

OVERVIEW & SCRUTINY BOARD

ROAD SAFETY AROUND SCHOOLS TASK AND FINISH GROUP

REPORT

October 2018



Bromsgrove
District Council
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MEMBERSHIP OF THE TASK AND FINISH GROUP



Councillor Chris Bloore (Chairman)



Councillor Rita Dent



Councillor Peter McDonald



Councillor Sean Shannon

Councillor Spencer also contributed to this Task and Finish Group however stood down following her appointment as Chairman in May 2018.

SUPPORTING OFFICER DETAILS

Amanda Scarce – Senior Democratic Services Officer
a.scarce@bromsgroveandredditch.gov.uk

Foreword from the Chairman

DRAFT

**Councillor Chris Bloore
Parking Around Schools Task and Finish Group**

Summary of Recommendations

After consideration of the evidence available and interviewing a number of witnesses the Task Group have proposed the following recommendations, supporting evidence can be found under the relevant chapters within the main body of this report.

Chapter 1 - Local Concerns

Recommendation 1
<i>That the details on the Council's website in respect of Parking Services be located in a more prominent position to encourage residents to report local parking concerns.</i>
Financial Implications for recommendations: There are no financial implications relating to this recommendation.
Legal Implications for recommendations: There are no direct legal implications relating to this recommendation.
Resource Implications: Officer time in updating the webpage.

Chapter 4 - Parking Enforcement

Recommendation 2
<i>That Officers from Worcestershire County Council and this Council contact Solihull Council to look at the pilot exclusion zone scheme in order to consider it as an option in some areas within Bromsgrove district and report back any findings to Members.</i>
Financial Implications: There are no financial implications relating to this recommendation.
Legal Implications: There are no direct legal implications
Resource Implications: There would be resource implications in respect of officer time spent in researching the impact of the TRO in Solihull.

Chapter 5 - Prioritising Enforcement Activity

Recommendation 3

That Officers investigate all options for using of mobile CCTV vehicles in Bromsgrove and report back the findings to Members.

Financial Implications:

There are no direct financial implications relating to this recommendation.

Legal Implications:

There are no direct legal implications

Resource Implications:

There would be resource implications in respect of officer time spent in researching the potential for the use of mobile CCTV vehicles in the District.

Recommendation 4

That Members are provided with the contact details of the local Safer Neighbourhood Team in order that this information can be shared with residents to enable local issues to be recorded and enforcement action to be prioritised accordingly.

Financial Implications:

There are no direct financial implications arising from this recommendation.

Legal Implications:

There are no direct legal implications.

Resource Implications:

Officer time in collating and circulating information to Members.

Recommendation 5

That Parking Services and the Safer Neighbourhood Team discuss and jointly prioritise enforcement action.

Financial Implications:

There are no direct financial implications relating to this recommendation.

Legal Implications:

There are no direct legal implications.

Resource Implications:

Officer time in arranging and attending meetings.

Chapter 6 - Going Forward

Recommendation 6

That Worcestershire County Council Highways Team, together with representatives from the Safer Neighbourhood Team and Parking Services come together to discuss a joint campaign to address parking issues around schools and ongoing collective action on this matter.

Financial Implications:

There are no direct financial implications relating to this recommendation.

Legal Implications:

There are no direct legal implications.

Resource Implications:

Officer time in arranging and attending meetings.

Recommendation 7

The Officers investigate the option to employ an additional Parking Enforcement Officer whose role would be dedicated to looking at road safety around schools.

Financial Implications:

Estimate cost of approximately £24,885 per annum (including on costs)

Legal Implications:

There are no direct legal implications.

Resource Implications:

Officer time in arranging and attending meetings.

Background Information

At the Council meeting on the 26th April 2017 Members considered the following notice of motion proposed by Councillor P. M. McDonald and seconded by Councillor M. Thompson.

“That this Council increases its capacity regarding Enforcement Officers to ensure that parking around our schools is safe and that our High streets stop resembling the Wild West because of a lack of enforcement.”

Councillor P.M. McDonald explained that the Council was responsible for the enforcement of legislation in respect of on-street parking and referred to the problems caused by illegal parking, particularly around schools which included increased danger to schoolchildren and inconvenience to nearby residents. He expressed the view that this could only be effectively addressed through the regular attendance of Parking Enforcement Officers.

A number of Members’ recognised that there were often such parking issues in the vicinity of schools but suggested other ways of addressing these such as lower speed limits or education campaigns for parents, and the introduction of “walking buses.” A number of Members’ also felt that there was insufficient information before them to enable them to support the notice of motion. As an amendment to the motion it was proposed by Councillor K. J. May and seconded by Councillor R. L. Dent that;

‘The Overview and Scrutiny Board be requested to undertake a review of all aspects of Parking Enforcement.’

On being put to the vote the amendment was declared to be carried. As a further amendment it was proposed by Councillor P. M. McDonald and seconded by Councillor M. Thompson that;

‘The Overview and Scrutiny Board be requested to undertake a review of all aspects of Parking Enforcement and that appropriate funding be made available to support the outcome of the review.’

This amendment was declared to be carried and on the 26th June 2017 the Overview and Scrutiny Board considered the proposal with a number of points discussed. At the time there were a number of scrutiny reviews ongoing and limited capacity to facilitate another review until some of these had been completed. However, it was agreed that Officers be invited to attend a future meeting of the Board to discuss Parking Enforcement arrangements in the district and to respond to some of the concerns raised.

At the Overview and Scrutiny Board meeting on the 18th September 2017 the Environmental Services Manager together with a representative of Wychavon District Council’s Civil Parking Enforcement Service presented a report addressing the points raised at a meeting of the Board on 26th June 2017. During the discussion the following matters were referred to:

- The cost of the parking service for Bromsgrove District Council was just over £202,000. This figure covered all of the parking services, not just enforcement.
- The revenue generated by parking fees. Members were advised that £49,000 were generated from fines from on street parking and over £75,000 from off street parking.
- Income to the Council from parking was just under £1 million, when parking payments that did not involve a fine were taken into account.
- Members requested a breakdown of the finances for the service.
- The work of bailiffs involved in recovering unpaid parking fees. Members were advised that any bailiffs would be selected by Bromsgrove District Council and did not form part of the contract with Wychavon District Council.
- The consultation taking place in respect of parking payment machines. Members were advised that this consultation process was due to be completed in November.
- The lengths of time vans were permitted to use to unload goods at retail premises. Members were advised that vans were permitted 10 minutes for such purposes before enforcement action would occur.
- The focus of the original Notice of Motion to Council on parking in the vicinity of schools and the potential for enforcement action to be taken in these areas.
- The potential, under the Highway Code, for drivers to stop on double yellow lines to enable children to alight or be collected and the fact that this meant enforcement action could not be taken in these circumstances.
- The problems that occurred when parents arrived early to collect their children from school. In some cases parents would park on double yellow lines and leave their engines running whilst they waited.
- The role of the schools in educating parents about parking requirements and action that had previously been taken by local schools to address this problem.
- The role of Police Officers and Police Community Support Officers (PCSOs) in respect of undertaking enforcement action close to schools. The Board was informed that only the Police could take enforcement action in relation to blocked pavements.
- The number of parking enforcement officers operating in the district.
- The potential to raise the issue of parking problems and enforcement difficulties with Worcestershire County Council which had lead responsibility for many aspects involving public highways and local authority schools.
- The number of complaints received by Members in respect of parking violations and the need for the Council to address residents' concerns.

Although it was noted that it might not be possible to launch the review until other scrutiny work had been completed, it was agreed that a Task Group be established to review parking problems around schools in Bromsgrove District and on the 30th October 2017, Councillor Bloore presented a topic proposal to the Board for consideration (see Appendix 1).

The Task Group has met on six occasions from February to September 2018, to discuss the matter in more detail. During the course of the investigation, interviews were undertaken with representatives from Parking Services, County Highways, West Mercia Police, the Environmental Services Manager, Councillors K. May - Deputy Leader and Portfolio Holder for Economic Development, the Town Centre and Strategic Partnerships and P. Whittaker - Portfolio Holder for Leisure and Cultural Services, Community Safety and Regulatory Services.

In addition members of the public responded to a Press Release issued on behalf of the Task and Finish Group and Head Teachers from Primary, First and Middle Schools also submitted information in response to a letter sent to them from Councillor Bloore. The Task and Finish Group have also considered a best practice guide by Living Streets on 'How to get more children walking to school', the Worcestershire's Local Transport Plan (LTP) 2018-2030, examples of work undertaken in Manchester, the use and effectiveness of mobile vehicle CCTV cameras and the Solihull Council School Streets Pilot. Members also requested details of the proportion of children and young people attending Bromsgrove schools from outside the school catchment areas.

Chapter 1

Local Concerns

During this review a number of issues were commented on in relation to parking around schools. Members' feedback was supported by the evidence submitted by the public in response to a Press Release and in comments made by schools. Common issues included:

- Inappropriate parking, including double parking and blocking driveways and parking in bus stops and on pavements, double yellow lines, zig zags, road junctions, grass verges and on bends in the road.
- Parents/carers parking up early and waiting to pick up children.
- The impact of the number of children accessing local schools from outside the school catchment areas.
- A lack of crossing patrols and safe crossing points.
- The ability and capacity to enforce the restrictions in place.
- The poor attitude of some parents and carers parked inappropriately towards local residents and school staff when challenged.
- The availability of drop off points and the proper use of them.

A number of responses to the Press Release from the public were received concerning the parking situation around the Coppice Primary School and around Hagley Primary School. Issues were also raised about parking matters near Aston Fields Middle School, Catshill First School and Nursery and Millfields Middle School.

Councillor Colella contributed in-depth information regarding parking around Hagley Primary School and Councillor Van Der Plank referred to 'major problems' regarding parking around schools in Alvechurch and confirmed that it was something she received regular feedback about.

The Task Group Members also referred to parking matters in Aston Fields, Charford, Sidemoor, Rubery and Lickey End. In particular Councillor Dent referred to complaints received from residents and the impact of double parking and Councillor Spencer commented that in Aston Fields commuter traffic added to the problems as people did not want to pay for parking so parked on surrounding roads.

The Task Group have forwarded specific concerns highlighted during the review onto Parking Services and took the opportunity to raise an issue directly with Inspector Gareth Keyte, Safer Neighbourhood Team Inspector for Bromsgrove and District, so that immediate action could be taken to address a matter of concern.

Going forward the Task Group recommend that the Council's website is updated to confirm that people can report matters of inappropriate parking

around schools directly to Parking Services as this is clearly a matter of ongoing public concern.

Recommendation 1

That the details on the Council's website in respect of Parking Services be located in a more prominent position to encourage residents to report local parking concerns.

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Chapter 2

Interventions by Schools

A number of schools responded to the Task Group's invitation to provide examples of how they had tried to reduce parking issues and to highlight any issues faced. Thirty-one first, middle and primary schools in the District were contacted and seven responses were received.

Concerns included;

- Parents/carers parking on lines outside the school despite being asked not to do so.
- Parents/carers driving too fast outside the school.
- Parents/carers stopping in the middle of the road to let children out.
- Double parking
- Blocked drives.
- Parking on the pavement, grass verges, double yellow lines, the corner of junctions and in a bus stop.
- Parking on both sides of the road making it harder for resident and emergency vehicles to get through.
- The potential for greater problems in the future as the school intake increases.

A number of suggestions to improve matters were put forward including;

- Losing the grass verge on the Old Birmingham Road (down the hill from Lickey Hills Primary school).
- Giving permission to park on the Parish Hall carpark at drop off and pick up time. (Lickey Hills Primary)
- Random weekly visits by Enforcement Officers/ Police Officers. (Lickey Hills Primary)
- A 20mph zone, greater bumps or a give way chicane (Lickey End First School)
- Opening a separate entrance in Forest Way. (Coppice Primary School).
- Using development money from new housing developments in the area to purchase land needed to ease the situation. (Coppice Primary School).

Solutions that had had a reported positive impact included;

- The resurfacing of Catshill Social Club carpark so that it can be used as a drop off/pick up point and setting up a reciprocal parking arrangement with the local Methodist Church, alleviating pressure on parking locally.
- A small barrier to prevent parents parking near Sidemoor First School and Nursery.
- Constant reminders to parents (Lickey End First School).
- Councillor May commented that in Hagley there had been discussion with local schools and they had agreed to have a staggered finish time at the end of the day which had proved to be helpful.
- During discussion with the Parking Services Manager and Parking Supervisor reference was made to Aston Fields Middle School where the

school played an active role, with parking monitors who noted registration numbers and passed these on to the Headteacher.

Reference was made to a letter which had been set out by Engineering Team Leader at the Council and the Traffic Management Advisor at Warwickshire and West Mercia Police, which requested the assistance of all parents to comply with Traffic Regulation Orders (TROs) such as double yellow lines and to avoid obstructing vehicular accesses that served private properties.

Frustration was expressed that a number of interventions had not worked in the long term.

- The speed limit had been reduced to 30mph on the section of Perryfields Road by the school entrance but that this was rarely adhered to.
- It was reported that there was a big problem with parents using the Perryfields Rd car park in a morning and at the end of the day, which had become a safety nightmare so gates were closed at 8.30am - 9.15am and again at 2.45pm - 3.30pm. This had somewhat alleviated the problem but in spite of putting large signs on the gates and asking parents not to block access in case emergency vehicles needed to get down, some drivers insisted on parking there and then walking down the path at the side of school grounds.
- Parents continued to park on the lines outside Clent Parochial school despite being told not to.
- St Andrew's Cof E First School offered free parking by the Queen Victoria Pub and the Baptist Church so that parents and children could walk into school after parking up, used a 'Think Before You Park' sign which was moved about, placed regular reminders in newsletters, had road safety talks in assembly, involved the Community Support Officer and the Headteacher had stood on the pavement outside of school to monitor parking. However it was reported that none of these initiatives brought about consistent improvement in parking.

Members' considered the Worcestershire's Local Transport Plan (LTP) 2018 - 2030 which states that;

' One of the key opportunities to tackle congestion is to encourage use of other modes of transport (travel choice), particularly for these shorter trips. Nationally and at the local level, evidence and experience consistently proves that even small shifts away from single-occupancy car use to walking, cycling, motorcycling and passenger transport can deliver significant improvements to traffic flow and wider benefits, including reduced ambient air pollution which improves public health.'

Members' requested details of the number of children accessing Bromsgrove schools from outside the school catchment areas. It was recognised that as children maybe travelling further distances to school than previously, whilst alternatives to the car were encouraged in the Worcestershire Local Transport Plan, the bus service in Bromsgrove could not be compared to the provision of public transport in more urban areas such as Birmingham and might not be

the solution to the transport issues for those attending schools outside the catchment area. Members' therefore discussed walking bus schemes in the District however it was recognised that these depended on parental/governor/school support and relied on volunteers, and had in recent years diminished. Members' also commented that investment in scooter pods and cycle sheds had in the past, failed to increase the take up of alternative methods of travelling to school. It was felt that schemes to get children to walk, cycle or scoot to school were often short lived.

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Chapter 3

Speeding Around Schools

From the outset of this work, Members' agreed that it was not necessary to impose speeding restrictions in and around schools as this was not the issue. The problems were more in respect of parking and the occupants of the car not having due regard for other road or footpath users.

Members' referred to the 20mph zone which had been piloted in Rubery and it was reported that although people did not drive as slowly as 20mph it did ensure that cars stayed within the original speed limit.

Inspector Keyte confirmed that Warwickshire Police and West Mercia Police and the Road Safety Team were responsible for speed enforcement and academic rigour had to be applied when considering action. Cables could be placed across the road to monitor the speed of traffic crossing it. If eighty five percent of all traffic was compliant then it was deemed that speeding was not an issue.

Members' discussed the possible value of child statutes outside schools in slowing the traffic down however the Senior Highways Liaison Officer, Worcestershire County Council explained that the introduction of these had had to be put on hold by the County Council as there had to be consideration as to whether they could be a distraction to road users. A policy had been drafted which listed where these might be used which excluded A-roads and trunk B-roads and this was being considered by the legal team before being signed off.

During the course of the Group's investigation, the Senior Highways Liaison Officer, reported that there had been few reported near misses and accidents outside schools, although cases outside schools in Belbroughton, Romsley and Gunners Lane were referred to. Congestion outside schools during drop off and pick up times had the effect of slowing the traffic down and the incident at Romsley for example had occurred after the end of the school day, following an after school club.

Chapter 4

Parking Enforcement

As part of the investigation, Members' were keen to understand what parking restrictions were in place, how they were enforced and how enforcement activity was prioritised.

It was confirmed that Civil Parking Enforcement services were provided for Bromsgrove District Council by Wychavon District Council on the Council's behalf. The Council's website states that; *'It is your responsibility to always park your vehicle in accordance with relevant parking regulations. If you contravene the regulations you should expect to receive a Penalty Charge Notice (PCN). A range of parking restrictions in Bromsgrove District help to reduce the amount of illegal, dangerous and inconsiderate parking, encourage sensible and safe parking, cut congestion and improve road safety. Restrictions can include on loading bays, disabled parking bays, double yellow lines and through parking permits.'*

The website gives details of the two levels of PCNs which are determined by the severity of the contravention. As the webpage explains, *'..in certain circumstances, such as the Civil Enforcement Officer being threatened or the vehicle being driven away, there is no need for a Penalty Charge Notice to be placed on a vehicle or handed to the driver in order for it to be legally served.'*

Councillor McDonald made reference to zig zag and yellow lines in his Ward and that it had come to light that these were incorrect and therefore not enforceable. He had therefore made the necessary arrangements to have these corrected. During the course of this investigation the Senior Highways Liaison Officer explained that all yellow lines had been considered in Bromsgrove District and some were now enforceable that were not previously. Not all zig zag road markings were however enforceable as this depended on the length of the zig zags. White zig zags were of a police matter and yellow zig zags were a civil matter.

In respect of double yellow lines, the Parking Services Manager clarified that people could stop on these and drop off or pick up passengers within reasonable timescales. Officers therefore faced difficulties in dealing with these situations as once approached those contravening the regulations drove off. There were seven sets of red lines across both Redditch and Bromsgrove, which meant absolutely no parking or stopping.

Worcestershire's Local Transport Plan (LTP) 2018-2030 makes reference to decluttering the streets and removing street furniture in Malvern but Members' felt that this approach could be unhelpful in terms of safety around schools locally as fences could prevent areas becoming pupil dropping off/picking up points. Members' referred to the potential usefulness of drop off points,

however the Senior Highways Liaison Officer explained that they would cost approximately £10k to build each time.

Members' considered parking permit schemes and it was confirmed by the Senior Highways Liaison Officer that these could only be introduced if none of the local houses had off road parking. It was however in theory possible to put in place limited waiting times and parking permit schemes at the same time.

The parking situation by Charford School was referred to and the Senior Highways Liaison Officer discussed the school's sixth form and that many students now parked on surrounding streets. This type of parking could potentially be prevented with the introduction of waiting time restrictions of one hour. Short term waiting restrictions and no return within two hours could have an impact in these types of scenarios but would need an Order to be put in place.

The Task Group established that there was a Traffic Regulation Order (TRO) outside Belbroughton CofE Primary School, which prevented stopping. This area was blocked out and there was signage with times marked on it. The Group were informed however that unless the County Council put in place a blanket TRO, little could be done locally. The Parking Services Manager commented that although local MPs and the Police had been involved the decision in respect of this matter would rest with the County Council.

Members' considered a pilot which commenced in September 2017, by Solihull Metropolitan Borough Council which introduced an experimental TRO for an initial period of eighteen months prohibiting any motor vehicle without a permit or valid exemption from using specific streets around three Solihull schools. Most vehicles, including those driven by parents and carers of children attending the three schools could not be driven into the roads covered by the restrictions to drop off or pick up children during the periods that the restriction was in force. There were however a number of exemptions to the restriction permitting certain traffic to use the roads. A 20mph speed limit for all traffic had been introduced alongside the restriction and was in operation at all times. Anyone caught driving through the restricted zones whilst the restriction was in force without a valid permit or exemption could be issued with a Fixed Penalty Notice. Councillor Bloore visited the pilot "exclusion zone" and advised that it appeared to be effective and that the road around the school was clear. However, the Pilot had created some problems, for example, if a teacher had forgotten their pass it was difficult to get access to the school. Following the introduction of the Pilot, it was reported to Councillor Bloore that the school had seen an increase in pupils walking to school and also a decrease in late attendance. This indicated that parents were starting to think about how they got to school and alternative ways of getting there. Members' noted the potential of the experimental TRO scheme but also queried if there would be an impact on streets further away from the schools and highlighted the reliance on the Police to enforce it.

Recommendation 2

That Officers from Worcestershire County Council and this Council contact Solihull Council to look at the pilot exclusion zone scheme in order to consider it as an option in some areas within Bromsgrove district and report back any findings to Members.

Inspector Keyte discussed with Members' the Police's role in parking enforcement. It was clarified that a number of traffic offences were not criminal but civil issues and the Police were limited in the action that they could take as powers were devolved to local authorities. The Police Safer Neighbourhood Team had different competing demands for example anti-social behaviour matters, risk management and parking matters. Action can be taken to address obstructions on the highway and inconsiderate parking; however the teams preferred to primarily educate.

Inspector Keyte was clear that it was important for any enforcement action to be proportionate. The Safer Neighbourhood Team focussed on providing education first and on protecting people from harm. The Local Safer Neighbourhood Team' Twitter feeds' provided examples of responses to local issues. The Teams' had for example placed literature on cars parked dangerously and written letters to explain that people needed to be considerate of their neighbours when local parking issues had emerged.

Councillors Shannon, Dent and Bloore took the opportunity to go out on a visit with one of the Parking Officers but were disappointed to see the lack of respect that car users had for the Officer and gave examples of parents/carers flouting the regulations in front of them. Inspector Keyte confirmed that people were less respectful of unwarranted officers and commented that training was important for those in confrontational roles. Members' felt that as Parking Officers were working on behalf of Bromsgrove District Council, the Council had a duty of care to them and it was important that appropriate training was provided. Councillor May understood that regular training was provided in line with standard requirements to Officers.

The Parking Services Manager explained that the types of complaints received by Parking Services were usually in relation to double parking, blocking driveways and parking on a restricted area. With limited powers however the best Officers' could do was ask the culprits to consider local residents. Again in relation to parking on grass verges unless there was a double or single yellow line, Parking Services were unable to do anything. It was reported by the Parking Services Manager however that Worcestershire County Council were considering a Pavement Policy. The Senior Highways Liaison Officer also highlighted that if someone drove down a footpath then this would be a Police matter.

Chapter 5

Prioritising Enforcement Activity

Members' were keen to understand if Parking Officers spent more time patrolling car parks as this was an income stream for the Council rather than attending parking issues around schools.

It was confirmed that there were five Parking Officers across Bromsgrove and Redditch responsible for enforcement of the roads and pay and display and pay on foot car parks. Members' queried the formula used to establish how many Enforcement Officers were required and Councillor May confirmed that the number of Officers was agreed within the contractual agreement with Wychavon District Council.

A spreadsheet was shared with the Task Group which listed all schools and the dates and times that they had been visited by Parking Officers along with an Officer shift rota. It was explained that in certain areas Officers attended in pairs rather than as lone workers due to previous experiences of physical altercations. Members noted that it would be difficult to allocate an Officer to cover schools solely as there were so many schools within the District (around forty). A single Officer would only be able to visit each school less than once a month. The Parking Services Manager reported that when regular enforcement was in place things would improve but when Officers' stopped attending the same issues returned.

Recognising the demand on Parking Services, the Task and Finish Group considered the use of mobile CCTV vehicles. Reference was made to Sandwell Council's vehicle surveillance camera. The local authority ran the van and picked up number plates. The DVLA were then sent the information and sent tickets to the owners of the cars. The advantage of the scheme was that Officers did not have to approach offenders directly as tickets were sent out at a later date. Members' commented that these types of vehicles were used at football matches by the Police and potentially not fully utilised at other times of the day and the matter was worth investigating further.

Recommendation 3
<i>That Officers investigate all options for using of mobile CCTV vehicles in Bromsgrove and report back the findings to Members.</i>

The Parking Services Manager was clear that the Service tried to keep a balanced view but that parking around schools was not a problem that they received a high number of complaints about. Officers' were placed where needed and if complaints were received on a regular basis Officers' would visit more often. Particular hotspots where complaints were received included

Lickey First School for example. It was established however that Parking Services did not have a “planned” programme to visit particular schools as this was done on an ad hoc basis.

It was confirmed that the Safer Neighbourhood Teams do have Patrol Plans in place based on the threat and risk level. Inspector Keyte commented that Police Officers were not measured on the number of tickets issued but by the response to the Patrol Plan.

Members’ discussed particular problem areas within their Wards and it was highlighted that whilst there was awareness of the problems these were not necessarily conveyed to the Parking Services Manager or Supervisor and unless they were made aware of such areas they were unable to investigate any further. It was confirmed by the Parking Manager that of the complaints received via email not many were in respect of schools.

Inspector Keyte referred to the police’s use of smart phones and laptops and tools to communicate more efficiently with residents via social media. The contact details for the individual Safer Neighbourhood Teams in Bromsgrove were available online and Members’ and local people could contact the Teams to report concerns.

Members’ were concerned that there appeared to be no set procedure in place to deal with complaints of any type. It appeared that often a Member would pass on a complaint direct to Officers which would be dealt with on an ad hoc basis, but there did not appear to be a mechanism to record all complaints and therefore to monitor them on a regular basis.

Recommendation 4

<i>That Members are provided with the contact details of the local Safer Neighbourhood Team in order that this information can be shared with residents to enable local issues to be recorded and enforcement action to be prioritised accordingly.</i>
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Members’ questioned the communication between the Safer Neighbourhood Teams and Parking Services and Inspector Keyte confirmed that this could be improved.

Recommendation 5

<i>That Parking Services and the Safer Neighbourhood Team discuss and jointly prioritise enforcement action.</i>

Chapter 6

Going Forward

Members' discussed the potential for a larger piece of work which would highlight the parking hot spots in the District and suggested a campaign involving all agencies. It was recognised that such a campaign would need support and input from the County Council, the Safer Neighbourhood Teams, Parking Services and encourage the involvement of local schools.

It was noted that occasionally a campaign would be put in place around one particular school and although this had an impact for a few weeks, people would soon returned to their old habits. Members' therefore felt that a long term partnership approach to addressing the matter was required.

During the course of the review reference made by the Parking Supervisor to work undertaken by Parking Services with the Community Safety Partnership. Inspector Keyte also referred to the successful work that had been undertaken collectively through the Community Safety Partnership to solve other issues. Members' felt that it was important to get collective action around parking enforcement to try to influence the issues raised.

Recommendation 6

That Worcestershire County Council Highways Team, together with representatives from the Safer Neighbourhood Team and Parking Services come together to discuss a joint campaign to address parking issues around schools and ongoing collective action on this matter.

Recommendation 7

The Officers investigate the option to employ an additional Parking Enforcement Officer whose role would be dedicated to looking at road safety around schools.

Whilst there was no specific recommendation arising from information Members received in respect of cycling and walking to school, Members were reminded that some areas still had in place walking buses which had at one time proved to be most successful. They wished it to be noted that any future campaigns around road safety around schools, should include the encouragement for children to both walk and/or cycle to school. It was noted that Worcestershire County Council had routes which were designated specifically as cycle friendly and routes for schools should also be included within these in the future.

Appendix 1



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OVERVIEW & SCRUTINY TOPIC PROPOSAL

This form can be used for either a Task Group or a Short Sharp Review topic proposal.

Completed forms should be returned to scrutiny@bromsgrove.gov.uk – Democratic Services, Bromsgrove District Council.

Name of Proposer: Chris Bloore	
Tel No: 07905 612 710	Email: c.bloore@bromsgrove.gov.uk
Date: 11/10/17	

Title of Proposed Topic (including specific subject areas to be investigate)	Investigation into problem car parking outside schools in Bromsgrove District and how it can be alleviated .
Background to the Proposal (Including reasons why this topic should be investigated and evidence to support the need for the investigation.)	<p>A motion at full Council was brought forward by Cllr Peter McDonald regarding the problem of car parking outside a local school in his ward.</p> <p>Other councillors have also raised concerns over dangerous car parking, the abuse of local parking regulations such as parking on yellow lines and a general lack of enforcement action taken.</p> <p>This task group would look to identify areas of concern and how existing or further powers could be exercised to tackle the problem.</p>
Links to national, regional and local priorities (including the Council's strategic purposes)	<ul style="list-style-type: none"> • Keep my place safe and looking good. • National road safety standards • Department for Transport Local Sustainable Transport Fund (the project targeted areas where the school run is having a significant negative impact on congestion, journey times and economic growth.)

<p>Possible Key Objectives</p> <p>(these should be SMART – specific, measurable, achievable, relevant and timely)</p>	<ul style="list-style-type: none"> • To better coordinate enforcement activities and ensure the safety of parents, teachers and children outside our schools. • If required to recommend more resources are made available to ensure appropriate enforcement action is taken. • To improve dialogue between schools, enforcement and district and council councils about problem parking hot spots. 			
<p>Anticipated Timescale for completion of the work.</p>	<p>Six months</p>			
<p>Would it be appropriate to hold a Short Sharp Inquiry or a Task Group? (please tick relevant box)</p>	<p>Task Group</p>	<p>X</p>	<p>Short Sharp Inquiry</p>	

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ACKNOWLEDGEMENTS

Members' would like to thank the public who took the time to respond to the press release issued by the Task Group and sent in details of the parking issues in their local area, including in some cases photographic evidence of poor parking.

Members' would also like to thank those representatives from local first, middle and primary schools who helpfully responded to the letter sent to Head teachers by the Task Group Chairman and provided details of the parking situation by their schools, interventions that had been tried and a number of suggestions for improving the situation going forward.

The Task Group would also like to thank the Parking Enforcement Officer who they accompanied on a visit outside a local school.

Written evidence was also submitted and taken into account of from Councillors Steven Colella and Kate Van der Plank. Written information received from David Keaney, Solihull Borough Council was also considered.

WITNESSES

The Task Group interviewed the following before making its recommendations:

Internal Witnesses:

- Kevin Hiron, Environmental Services Manager, Bromsgrove District Council
- Glenn Hobbs, Parking Supervisor, Bromsgrove District Council
- Councillor Karen May, Deputy Leader and Portfolio Holder for Economic Development, the Town Centre and Strategic Partnerships

External Witnesses:

- Christine Baxter, Parking Services Manager, Wychavon District Council
- Richard Clewer, Senior Highways Liaison Officer, Worcestershire County Council
- Inspector Gareth Keyte, Safer Neighbourhood Team Inspector for Bromsgrove.

BACKGROUND PAPERS

The following documents were considered by the Task Group in the course of the investigation.

Road Safety around Schools. Agreeing a Manchester City Council Approach to Supporting Schools, Manchester City Council, 27 June 2017

http://www.manchester.gov.uk/download/meetings/id/23156/1_road_safety_around_schools_%E2%80%93_agreeing_an_mcc_approach_to_supporting_schools

How to get children walking to school: A best practice guide by Living Streets

<http://wolverhampton.moderngov.co.uk/documents/s56945/Living%20Streets%20walk-to-school-outreach-best-practice-report.pdf>

Report to the Cabinet Member for Highways and Environment
31 March 2014. Proposed Introduction of a CCTV Vehicle for Parking,
Sandwell Council, 31 March 2014

<https://bit.ly/2MAZrtN>

Report to Sandwell Cabinet regarding the proposed introduction of a second CCTV vehicle in July 2017, Sandwell Council, 26 July 2017

<https://bit.ly/2BIKoTD>

Worcestershire's Local Transport Plan (LTP) 2018-2030 (Pages 19-20),
Worcestershire County Council

http://www.worcestershire.gov.uk/download/downloads/id/9024/worcestershire_s_local_transport_plan_ltp_2018_-_2030.pdf

Example of a Parking Services rota.

List of schools in Bromsgrove.

Numbers of children attending Bromsgrove schools from outside the catchment area, Worcestershire County Council, June 2018

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