary School – N3 3PL
- Holy Trinity Church of England Primary School -N2 8GA
- Deansbrook Junior School (Church Close entrance) – HA8 9NS
- St Catherine's RC Primary School – EN5 2ED

1.10. And to proceed with the ones with support from residents, members, business and the schools concerned. As a result, school streets were installed under experimental traffic order and enforced with the use of Automatic Number Plate Recognition (ANPR) cameras on March 2022:

- Wren Academy – Hilton Ave, London N12 9HB
- Summerside Primary School – Crossway, London N12 0QU
- St Pauls C Of E Primary School- The Avenue, London N11 1NQ

- Colindale Primary School – Clovelly Ave, London NW9 6DT
- St Agnes RC Primary School, Cricklewood- Thorverton Rd, London NW2 1RG
- Garden Suburb School- Childs Way, London NW11 6XU -installed with the first stream.

1.11. All these schemes are now in the process of being made permanent. During the engagement and consultation, concerns have been raised from school staff and the Teachers Union NEU regarding permits and exemptions.

1.12. Our current approach is to offer four permits to the school. The Head Teacher of the school can supply these four permits out to four staff of their choosing. They are required to supply a business case for each individual request thereafter to the Parking Client Team in Barnet Council.

1.13. Due to these concerns Officers decided a School Street Permit and Exemption Policy needed to be fully reviewed, publicly consulted and published. This would make clear and alleviate any confusion regarding who is allowed permits and who is automatically exempt. It would set out a clear basis for these issues to be dealt with transparently, consistently and equitably.

1.14. In short, the draft policy provides that school will be able to apply for permits for school staff to access the school street during restricted hours. These can only be permanent employees of the school (for example, on the school's payroll). If a school requires further permits, they are required to supply a business case for each individual request thereafter. The full draft policy is attached as Appendix A. The proposal would be to have this exemption for school staff on a trial basis for 18 months once policy is approved. This will enable officers to check that there is no adverse impact on the effectiveness of the school streets.

1.15. The draft policy also allows residents, businesses, carers, vehicles used to transport pupils with Special Education Needs, Disabilities or limited mobility and parents/carers related to pupils who hold a blue badge to understand their rights to obtain a permit. Statutory and general exemptions are also explained.

## **2. Alternative Options Considered and Not Recommended**

2.1 Options considered during the review included the following:

1. No exemptions or permits for schools staff unless a clear business case is made or in respect of blue badge holders, drivers of school minibuses for Special Educational Needs Children, or carers

2. Permits numbers to be in accordance with what we provide for businesses on the school street (up to 4)
3. Schools are able to apply for permits to allow access for any permanent staff member (on the school payroll)

2.2 Options 1 and 2 have not be recommended to be progressed. Option 1 could raise the risk of challenges on discrimination grounds, reduces the scope for flexibility to address schools' operational needs and would be difficult to justify given the approach taken for businesses on school streets. It was therefore discounted. Option 2 is a fair and justified proposal but would not answer all the concerns raised by school staff and the Teachers Union.

### **3. Post Decision Implementation**

3.1 If the recommendation is approved, officers will move forward to public consultation on the draft policy. This will include engagement with schools, school staff and the trade unions representing them.

3.2 Based on feedback from the public consultation, a decision will be required to formalise and implement the School Streets Permit and Exemption Policy for the borough, with any changes as a result of the consultation. A further report will be made to Cabinet following the consultation.

### **4. Corporate Priorities, Performance and Other Considerations**

#### **Corporate Plan**

4.1 This policy links integrally to the People, Place, Planet and Engaged and Effective Council vision of the Corporate Plan by:

- Creating a more family friendly borough, giving our children and young people the best possible start in life by delivering vital safe space outside schools
- Enabling residents to have their say in how we breathe life back into our streets, making them clean, safe and welcoming. Implementing school streets will allow space to be brought back to residents, parents and children, providing a temporary safe space to talk, play and rest.
- Responding to the climate emergency and starting the journey to become a net zero council by 2030 and a net zero borough by 2042. School Streets will encourage parents and children to undertake alternative modes to the private car to access the schools. This is turn progresses to making the borough net zero.
- Improving our local environment so that residents enjoy clean air. School Streets will look to improve air quality outside schools to reduce health impacts on children and residents.
- Forming stronger partnerships between the council and local organisations so that residents and communities can have their say in important decision and can benefit from joined up services and investment in their neighbourhoods. Through delivering school streets we have made incredible partnerships with the schools and improved our understanding of communities' views on the schemes.

### Corporate Performance / Outcome Measures

4.2 School Streets are an important proposal as referenced in Barnet’s Long Term Transport Strategy, and identified as Proposal W1 – healthier routes to schools.

### Sustainability

4.3 School Streets are an integral part of the BarNET Zero agenda. By being able to limit the number of vehicles within a timed zone (at school drop off and pick up times) it will look to encourage more children to walk and cycle, improving air quality and safety.

### Corporate Parenting

4.4 In line with Children and Social Work Act 2017, the Council has a duty to consider Corporate Parenting Principles in decision-making across the Council. The outcomes and priorities in the refreshed Corporate Plan, Barnet 2024, reflect the Council’s commitment to the Corporate Parenting duty to ensure the most vulnerable are protected and the needs of children are considered in everything that the Council does.

4.5 The draft school streets permit and exemption policy should have no cumulative impact on corporate parenting. Any carers who need to access a school street can already be provided with an exemption.

### Risk Management

4.6 The Council has an established approach to risk management, which is set out in the Risk Management Framework. Managing risk is an essential part of the School Streets programme management. Risks are also considered throughout the lifecycle for specific projects.

4.7 The below highest risks have been identified regarding this draft policy.

Cause	Consequence	Control / Mitigation	Impact	Prob	Impact x Prob
Residents do not like school streets concept	Provide negative responses to the public consultation	Emphasise benefits in consultation. Provide a clear understanding of equality issues in area and how they will still have access	2	4	8
Delay of delivery of school streets until policy is published.	Budget not spent on time. Schools complain due to delays.	See if can deliver any school streets which do not impact access to car parks	4	4	16

Teachers Union want all school staff to be exempt to school streets permanently	Provide negative responses to the public consultation	Understand their concerns. The trial period is designed to ensure that there is no adverse impact on the effectiveness of the school streets.	4	4	16
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### Insight

- 4.8 Officers consulted with other local authorities in November and May 2023 to understand their policy position on school staff exemptions. Out of the London local authorities consulted, 13 responded in November and 11 responded in May. Of these May respondents 5 authorities provide no exemptions for school staff, 3 provide full exemption for school staff and 3 have either a percentage/or number of permits provided to the school.
- 4.9 Officers have also reviewed the previous consultation results from the school streets delivered. This has informed an understanding of the current thoughts of the public in relation to school streets and the current proposed permits and exemptions.

## 5. Resource Implications (Finance and Value for Money, Procurement, Staffing, IT and Property)

- 5.1 **Finance & Value for Money:** The School Streets Programme is currently funded by Strategic Community Infrastructure Levy (SCIL) and Section 106. Should this policy of allowing all permanent school staff to be eligible for permits, it could potentially mean more interest in schools participating in the programme.
- 5.2 **Procurement:** at this time there are no direct implications.
- 5.3 **Staffing:** Additional resources may be required post approval of this report and public consultation to further manage the policy change should permanent school staff be eligible for permits. This resource to be monitored is within the Parking Team due to a potential increase in applications for permits. Any additional workload will be considered as part of the ongoing review of staffing requirements within the Parking team, which will be funded via the Special Parking Account, which manages any income from penalties issued due to non-compliance.
- 5.4 **IT:** at this time there are no direct implications.
- 5.5 **Property:** at this time there are no direct implications.

## 6. Legal Implications and Constitution References

- 6.1 School streets are implemented through traffic management orders made under the Road Traffic Regulation Act 1984. The process for making orders is set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. These set out

requirements for consultation before orders can be made, depending on the detail of what is proposed. There are also requirements to publicise proposed orders and invite comments. Having a borough-wide policy on permits and exemptions agreed following consultation will mean the principles will not have to be consulted on separately in each case.

6.2 As this draft policy it is recommended to undergo a public consultation before being formally adopted.

6.3 An Equality Impact Assessment has been completed for this draft policy and can be found in Appendix B.

6.4 Under the Council Constitution, Part 2D the terms of reference of Cabinet includes the following responsibilities:

- Development of proposals for the budget (including the capital and revenue budgets, the fixing of the Council Tax Base, and the level of Council Tax) and the financial strategy for the Council;
- Monitoring the implementation of the budget and financial strategy;
- Recommending major new policies (and amendments to existing policies) to the Council for approval as part of the Council's Policy Framework and implementing those approved by Council;
- Approving policies that are not part of the policy framework;
- Management of the Council's Capital Programme;

## **7. Consultation**

7.1 In total we have delivered 10 school streets of which six are still in operation. As part of the delivery process we went through public consultation and engagement exercises. This allowed us to understand the viewpoints of local residents, parents and school staff.

7.2 Furthermore we have engaged with ward councillors ahead of the Cabinet to understand their thoughts on the policy.

## **8. Equalities and Diversity**

8.1 The Equality Act 2010 requires the Council in the exercise of its functions to have due regard to the need:

- to eliminate discrimination, harassment and victimisation and any other conduct prohibited by the 2010 Act;
- advance equality of opportunity and to foster good relations, between those who share a protected characteristic and those who do not.



8.2 The relevant protected characteristics are:

- age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; and sexual orientation

8.3 The Equalities Impact Assessment has been completed for this draft policy.

8.4 The cumulative impact on groups with protected characteristics will not be significant with many people benefitting or no impact due to the school street policy. Young, elderly and disabled could benefit largely from this policy. Pregnancy and maternity could have a minimal negative impact as would not be able to drive through the school street unless they are a resident or business owner.

## **9. Background Papers**

9.1 Barnet Long Term Transport Strategy 2020 – 2041 [Barnet LTTS v8.pdf](#)