

	<p style="text-align: center;"><b>Highways Committee</b> <b>17 July 2012</b></p> <p style="text-align: center;"><b>Report from the Director of Environment and Neighbourhood Services</b></p>
<p style="text-align: right;">Wards Affected: Queens Park</p>	
<p><b>Response to petition regarding parking problems at Islamia School</b></p>	

## 1.0 Summary

- 1.1 This Report informs the Committee of a petition from some parents at Islamia Primary School 129 Salusbury Road, London, NW6 6PE regarding parking problems.

## 2.0 Recommendations

- 2.1 That the Committee notes the contents of the petition and the issues raised.
- 2.2 That the Committee notes the course of action taken by officers.
- 2.3 That the Committee decides whether, having given consideration to the petition and the action taken by officers, to instruct the Head of Transportation or the Head of Safer Streets to take a different course of action.

## 3.0 The petition

- 3.1 The petition requests help in purchasing a school bus and for a time allowance (to park in residents parking bays) for parents to pick up their children outside Islamia school. The petition has been verified in accordance with Standing Orders.
- 3.2 The full wording of the petition dated 20 April 2011 (received 27 April 2012) is:

*"Please find attached with this letter a petition signed by parents of Islamia Primary School. This petition has been signed by parents who are extremely unhappy regarding the parking problems outside the school.*

*For the past few weeks traffic wardens have been continuously patrolling the area when it's time for parents to pick up their kids, there are only limited pay and display*

*bays, that are always full, and therefore parents have no choice but to park on side roads in the residents bays.*

*All the parents are frustrated regarding this situation as nobody wants to be there longer than is necessary, all they want to do is pick up their child/ren and leave but currently there seems to be no understanding at all from the Council regarding this situation.*

*We are currently trying to establish with parents the possibility of car sharing and are also looking into if a school bus is a feasible option, can you let us know if there is any help or grants available for purchasing a school bus. Also every Wednesday morning we have a walking school bus, where parents drop their children at a meeting point and are walked to school. In the meantime the traffic wardens need to give a time allowance for parents to pick up their children and leave or maybe parents can be issued with a blue badge or sticker that they can display while they pick up their children so the traffic warden is aware that a parent is gone to collect their child/ren.*

*We are aware that the local residents get annoyed with parents parking, but in this area there are three schools close to each other and therefore at school times there will be parking issues but other times parking is not a problem.*

*We look forward to your response regarding this matter as soon as possible.*

*Yours faithfully*

*Mrs Nur Enver  
PSA Chairperson  
Islamia Primary School"*

The petition has 51 signatures.

#### **4.0 Detail**

- 4.1 The safety of children in the vicinity of schools is a key feature of the wider transport strategy. School entrances can sometimes be chaotic locations for traffic and parking at the start and end of each school day; afternoons are usually problematic than mornings as parents park and visit after school as opposed to dropping off children.

#### **Policy**

- 4.2 The Council's Road Danger Reduction Charter includes a commitment to ...

*Pursue a transport strategy for sustainable travel based on developing efficient, integrated public transport systems. This would recognise that current levels of motor traffic should not be increased. Parking restraint measures, together with other initiatives, including car clubs, travel plans for workplaces and schools, will assist in the management of finite parking space, facilitate more efficient operation of public transport and reduce the amount and perception of danger for people on foot or cycle.*

- 4.3 The Council's Parking Objectives includes commitment to ...

*Ensuring that the management of parking around schools is influenced and supported by school travel plans that also foster more walking and cycling; and respond to the reasonable concerns of schools that are negatively affected by parking activity;*

and

*Ensuring that parking management supports road danger reduction initiatives (especially for pedestrians, cyclists and other vulnerable road users), including Safer Routes to School initiatives<sup>1</sup> and emergency access requirements;*

- 4.4 The Council's Parking Enforcement Policy Enforcement Objectives includes commitments to:

*Ensure an effective, transparent, consistent and fair enforcement operation is maintained to maximise compliance with the Borough's parking regulations;*

and

*Ensure that enforcement activities include targeted enforcement in the vicinity of schools to reduce the level of illegal, dangerous and anti-social parking activity*

- 4.5 The detail of the Parking Enforcement Policy states:

*Parking outside schools, especially at the beginning and at the end of each school day, can create road safety problems and difficulties for other road users. Parking Wardens therefore visit these areas to enforce parking restrictions during school terms on a minimum frequency basis. This is designed to stop illegal parking in restricted areas such as the zigzag marked areas immediately outside school entrances and pedestrian crossings, which have been introduced to improve child safety. This activity is undertaken in close liaison with school head teachers and the Police.*

*The introduction of a mobile CCTV enforcement system will be introduced when resources permit to enforce parking regulations and deal with persistently un-cooperative parents and resolve conflicts between wardens and drivers.*

### **Local transport and parking options**

- 4.6 The Islamia Primary school is a mixed sex nursery and primary faith school to around 390 pupils and 65 staff at 129 Salusbury Road. It is located within a site on Salusbury Road, near the junction of Winchester Road in Queens Park ward.
- 4.7 The school has no on-site parking, limited bike storage and no showering, changing or lockers for staff or children. There has been no pupil cycle training since 2010.

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<sup>1</sup> Since succeeded by School Travel Plan initiatives.

- 4.8 The pedestrian entrance to the school in Salusbury Road has a range of close-by parking restrictions, including a number of pay and display bays, a bus stop, zig-zag lines (at the approach to a pedestrian 'zebra crossing' and yellow lines. In the centre of the carriageway on Salusbury Road there is also a traffic island which helps to facilitate pedestrian crossing. There are no School Keep Clear markings on this part of the carriageway.



Figure 1 - Salusbury Road outside Islamia School

- 4.9 The April 2012 pupil survey for this school indicates pupil travel:
- |     |              |
|-----|--------------|
| 48% | car          |
| 13% | car share    |
| 15% | walk         |
| 10% | bus          |
| 9%  | train        |
| 4%  | park & walk. |
| 1%  | cycle        |
- 4.10 The school currently brings a period of high parking demand; which is exacerbated by a number of other schools in close proximity. However, the additional parking and traffic demand supports the requirement for the Council to supply adequate parking and traffic compliance measures.
- 4.11 The Council have supplied a number of excellent visitor parking options nearby, including:
- pay and display parking bays outside the school;
  - the pay and display public car park in Salusbury Road which is only 0.4 miles from the school.

4.12 Local transport links are very good:

- Queens Park London Underground station is next to the public car park;
- Brondesbury Park station 5 minutes' walk away;
- the closest bus stops to the site are the 206 bus stop directly outside, and the 98 375m away.

**Enforcement**

4.13 Routine enforcement visits to schools are carried out on a rota basis so that schools are visited approximately once a month. This would comprise one CEO visit and one CCTV visit. Such enforcement visits are usually carried out between 8.30am and 9.30am and again between 2.30pm and 3.30pm in line with the school-run.

4.14 Where significant non-compliance is identified enforcement is incrementally increased with the objective of attaining a higher proportion of compliance.

4.15 In this stretch of Salusbury Road during the period 01/04/2011 and 31/03/2012 a total of 909 Penalty Charge Notices (PCNs) were issued.

4.16 Of the 507 PCNs issued by Civil Enforcement Officers:

- 56% were for parking in a pay & display space without making any payment;
- 24% were for parking in a pay & display space after the paid-for time had expired;
- 13% were for parking on a yellow line, and;
- 7% were other matters.

Thus 80% of tickets issued were for parking in a valid location (pay and display bay) but either not paying for all the stay or not paying at all. In fact almost 6 in every 10 tickets were for not paying at all.

4.17 Of the 402 PCNs issued by Mobile CCTV:

- 86% were for parking on yellow lines that also do not allow waiting or loading;
- 11% were for parking on the pavement; and
- 3% for other matters.

4.18 It should be noted that different enforcement methods are effective for different matters. For example, in practice unpaid pay and display parking can only currently be detected by foot-based CEO patrols, whereas school yellow line parking detection, which is often frustrated by drive-aways when CEOs are seen, are more successfully enforced by CCTV vehicle.

4.19 The above statistical data is supported by assessment visits to the school that took place on 1 & 18 June 2012. Observations on Salusbury Road and Winchester Avenue included:

- numerous parking parents arriving very early from 14.00hrs;
- yellow line parking (single and double) by parents;

- yellow line parking whilst asleep in vehicle;
- parent car parking in motorcycle bays;
- parent car parking in resident only bays;
- parent parking in car-club bays.

The evidence points to a high degree of inconsiderate or unpaid parking by parent cars, even in places reserved for other vehicles or community members.

- 4.20 On one of the two days that the Client Officer observed events, two foot CEOs were in attendance. Neither issued a single ticket, and both were seen throughout the entire time, asking parents not to park on zig-zags or double yellow lines. At the time of both monitoring visits, there was a high degree of problem parking, or parking without payment

### **Non-enforcement options**

- 4.21 Islamia Primary School has recently completed their school travel plan and is likely to receive Transport for London's bronze accreditation. This includes an action plan to:
- reduce car usage by 5%;
  - increase the number of pupils that 'walk once a week';
  - encourage parents to 'park & stride'.
- 4.22 There appear to be some local private parking facilities that are under-utilised at school closing time. Perhaps there is scope for the school or parents to negotiate use of those privately owned parking spaces.
- 4.23 The schools travel plan identifies parent parking as being an issue and suggests "*a dedicated traffic person*" to improve matters. It is unclear if this means a member of school staff or a Council Civil Enforcement presence. (The travel plan for the nearby Islamia Girls school suggests the need for "*involving the assistance of the parking authorities and traffic wardens in discouraging parents*"). The plan also anticipates a reduction in car travel on account of the introduction of a local catchment area in 2010.
- 4.24 An update of the travel plan is planned for July 2013.

## **5.0 Summary**

- 5.1 There is substantial parking non-compliance and non-payment by parents during school dispersal times, and this is a cause of frustration for the school and local residents, with the latter being acknowledged in the petition.
- 5.2 There are extensive local options for public transport and a range of options for parking, especially if parents are willing to walk 5 minutes or so. There are also further options for seeking further private parking arrangements with local land owners.
- 5.3 The school has made reasonable progress with travel planning in the last two years. However, there are many initiatives that could be further explored or implemented, such as five day a week 'walking buses', or better training of and facilities for pupil

cycling. Perhaps a school staff presence outside the school could deter inappropriate parent parking, and perhaps help the school to understand which parents are persistently problem parking.

- 5.4 Routine assessment of parking compliance for all schools commenced in June 2012 and it is intended that this data, together with data on progress made by schools in travel planning, will better inform the relative level of planned enforcement for each school from late 2012.

## **6.0 Financial Implications**

- 6.1 There are no financial implications arising from this report and its recommendations at this time.

## **7.0 Legal Implications**

- 7.1 There are no legal implications arising from this report and its recommendations at this time.

## **8.0 Diversity Implications**

- 8.1 The Council's parking control policies and the designation of certain areas are already decided by the Council by reference to a number of factors which are highlighted in this report. When deciding on parking restrictions consideration is given to the impact of such arrangements upon those who the policy affects, including visitors and residents.
- 8.2 The parking restrictions are neutrally applied in that they apply to everyone in the same way. It would appear from the petition that the parking restrictions and enforcement thereof near the School have a particular impact upon those of the Muslim faith group whose children attend that school at limited times of the day when parents drop and collect the children from the school.
- 8.3 However, there are a wide range of mitigating factors namely the availability of spaces for parking on the road, other parking options close by, and public transport options. There are also other school schemes which facilitate alternatives to car use as a mode of travel. So far as there remains any impact the arrangements are justified having regard to countervailing factors such as child safety, traffic control and the interests of other residents.

## **9.0 Staffing/Accommodation Implications (if appropriate)**

- 9.1 There are no additional staffing implications. As outlined above, Civil Enforcement Officers are employed to patrol schools as part of their normal enforcement duties.

### **Background Papers**

- Parent petition May 2012
- Islamia Primary School Travel Plan 2011

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