

**Appendix 1**

**School Parking Exclusion Zones – Traffic Regulation Order Objections**

| <b>Category of Objector</b>                                   | <b>Location</b> | <b>Objection</b>  | <b>Mitigating Action</b>   |
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| Teacher – 3 Objectors raised the points within this objection | St Catherine’s  | I would contend that teachers' cars are school transport serving the school.  | Cars are some teacher’s personal modal choice and as such are serving the teacher and not the school.  |
|   |                 | In my view the only solution to this is to issue staff with an exemption pass for travelling to and from their place of work similar to the conditions that are in place for residents in the cul de sacs affected. | Teacher are not distinguishable by class of user or user group or vehicle type as defined by the Road Traffic Regulation Act 1984 from any other commuter group of employees unless a Resident or in receipt of a Blue Badge or being a commercial vehicle or public transport vehicle   |
|   |                 | unreasonable as many staff have family commitments or commute from homes a significant distance from the school building which mean they may have to arrive at work during the restricted time in the morning.      | All other Renfrewshire Council employees travel to their usual place of employment in their own time and as such this is sustainability and parity   |
|   |                 | School staff regularly travel to professional development courses directly after work which would mean departing during restricted times.   | Schools have a responsibility to organise and plan effectively and only when faced with the unexpected should emergency passes be used during the short periods in the morning and afternoon when the restrictions would be in place   |
|   |                 | Staff require access for emergency purposes or to attend appointments   | The head teacher will be permitted one pass for emergency use. Known appointments should be planned for accordingly  |
| Trade Union Representative                                    | All Schools     | It seems... illogical and disproportionate to include teaching staff as part of the cohort that will be affected by parking restrictions.   | Teacher are not distinguishable by class of user or user group or vehicle type as defined by the Road Traffic Regulation Act 1984 from any other commuter group of employees, unless a Resident or In receipt of a Blue Badge or being a commercial vehicle or public transport vehicle. |
|   |                 | The main contributors to traffic congestion outside the schools are parents...  | Broadly agree ,however teachers cannot be classed as a different user group under the Act.   |

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|          |         | I would have expected that the cars of teaching staff would be defined as transport serving the school  | Car of teaching staff are vehicles utilised by their owners for commuting to their place of work and is a personal choice of mode of transportation  |
|          |         | an ongoing requirement to move in and out of the school ... applies to all teachers in terms of attending courses, meetings or ... dealing with family emergencies.   | The restriction will only be in place for a short period of time at the start and end of the school day with a pass being available to the head teacher to dispense to those requiring in an emergency. Access to leave for "Training Courses" should be arranged accordingly by the school as required by time constraints of vehicle access or egress.                                     |
|          |         | An implied threat of fixed penalty notices to its teaching staff hardly squares with Renfrewshire Council's (R.C.'s) commitment to the health and wellbeing of its' teachers.   | The issuing of Fixed Penalty Notices would in all cases be as a last resort by Police Scotland, as with all enforcement activity it is recognised that education has the key role to play rather than rely on enforcement of the provisions of the order.  |
| Resident | Erskine | 'This order... impinges on the resident[s'] rights by having their street declared a no go zone....   | Residents can and will be issued with a permit upon application  |
|          |         | Park Moor... [has] clearly signposted Residents' Parking Areas (with Bridgewater Housing Association logo)... people [will be denied] access to those areas who absolutely should not have their right to family visits restricted.   | The parking areas referred to are private areas of land . This proposal serves to apply solely to the Public Road network in the affected areas (Public Road being a Road which is maintained by Renfrewshire Council as "Roads Authority" under the Act   |
|          |         | Renfrewshire Council's] definition of who is entitled to a permit for this zone is flawed and does not factor in the concept of "Residents Parking Areas".  | These "Residents Parking Areas" are private areas of land over which the Council has no authority or control   |
|          |         | residents in their own home ... [should have the freedom to make] their own decisions around who visits them or who delivers them shopping at any time of their choosing.   | Residents with a Permit are allowed to travel freely.<br><br>Deliveries by commercial vehicles will be allowed free access.  |
|          |         | If I allow this to proceed with no objection, I will then have zero scope to challenge it when you extend the order further into Park Moor.<br>... This is only going to move on street parked cars further into surrounding areas, you are never going to eliminate people wishing to pick their children up in cars.' | This is an "Experimental Order" that may stand for up to 18 months or be extended for a further period of 18 months only. Thereafter should the Council wish to make a permanent Order then the "consultation" must be carried out again.<br><br>The practice is intended to dissipate the condensed use of vehicles in the immediate area out into the wider realms of the local area where |

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|   |                 |   | it will become more diluted and less problematic to a small group of residents by the sharing of the burden of the school facility   |
| Teacher – 16<br>Objectors raised the points within this objection | Barsail Primary | A mismatch would exist between teachers' contractual hours of work and teachers' ability to utilise the car parks at their places of work.  | If it is a teachers personal choice to use a private vehicle as their mode of transport, then they should arrive accordingly to either drive in when permitted to do so or arrive within the exclusion time and then find a parking space and walk in to arrive on time.               |
|   |                 | The proposals do not allow for teachers' plans changing unexpectedly; e.g. a need to attend training unexpectedly.  | Schools have a responsibility to organise and plan effectively and only when faced with the unexpected should emergency passes be used during the short periods in the morning and afternoon when the restrictions would be in place   |
|   |                 | If school staff park on local residential streets and walk to work unpaid time will be incurred walking from their vehicles to the school   | If it is a teachers personal choice to use a private vehicle as their mode of transport, then they should arrive accordingly to either drive in when permitted to do so or arrive within the exclusion time and then find a parking space and walk in to arrive on time.               |
|   |                 | Also, school staff would require to revise their car insurance policies to reflect street parking. Undoubtedly leading to increased insurance premiums.   | That would be for such teachers to address to their satisfaction and cost, given it is their personal choice to use this mode of transportation and vehicle type.  |
|   |                 | Increased street parking in the surrounding areas pertaining to the school, throughout the working day will undoubtedly add to congestion as well as increasing   | The practice is intended to dissipate the condensed use of vehicles in the immediate area out into the wider realms of the local area where it will become more diluted and less problematic to a small group of residents   |
|   |                 | The refusal of the Council to provide teachers with permits is unfair and arbitrary.  | Teacher are not distinguishable by class of user or user group or vehicle type as defined by the Road Traffic Regulation Act 1984 from any other commuter group of employees, unless a resident or in receipt of a Blue Badge or being a commercial vehicle or public service vehicle  |
| Staff Member  | St Catherine's  | It 'is unreasonable...that teachers or school staff will not be able to access the zones during restricted times. ...as many staff have family commitments or commute from homes a significant distance from the school | Teacher are not distinguishable by class of user or user group or vehicle type as defined by the Road Traffic Regulation Act 1984 from any other commuter group of employees, unless a resident or in receipt of a Blue Badge or being a commercial vehicle or public service vehicle. |

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|         |                | School staff regularly travel to...courses directly after work which would mean departing during restricted times.   | Only when faced with the really unexpected should emergency passes be used during the short periods in the morning and afternoon when the restrictions would be in place   |
|         |                | the only solution...is to issue staff with an exemption pass for travelling to and from their place of work  | Teacher are not distinguishable by class of user or user group or vehicle type as defined by the Road Traffic Regulation Act 1984 from any other commuter group of employees unless a Resident or in receipt of a Blue Badge or being a commercial vehicle or public service vehicle.  |
|         |                | The proposal states that teachers will be subject to a fixed penalty notice during the restricted times. ...this is unfair as many staff have family commitments or commute from significant distances which necessitates arrival during the restricted period in the morning.   | The issuing of Fixed Penalty Notices would in all cases be as a last resort by Police Scotland, as with all enforcement activity it is recognised that education has the key role to play rather than rely on enforcement of the provisions of the order.  |
|         |                | Staff require access for emergency purposes or to attend medical or dental appointments during the restricted times.   | The head teacher will be permitted one pass for emergency use. Known appointments should be planned for accordingly  |
|         |                | I ...contend that teachers cars are school transport serving the school and there should be no restriction on their ability to move in and out of the school.'   | Cars are some teacher's personal modal choice and as such are serving the teacher and not the school.  |
| Teacher | St Catherine's | The proposal states that teachers or school staff will not be able to access the zones during restricted times. This is unreasonable as many staff have family commitments or commute from homes a significant distance from the school building which mean they may have to arrive at work during the restricted time in the morning. | Teacher are not distinguishable by class of user or user group or vehicle type as defined by the Road Traffic Regulation Act 1984 from any other commuter group of employees unless a Resident or in receipt of a Blue Badge or being a commercial vehicle or public service vehicle. Teachers and other school staff are akin to all other commuters using a vehicle to attend their place of work. it is their personal modal choice |
|         |                | Staff regularly travel to professional development courses directly after work which would mean departing during restricted times.   | Schools like other organisations have a responsibility to organise and plan effectively and only when faced with the really unexpected should emergency passes be used during the short periods in the morning and afternoon when the restrictions would be in place   |

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|  |  | The school contains psychological services, nursery, teaching and ancillary staff who have a variety of work related commitments which mean they will have to enter and depart throughout the restricted times. | Schools like other organisations have a responsibility to organise and plan effectively and only when faced with the really unexpected should emergency passes be used during the short periods in the morning and afternoon when the restrictions would be in place and personal family commitments are out-with the scope of this proposal. It is also their responsibility as a driving licence holder to obey the rules of the road Therefore services within the school should take the appropriate actions to work within the legislation |
|  |  | Staff require access for emergency purposes or to attend appointments (Hospital, Doctors, dental).  | The head teacher will be permitted one pass for emergency use. Known appointments should be planned for accordingly   |
|  |  | I ...contend that teachers' cars are school transport serving the school  | No. Cars are some teacher's personal modal choice and as such are serving the teacher and not the school.   |
|  |  | the only solution to this is to issue staff with an exemption pass for travelling to and from their place of work...  | No. teaching and other staff have a responsibility to attend their place of work timeously. Teacher are not distinguishable by class of user or user group or vehicle type as defined by the Road Traffic Regulation Act 1984 from any other commuter group of employees unless a Resident or in receipt of a Blue Badge or being a commercial vehicle or public service vehicle.   |