

**Crime and Disorder Select Committee
Scrutiny Review of School Parking**

Findings	Areas for Possible Recommendations
<p>The number of cars taking children to and from school has grown exponentially.</p> <p>Three primary schools with high incidences of the problems caused by inconsiderate driving and parking by adults tasked with delivering and collecting children to school were observed by Members.</p> <p>A reason for some of the delay in cars leaving is due to the need for parents to escort pupils under the age of eight into school premises and unless there is a teacher/responsible adult the child cannot be left unsupervised. Parents also enjoyed an amount of social time with other parents which also delayed leaving the site.</p> <p>Whilst on site visits road markings and signposts were constantly ignored and action was taken by the uniformed Enforcement Officer. The number of tickets issued was reduced as a result of the officer being engaged in discussion/argument.</p> <p>The School Census showed that 85 per cent of primary school pupils and 51 per cent of secondary school pupils living within 1 mile of the school they attend it would be reasonable to expect they were capable of walking or cycling to school.</p> <p>Education is an important part of the review and measures have been suggested. Using Road Safety education tools so that children are informed of the increased risks associated with parking around school entrances could be introduced via the 'School champion' or Junior Road Safety Officer packs. This would involve a child being 'appointed' as a school lead and taking ownership of disseminating information around the school, thereby raising awareness.</p> <p>Members have suggested reward or recognition for schools that participate and are seen to be influencing parking behaviours around schools. This could involve the Mayor.</p> <p>It was also suggested that a video presentation be provided for schools</p>	<p>DRAFT RECOMMENDATION</p> <p>To develop a resource pack for all schools within Stockton Borough providing measures to help address the issue of parking outside schools. This could include:</p> <ul style="list-style-type: none"> • Developing a pupil champion as a school lead for the dissemination of: information/raising awareness / encouraging alternative/sustainable travel to and from school / a campaign involving travelling to school to help parents make informed choices; • Developing informal parking charters to be signed by parents. • Developing informal friendship stops where parent volunteers could provide a walking bus; • Introducing an annual Award Scheme to recognise borough-wide achievements; • A video resource for schools to highlight the issues dealt with by Enforcement Officers

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<p>to show to parents as part of welcome meetings at the start of the new school term. The video will include excerpts from body camera footage of inappropriate behaviours experienced by Enforcement Officers.</p> <p>It is suggested that additional sustainable travel measures such as walking buses be introduced in schools to encourage travelling to school by means other than the private car.</p> <p>It has also been suggested that a campaign involving travelling to school be carried out to help parents make informed choices.</p> <p>During the school year the Walk to School' campaign coordinates National Walk to School Week in May and International Walk to School Month in October in the UK. Each year nationally approximately 2 million primary school pupils take part with local events organised by school travel advisors and road safety departments.</p> <p>Over the last three years Darlington Council has a run a year-long campaign with primary schools (MEGA Motion) in which every pupil had to record their mode of travel to school from October to June. Pupils were awarded points depending on the mode that they used and then badges, stickers and other prizes were given out at the end of the school year.</p>	
<p>ENFORCEMENT</p> <p>Enforcement of parking is undertaken by the Council's Civil Enforcement Officers and Neighbourhood Enforcement Officers.</p> <p>The Council's Enforcement Service operate two Enforcement Officer Agencies:</p> <p>Civil Enforcement Officer</p> <p>Enforce parking regulations both on street and off street car parks. They operate mainly around town centres and at schools.</p> <p>Neighbourhood Enforcement Officer</p>	<p>DRAFT RECOMMENDATIONS</p> <p>Develop a business case to understand the possibility for further enforcement measures, including for example:</p> <ul style="list-style-type: none"> • Enforcement Officers • Camera Car • Experimental Traffic Regulation Orders • Public Space Protection Orders <p>Provide advice to schools and if appropriate review engineering and regulatory changes if this will deliver an improvement to school parking issues.</p>

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<p>Enforcement of on street parking regulations, abandoned vehicles. They operate in all locations across the Borough and are mobile as well as on foot, it should be noted they are not a response service but do operate reactively as well as proactively.</p> <p>What can be enforced in terms of school parking:</p>	<p>Explore introducing a protocol for issuing Park Smart notices by Enforcement/Parking Officers.</p> <p>Continue the engagement and joint operations of Council Enforcement Services and Cleveland Police to ensure school parking issues are maintained as a priority and are tasked accordingly.</p>
<p>School zigzags</p> <p>Parking on school zigzags is an immediate offence with both CEOs and NEOs able to issue immediate Penalty Charge Notices for vehicles. School zigzags are only permitted to be introduced at the entrances to schools (vehicle and pedestrian).</p> <p>Single and double yellow lines</p> <p>Parking on single and double yellow lines requires a period of observation or 'grace' period of 10 minutes. This means that the CEO or NEO is required to observe the vehicle for this time and can only issue a PCN if the vehicle is parked here for longer than the observation period. Disabled blue badge holders are permitted to park on single and double yellow lines unless loading restrictions are in place.</p> <p>Obstruction/indiscriminate/inconsiderate parking</p> <p>In the opinion of a CEO or NEO if a vehicle is parked in such a manner to cause obstruction or be inconsiderate then the Officer is permitted to issue an Immediate Removal Notice. This means the vehicle must be immediately removed or the Council can remove the vehicle from the highway. The reality at schools is that the notices are issued but the removal operator is not approached as the vehicle is likely to be removed in a short time period. The purpose of issuing the notice is to educate motorists.</p> <p>Experimental Traffic Orders</p> <p>Some local authorities are now exploring the use of experimental traffic</p>	

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<p>orders to deal with the issue of parking outside schools.</p> <p>An Experimental Traffic Order is made under Sections 9 and 10 of the Road Traffic Regulation Act 1984. It is like a permanent traffic regulation order in that it is a legal document which imposes traffic and parking restrictions such as road closures, controlled parking and other parking regulations indicated by double or single yellow line etc. The Experimental Traffic Order can also be used to change the way existing restrictions function</p> <p>An experimental order can only stay in force for a maximum of 18 months while the effects are monitored and assessed. Changes can be made during the first six months of the experimental period to any of the restrictions (except charges) if necessary, before the Council decides whether or not to continue with the changes brought in by the experimental order on a permanent basis.</p>	