



Haverling

LONDON BOROUGH

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School Parking Safety Measures

Briefing for OSSC 3rd December 2019

Gurch Durhailay

Introduction

- There are over 60 primary schools in Havering
- School children of this age are accompanied by their parents to the school gate
- This briefing sets out options for the Council to consider around schools

Headline Statistics

- 17% children of this age group are driven to school in the borough
- The school run makes up a quarter of all morning traffic in London
- 4 out of 10 children in London are considered to be overweight
- From 2006 to 2011 there were 85,814 child injuries on UK roads 500m from a school

Addressing the problem



Public Space Protection Orders (PSPO) around Schools

Currently there are 4 schools in the borough covered by the PSPO, these are:

- Parsonage Farm - Rainham
- Engayne - Cranham
- Harrow Lodge - Hylands
- James Oglethorpe - Upminster

The PSPOs in these areas have caused a change in driver behaviour however there has been some displacement in other roads.

Although the PSPO works well there is a cost associated with this (approx £150k per school) to set up the camera network and an ongoing cost of monitoring the cameras.

Not paying an FPN can also lead to a criminal record.

School Streets

- School Streets are essentially a prohibition of traffic in a particular street for a prescribed time period
- Havering currently does not have any school streets however is seeking to carry out a trial at Hylands School
- Enforcement can be carried using fixed cameras

This option has been adopted by many other local authorities including Edinburgh, Hackney, Newham, Islington and is being implemented in Redbridge.

The offence is covered by civil enforcement and a PCN is issued to offending vehicles

This option is more cost effective than a PSPO at approx £40k per school and less time is required to review the footage.

Other Traffic Order Restrictions

Controlled Parking Zones (CPZ)

- Havering has a number of controlled parking zones mostly focussed around commuter areas
- The operational hours can be designed to prevent school parking
- Residents are able to buy permits to allow them to park in the zone, parents are not
- CPZs require enforcement to be effective and this can only be done by Civil Enforcement Officer (CEO) patrol

Single Yellow Lines

This works in much the same way as a CPZ except that residents can not obtain permits therefore is more restrictive than a CPZ

Supportive Measures

Other options may be considered to complement a parking scheme, these include:

- School Crossing Patrols
- Pedestrian refuges
- 20 mph zones
- Speed Tables and speed humps
- Park and Stride
- Walking Bus

Assessment to which option to progress with will be carried out by officers who will consider the various factors at each location and decide which option to progress. Each option will then have to follow the Council's democratic process including the Highways Advisory Committee (HAC).

Benefits

Healthier children – helps meet the goal of 60 minutes of activity per day for children

Less traffic and pollution – reduces the number of vehicle journeys in the borough

Safer communities – fewer vehicles, lower probability of accidents

Better academic performance - increased alertness after physical activity



Outside The James Oglethorpe School
8:37am 8 February 2016



Outside The James Oglethorpe School
8:37am 1 February 2017

Summary

There are a number of options available to the Council on how the issue of school parking can be resolved. Each has its own positive and negative points to resolving this challenging issue.

The service area would like your view on school parking issues and how to resolve them.

“The scheme is brilliant!”
*Resident Ashvale Drive,
Upminster near The
James Oglethorpe School*

**Well done Havering
Council – Sandra
Woolward, Romford and
Havering Post**



Questions and Discussion?

1. Should the council be more proactive in its approach to resolving parking issues around schools?
2. Should the council develop and adopt a policy on its approach around school parking?
3. It is suggested that the school should demonstrate its commitment to resolving issues, for eg have a gold star for its school travel plan, should we push some responsibility back to the school?
4. Should we consider more enforcement of school keep clears by fixed cameras?
5. Should we monitor hot spot locations for air pollution and use this data to score the worst schools?
6. Is it enough to deal with school parking issues on a case by case basis and to not adopt a policy?