



## Highways Committee 7 February, 2013

### Report from the Director of Environment & Neighbourhood Services

For information

Wards Affected:  
All

## School parking compliance

### 1.0 Summary

- 1.1 This report provides the Committee with an interim update of the results of parking compliance surveys at schools, an examination of potential equalities issues, and recommendations for future prioritisation.

### 2.0 Recommendations

- 2.1 That the Committee notes progress towards the completion of a more methodical approach to improving parking behaviour in the vicinity of schools during the school run', through the potential for reprioritising of parking enforcement and reprioritising school travel plan development and support.
- 2.2 To instruct the Head of Safer Streets to complete the parking compliance survey for all schools and together with the Head of Transportation to bring forward proposals for focussing enforcement and modality shift resources in respect of schools with greatest levels of parking non-compliance.

### 3.0 Detail

- 3.1 The 20 March 2012 Highways Committee considered a petition from some parents at Al Sadiq and Al Zahra Schools in Chevening Road with concerns about an excessive number of Civil Enforcement Officers and the CCTV vehicle outside the schools as this was intimidating and a form of racial discrimination. A spokesman for the Islamic Human Rights Commission claimed that no other Brent school had that level of parking enforcement, and urged the Council to relax enforcement.

- 3.2 The 17 July 2012 Highways Committee considered a petition from some parents at Islamia Primary School 129 Salusbury Road regarding concerns about parking enforcement outside the school and the challenge parents faced on a daily basis to find parking in order to get their children to school. The petitioners asked for limited dispensation from parking restrictions around the school.

### **Parking non-compliance and enforcement options**

- 3.3 The safety of children in the vicinity of schools is a key feature of Brent's 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.
- 3.4 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, the latter being more effective at combatting very short stay contraventions that are a nuisance and safety problem by virtue of the high number of offenders. 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.
- 3.5 Beyond the routine visits described above, deployment of parking enforcement resources is largely determined by operational managers in response to complaints from residents or based on local knowledge of schools with particular compliance problems. Where significant non-compliance is identified enforcement is incrementally increased with the objective of attaining a higher proportion of compliance.
- 3.6 Whilst this informal approach has proven effective, it does not: provide the Council with a robust basis on which to undertake intensive enforcement at schools with a high degree of non-compliance; balance the sometimes opposing expectations of parents and neighbours concerned about school-related nuisance parking; and balance the role of enforcement with school travel planning. Officers have begun to explore more systematic ways of potentially reprioritising enforcement resources in a way that is more transparent and effective. Progress towards this objective is set out in this report.
- 3.7 Compliance surveys were carried out during the months of September, October and November 2012 at a total of 68 schools across the borough. This represents approximately two-thirds of the 98 schools in the borough.
- 3.8 Compliance was measured by the total number of vehicles seen parked in the vicinity of each school against those parked in contravention of the parking restrictions. The compliance level following each survey and was noted, and after the third survey in November 2012, the compliance levels were averaged for each school.

3.9 Of the 68 schools surveyed:

- 3 achieving 100% compliance – Claremont High School; Key Stage 4 Pupil Referral Unit (Poplar Grove) and Menorah High School;
- 28 schools achieved over 90% compliance, and
- 19 schools achieved less than 80%.

A full list of the schools surveyed and the results are at appendix B.

3.10 Over the next three months, the remaining schools will be surveyed in order that a complete picture of the relative levels of compliance for all Brent-based schools can be obtained.

### **Parking non-compliance and school travel plans**

3.11 Section 76 the Education and Inspections Act 2006<sup>1</sup>, there is a general duty on local authorities to:

- prepare for each academic year a document containing their strategy to promote the use of sustainable modes of travel to meet the school travel needs of their area (“a sustainable modes of travel strategy”),
- publish the strategy in such manner and by such time as may be prescribed, and
- promote the use of sustainable modes of travel to meet the school travel needs of their area.

3.12 Brent published its Sustainable Modes of Travel Strategy<sup>2</sup> in 2009 and was one of the first London Boroughs to recruit a dedicated School Travel Plans team, around the turn of the Millennium. This progressive vision saw the borough awarded "Lead Borough Status", on behalf of Transport for London,

3.13 Although school travel plans are not a mandatory requirement, Brent Council actively supports and encourages all schools to produce a travel plan. A school travel plan must contain information about the school's location and public transport availability, along with a survey that identifies pupil's modes of travel to school. Through their travel plan the school is asked to identify any problems outside the school and set targets to promote sustainable travel and reduce congestion.

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<sup>1</sup> [www.legislation.gov.uk/ukpga/2006/40/part/6](http://www.legislation.gov.uk/ukpga/2006/40/part/6)

<sup>2</sup> [http://www.brent.gov.uk/transportation.nsf/Files/LBBA-58/\\$FILE/Sustainable%20Modes%20of%20travel%20strategy%202009.pdf](http://www.brent.gov.uk/transportation.nsf/Files/LBBA-58/$FILE/Sustainable%20Modes%20of%20travel%20strategy%202009.pdf) OR [bit.ly/136PmZM](http://bit.ly/136PmZM)

- 3.14 Officers encourage all schools to annually review their travel plan and particularly target schools that participate in a Walk once a Week scheme; have appointed Junior Road Safety Officers or; that request engineering measures. As these initiatives are funded by the Council we stipulate that participating schools must review their travel plan if the schemes are to continue.
- 3.15 Currently 90% of Brent schools have a travel plan but unfortunately they do not all review their plans annually. In 2012, 43 schools submitted a travel plan and of these 5 received gold accreditation, 2 silver, and 38 Bronze.
- 3.16 There is no formal linkage between the Council's support for school travel planning with its associated safety and modality shift measures and with parking compliance standards. Officers intend to explore whether an explicit link can be established, and to review the effectiveness of the plans given that some schools with very high levels of parking non-compliance have been awarded gold status.

#### **4.0 Financial implications**

- 4.1 There are no financial implications arising from this report.

#### **5.0 Legal implications**

- 5.1 There are no legal implications arising from this report.

#### **6.0 Diversity and equality implications**

- 6.1 The public sector duty is set out at Section 149 of the Equality Act 2010. It requires the Council, when exercising its functions, to have due regard to the need to eliminate discrimination, harassment and victimisation and other conduct prohibited under the Act, and to advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not share that protected characteristic.

- 6.2 A protected characteristic is defined in the Act as:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;(including ethnic or national origins, colour or nationality)
- religion or belief;
- sex;
- sexual orientation.

- 6.3 Marriage and civil partnership are also a protected characteristic for the purposes of the duty to eliminate discrimination. The previous public sector equalities duties only covered race, disability and gender.

- 6.4 Having due regard to the need to advance equality of opportunity between those who share a protected characteristic and those who do not includes having due regard to the need to remove or minimise disadvantages suffered by them. Due regard must also be had to the need to take steps to meet the needs of such persons where those needs are different from persons who do not have that characteristic, and encourage those who have a protected characteristic to participate in public life.
- 6.5 The steps involved in meeting the needs of disabled persons include steps to take account of the persons' disabilities.
- 6.6 The Council's duty under Section 149 of the Act is to have 'due regard' to the matters set out in relation to equalities when considering and making decisions. Accordingly due regard to the need to eliminate discrimination, advance equality, and foster good relations must form an integral part of the decision making process. Members must consider the effect that implementing a particular policy will have in relation to equality before making a decision.
- 6.7 There is no prescribed manner in which the equality duty must be exercised. However, the council must have an adequate evidence base for its decision making. This can be achieved by gathering details and statistics on who use the service and how the service is used. No changes beyond evidence gathering are proposed.
- 6.8 The even distribution of faith schools across spectrum of parking non-compliance levels in appendix B seems to illustrate that a move towards prioritisation of parking enforcement based on previous surveys of parking is unlikely to have any disproportionate impact on faith based schools.

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## Appendix A – School parking policy

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.*

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>3</sup> and emergency access requirements;*

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.*

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.*

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<sup>3</sup> Since superseded by School Travel Plan initiatives.

## Appendix B – School parking compliance survey data

School	Compliance rate	Faith school?	School travel plan status
Wembley Primary School	63.7		
Carlton Vale Infant School	64.1		Gold
Brondesbury College London	66.9		
St Joseph's Catholic Infant School	66.9	Yes	Gold
Wykeham Primary School	70.2		Bronze
Ark Academy	72.0		
Elsley Primary School	73.2		
The Stonebridge Primary School	74.2		
St Gregory's Science College	74.9	Yes	
The Welsh School, London	75.1		
St Mary's Catholic Primary School	75.5	Yes	
Noam Primary School	75.5	Yes	
St Nicholas' School	75.8		
JFS	75.8	Yes	Bronze
Michael Sobell Sinai School	77.5		
The Village School	78.1		
The Crest Boy's Academy	78.2		
Newman Catholic College (formerly Cardinal Hinsley)	78.8	Yes	
Barham Primary School	79.3		Bronze
Fawood Children's Centre	80.1		
Newman Catholic College (Cardinal Hinsley)	80.5	Yes	
St Joseph's Catholic Primary School	80.6	Yes	Silver
Convent of Jesus and Mary Catholic Infants School	81.3	Yes	Bronze
Fryent Primary School	81.7		Bronze
Al-Sadiq and Al-Zahra Schools	82.3	Yes	Bronze
St Mary Magdalen's Catholic Junior School	82.3	Yes	Bronze
Braincroft Primary School	82.9		
Anson Primary School	83.5		
Chalkhill Primary School	84.4		Bronze
Princess Frederica C of E Primary School	84.8	Yes	Bronze
Gower House School	84.8		
Park Lane Primary School	87.8		Bronze
The Crest Girls' Academy	87.8		
Copland Community School	88.0		
Kensal Rise Primary School	88.2		Bronze
Christ Church C of E Primary School	88.6	Yes	
Brentfield Primary School	88.9		Bronze
Newfield Primary School	88.9		Bronze

School	Compliance rate	Faith school?	School travel plan status
The Swaminarayan School	89.0	Yes	
Manor School	89.5		
Furness Primary School	90.4		Bronze
Malorees Junior School	90.6		Bronze
Wembley High Technology College	91.1		
Buxlow Preparatory School	91.3		
Donnington Primary School	91.7		
Leopold Primary School	91.7		Bronze
Harlesden Primary School	91.8		Bronze
Northview Primary School	92.2		Bronze
Mora Primary School	92.5		Bronze
Granville Plus Children's Centre	92.6		
Sudbury Primary School	93.2		Bronze
Islamia Girls' Secondary School	93.3	Yes	Bronze
North West London Jewish Day Primary School	93.6		
Curzon Crescent Children's Centre	93.8		
St Andrew and St Francis C of E Primary School	93.9	Yes	
Bnos Beis Yaakov Primary School	94.8	Yes	
Gladstone Park Primary School	94.8		Bronze
Queens Park Community School	95.4		
Key Stage 3 & 4 Pupil Referral Unit (Church Lane)	95.8		
Woodfield Secondary School	96.7		
Islamia Primary School	97.2	Yes	Bronze
Uxendon Manor Primary School	97.2	Yes	Bronze
St Margaret Clitherow Catholic Primary School	97.3	Yes	Bronze
St Mary's C of E Primary School	97.3		
Vernon House School	98.5		
Claremont High School	100.0		Bronze
Key Stage 4 Pupil Referral Unit (Poplar Grove)	100.0		
Menorah High School	100.0	Yes	
Alperton Community School	To follow		
Avigdor Hirsch Torah Temimah	To follow	Yes	Bronze
Byron Court Primary School	To follow		Silver
Capital City Academy	To follow		
College Green Nursery School	To follow		
Convent of Jesus & Mary Language College	To follow	Yes	
John Keble C of E School	To follow	Yes	Bronze
Key Stage 3 Pupil Referral Unit (Stag Lane)	To follow		



<b>School</b>	<b>Compliance rate</b>	<b>Faith school?</b>	<b>School travel plan status</b>
Kingsbury Green Primary School	To follow		Bronze
Kingsbury High School	To follow		
Lyon Park Infant School	To follow		
Malorees Infant School	To follow		Bronze
Mitchell Brook Primary School	To follow		Bronze
Mount Stewart Junior School	To follow		Bronze
Oakington Manor Primary School	To follow		Bronze
Oliver Goldsmith Primary School	To follow		
Our Lady of Grace Catholic Infants School	To follow	Yes	
Our Lady of Grace RC Junior School	To follow	Yes	
Our Lady of Lourdes Catholic Primary School	To follow	Yes	Gold
Preston Manor School	To follow		Bronze
Preston Park Primary School	To follow		Gold
Roe Green Infants School	To follow		
Roe Green Junior School	To follow		
Salisbury Primary School	To follow		
St. Christopher's School	To follow		
St. Joseph's Catholic Junior School	To follow	Yes	Gold
St. Robert Southwell Catholic Primary School	To follow	Yes	Bronze
The Kilburn Park School Foundation	To follow		
The School of the Islamic Republic of Iran.	To follow	Yes	