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**To: Communities, Housing and Planning Policy Board**

**On: 14 January 2020**

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**Report by: Director of Communities, Housing and Planning Services and  
Director of Environment & Infrastructure Services**

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**Heading: School Parking Exclusion Zones**

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## **1. Summary**

- 1.1 At its meeting on 28 February 2019, Council committed £0.1M of recurring revenue resources to continue to tackle the issue of irresponsible parking around schools in Renfrewshire. A paper was presented to this Policy Board on 21 May 2019 updating on previous road safety campaigns and seeking approval of a number of actions that would seek to tackle this issue.
  - 1.2 As part of this commitment, it was proposed that a Road Safety Officer and additional Community Safety Warden would be recruited to tackle irresponsible parking around schools. Recruitment for these posts is currently underway and almost complete.
  - 1.3 There is a further proposal to pilot the introduction of school exclusion zones around certain schools within Renfrewshire for a 9-month period. This paper updates on the proposed pilots and the schools chosen for the pilot to be undertaken.
  - 1.4 In addition to the above, 3 parking banners and a school parking pledge were issued to every primary school in Renfrewshire at the beginning of the school year. These have been well received and there is some evidence that this has raised awareness of driver behaviours at some schools.
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## **2. Recommendations**

- 2.1 It is recommended that the Communities, Housing and Planning Policy Board:
  - (i) notes the schools chosen to participate in the pilot school parking exclusion zones; and

- (ii) agrees the proposed next steps as set out in Section 3 including on-going consultation with the schools (Head Teacher, Parents, Teachers), Community Council, Local Residents, Elected Members and the affected community.
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### **3. School Parking Exclusion Zones**

- 3.1 Following a desk top review of all primary schools across Renfrewshire and discussions with Children's Services, 4 schools have been chosen to pilot school parking exclusion zones. These zones will prohibit cars from entering/leaving at set times during the day at the start and end of the school day.
- 3.2 There have been discussions with Children's Services and an agreement that the following schools will participate in the pilot. Whilst generally supportive of the project, Children's Services were keen to stress that the schools required to be fully involved in the pilot from the outset. The schools chosen for the pilot are:
- St Charles Primary School (Paisley)
  - Lochfield Primary School (Paisley)
  - St Catherine's Primary School (Gallowhill, Paisley)
  - Barsail Primary School (Erskine)
- 3.3 These schools were selected for the pilot as there was evidence of a potential conflict between vehicles and children and the road was potentially able to be closed i.e. it was not a busy thoroughfare. This restricted the choice available for pilot schools, with the location of several schools making them unsuitable for roads to be closed.

### **Selection Criteria**

- 3.4 The selection criteria that were used to identify whether a school could be considered for the pilot exclusion zones were:
- geographical spread
  - the school's location on the road network
  - historical evidence of high car use on the school journey
  - high level of congestion at school gates and irresponsible parking
  - historical evidence of complaints regarding school zone safety and school travel
  - number of permits required, and number of residents affected by change
  - minimising impact of enforcement on Police Scotland resources

- 3.5 There are schools within Renfrewshire that experience similar problems with congestion and parking but do not meet the above criteria and therefore have been discounted from the pilot. Other initiatives will be considered for these schools to try and improve safety. In the first instance all schools have received promotional banners and materials to attempt to change driver behaviours.

### **Evaluating Effectiveness and measuring success**

- 3.6 As part of the pilot, an evaluation of the effectiveness of the scheme will be undertaken. Initially a baseline assessment will be carried out before the pilot to assess the challenges currently faced, counts of vehicles in streets and where any displaced traffic may go when streets are closed.
- 3.7 Some of the Key Performance Indicators (KPIs) are qualitative as well as quantitative, however, measures of success will include:
- Counts of vehicles entering zones
  - Number of penalty charges issued to vehicles entering the zones
  - Number of issues raised by schools
  - Near misses/accidents
  - Reduction in traffic congestion
  - Increase in Walking/Cycling and reduced car journeys
  - Survey and speaking to parents/carers, teachers, children, Elected Members to see if pilot effective.
- 3.8 It is hoped that the pilot will lead to less congestion, less pollution, increased safety for children, more active travel and respond to issues raised by parents and residents.

### **Next Steps**

- 3.9 As part of the pilot, certain streets will be closed around the schools. The timings are still under consideration however, they are likely to be 45 minutes in the morning and afternoon (8.30am – 9.15am and 2.30pm – 3.15pm). It should be noted that some schools are different and therefore times may change. During this time, the street will become a pedestrian zone and any driver entering or exiting (unless exempt) could be issued with a Fixed Penalty Notice.
- 3.10 It is intended that the pilot will run for approximately 9 months (Easter 2020 – December 2020). This is dependent on the implementation of the Experimental Traffic Regulation Order (ETRO) and road signage. This will allow time for the initial change to be communicated and implemented, for initial issues and challenges to be resolved or mitigated and for the longer term running of the exempt periods to bed in and be fully evaluated in terms of longer-term issues and benefits.

- 3.11 An Equalities Impact Assessment has been undertaken as part of this pilot project to assess the impact against the requirements of the public sector equality duty. Exemptions will be granted for residents and disabled badge holders. As some of the schools lead to the school car park, consideration is being given to allowing teachers an exemption to enter the zone for these schools.
- 3.12 As the offence is a moving vehicle offence, Police Scotland are the enforcing authority. Due to resource demands, Police Scotland cannot commit to attending each school every day. However, discussions have taken place with Police Scotland with the proposal that there will be a targeted approach as the pilots are established followed by spot checks on a random basis following the initial activity. While enforcement activity cannot be carried out by Community Safety Wardens under the terms of the legislation, they will support Police Scotland in communicating the approach and being a visible presence as resources allow. They will also work with the Road Safety officer to raise awareness of the safety issues around the school at key times in an attempt to change parents/carers behaviour.
- 3.13 The Experimental Traffic Regulation Orders (ETROs) have been prepared and will be issued in line with standard practice. This will include all key consultees around the school as detailed in recommendation 2.1(ii). Meetings have already taken place with Head Teachers and most Parent Council's with wider consultation taking place in early 2020.
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## Implications of the Report

1. **Financial** - The funding for the project will be from the £0.1M revenue funding provided to the Services.
2. **HR & Organisational Development** - None
3. **Community/Council Planning** –
  - *Our Renfrewshire is safe* - By looking to reduce irresponsible parking around schools, it will ensure children are safe when getting to and from school.
4. **Legal** - All legal aspects of changing access to Roads is being considered in conjunction with Legal Services.
5. **Property/Assets** - None
6. **Information Technology** - None

## 7. **Equality & Human Rights**

- (a) The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. Some potential negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report. Mitigating actions are detailed in section 3.11 of this report. A full copy of the Equality Impact Assessment undertaken is available from the report author. Following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored.

The results of the assessment will be published on the Council's website.

## 8. **Health & Safety** - None

## 9. **Procurement** - None

10. **Risk** - There is potential in closing roads for certain times that the problem is simply displaced. Care requires to be taken to ensure that child safety is not compromised by closing certain roads.

## 11. **Privacy Impact** - None.

## 12. **COSLA Policy Position** – Not Applicable

13. **Climate Risk** - By implementing school exclusion zones, it is hoped to increase active travel thus reducing car journeys and in turn vehicle pollution.

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## **List of Background Papers**

None

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