

# Cheshire East Council

## Cabinet

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<b>Date of Meeting:</b>	11 <sup>th</sup> July 2017
<b>Report of:</b>	Safer Parking for Communities around Schools Task and Finish Group
<b>Subject/Title:</b>	Safer Parking for Communities around Schools Task and Finish Group – Final Report
<b>Portfolio Holder:</b>	Councillor Paul Bates, Finance and Communities Councillor David Brown, Highways and Infrastructure

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### 1. Report Summary

- 1.1. This report introduces the Safer Parking for Communities around Schools Task and Finish Groups report on its findings, conclusions and recommendations following its review. (Cabinet is asked to note that the recommendation marked with an asterisk\* has already been approved.)

### 2. Recommendations

- 2.1. That Cabinet receive the Task and Finish Groups report.
- 2.2. That Cabinet note the recommendations below, which are detailed in the attached report:
- 2.3. That the Portfolio Holders undertake to come back to the next meeting of Cabinet with a formal response to each recommendation and that response be submitted to the Corporate Overview and Scrutiny Committee.

### Task and Finish Group Recommendations

- 2.4. The recommendations have been split into two categories firstly to address the root causes of concerns and secondly to manage the impact of them.

### Root Causes

- 2.5. That a draft Sustainable Modes of Travel to School Strategy be prepared by the **Council** by September 2017, for anticipated implementation by September 2018.\*

- 2.6 That **schools** be encouraged to produce a Travel Plan, and if required, the **Council** assist with its formation. The plan should include the appropriate initiatives set out in paragraph 15.2 of the report.
- 2.7 That the safer routes to schools scheme be resurrected and safe cycling routes be promoted by the **Council** in accordance with the Cycling Strategy.
- 2.8 That the education programme provided by **Cheshire Fire and Rescue Service** include safer parking and that a joint letter from Cheshire Fire, Police and Cheshire East Council be sent out to all parents highlighting the importance of road safety and safer parking.
- 2.9 That the possibility of **Cheshire Fire and Rescue Service** attending schools at school drop off times with a fire engine is explored as part of the road safety education programme.
- 2.10 That a walking to schools with heroes campaign be introduced by **Cheshire Fire and Rescue Service**– Police or Fire Officers could be involved in the introduction of walking buses.
- 2.11 That the **Council** encourage the funding of safer routes to schools from development through appropriate use of Conditions and S106 Agreements.
- 2.12 That **schools** are encouraged to investigate the possibility of setting up arrangements whereby local spaces such as pub or community centre car parks can be used at drop off and pick up times, to encourage park and stride.

### **Managing the Impact**

- 2.13 That any opportunity provided by a development project on or near a school (including conversion to an academy), be carefully considered and that discussions take place between the **Council** and **school concerned** to ascertain whether or not it would be feasible to provide a safer parking or drop off zone
- 2.14 Note that there was a window of opportunity to include a discussion about safer parking and drop off zones, where appropriate, when schools were applying for academy status.

- 2.15 That signs be erected by the **Council** outside schools showing pictures of correct and incorrect ways to park.
- 2.16 That adequate resources be provided by the **Council** to enable enforcement patrols to be increased. \*
- 2.17 That the **Council** share this report with all schools.

\* This recommendation has already been approved.

### **3. Other Options Considered**

- 3.1. The Council's current proactive initiatives being delivered are predominantly focussed on managing the impacts of traffic outside schools and include:
- Development and implementation of parking restriction schemes
  - Advisory 20mph zones outside all schools in Cheshire East
  - Road Safety education which is delivered annually to all schools in Cheshire East
  - Parking Enforcement Officer visits to all schools in Cheshire East
  - Keep Clear markings are refreshed and enforced at all schools
  - Provision of guidance on the website to assist schools in developing travel plans and safer routes to schools projects

### **4. Reasons for Recommendation**

- 4.1 Parking outside schools at dropping off and picking up time is a recognised, long standing and growing national problem. Typical behaviour includes:
- Parking on double yellow lines
  - Parking on 'school keep clear' road markings
  - Parking on the pavements, causing obstructions
  - Parking on zigzag markings and pedestrian crossings; and
  - Parking across the school gates
  - Parking across neighbouring private driveways
- 4.2 This is not just a safety issue but a problem of traffic congestion and nuisance to local residents. The issue is complex and varies by location and type of school. Over many years attempts to tackle the issues have been implemented across the UK, however to date no successful long term resolution has been identified.

### **5. Background/Chronology**

The Corporate Overview and Scrutiny Committee agreed to set up the Task and Finish Group at its meeting held on 15 November 2016. The Task and

Finish Group was set up at the request of the former Portfolio Holder for Communities as:

- School traffic and parking was a major problem for the whole community
- Children were at risk
- There were issues with enforcement

Therefore to try and understand and tackle the problems the group agreed the following terms of reference for the review:

- To determine whether or not there is a problem with parking around schools.
- To identify what measures and schemes are currently in place and investigate best practice.
- Identify measures to ensure safer parking.
- To investigate the enforcement and education options.
- To understand the role of partner organisations.
- To alleviate the parking problems around schools.

## **6. Wards Affected and Local Ward Members**

6.1. All Wards and Ward Members could be affected by the proposals.

## **7. Implications of Recommendation**

### **7.1. Policy Implications**

7.1.1. A policy approach could be considered to achieve a reduction in the number of children driven to school.

### **7.2. Legal Implications**

7.2.1. Safer Routes to School interventions may require statutory legal processes to be followed depending on the individual proposals.

7.2.2. Any proposal to provide a safer parking or drop-off zones would require planning approval together with a number of legal requirements including Funding, Licencing and Section 77 consent.

### **7.3. Financial Implications**

7.3.1. The full range of recommendations which are being made to Cabinet by the Task and Finish Group have not yet been fully assessed, further work is required to capture the capital and revenue implications.

7.3.2. The cost of providing a safer parking or drop-off zone will have a significant capital implication.

#### **7.4. Equality Implications**

7.4.1. Better managed school parking and promotion of more sustainable travel modes could benefit all children although it is recognised that children with particular needs may have to be accommodated separately.

#### **7.5. Rural Community Implications**

7.5.1. Given the larger catchment areas associated with rural schools, these do create a tougher challenge in terms of encouraging modal shift towards walking and cycling.

#### **7.6. Human Resources Implications**

7.6.1. None.

#### **7.7. Public Health Implications**

7.7.1. Walking to and from school helps children achieve the recommended government targets of physical activity. Physically active children are more alert, ready to learn, do better in tests and achieve better grades than children who are driven to school.

#### **7.8. Implications for Children and Young People**

7.8.1. Modern lifestyles and concerns regarding children's safety and security has led to increased car use as a mode of traveling to school. Measures to increase walking and cycling as a mode of choice need to be evaluated, together with management measures to encourage greater use of sustainable travel modes.

#### **7.9. Other Implications**

7.9.1. None.

### **8. Risk Management**

8.1. Lack of a formal Policy approach could lead to increased pressure on existing services in managing the impacts of traffic outside schools.

### **9. Access to Information/Bibliography**

9.1. The Corporate Overview and Scrutiny Task and Finish Group report is attached in Appendix A.

## 10. Contact Information

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