

# School Enforcement Pilot

*Presented by Parking Services*

*June 2017*

## Why Woodcote Primary School

- Parking issues are a genuine concern for the school, residents, police, parents and ward councillors
- With two schools in such close proximity there is a very high volume of traffic on a daily basis
- School is currently undergoing building works and will be increasing pupil intake
- School Leadership Team is supportive of new ideas and approaches
- School has always taken a proactive approach to tackling parking issues
- Location of the school is suitable to implement the scheme
- Agreement that current measures are ineffective in tackling the problems



# Why do we need to change



- The “school run” is a period of significant traffic chaos at many school locations and their surrounding areas
- The situation poses dangers to children due to irresponsible and selfish parking and vehicle manoeuvring
- The Council has embarked on a substantial School’s Expansion Programme. This programme may further compound the already identified issues
- Conventional parking enforcement regulations were significantly curtailed by the Deregulation Act 2015, meaning at many schools it is becoming almost impossible to issue a PCN
- Officers believe that this is creating an unsafe environment for school children and their parents/carers.
- Current Enforcement practices at schools only have a short term effect
- Foot patrols do not present an effective deterrent and pose a health and safety risk
- Residential Drop kerbs can only be enforced upon request
- Only marked areas are restricted

# Active travel

Croydon Council supports and promotes Active travel - on foot, bicycle or public transport and believes where possible these should be the primary methods of traveling to school.

By working alongside teams within education, Croydon Healthy Schools, public health, pollution and highways, the council expects educational establishments to manage that activity by writing and updating a School Travel Plan (STP). The benefits of a good STP are:

- An increase in sustainable means of travel (such as walking, scooting, cycling or using public transport) and reduced car travel to school
- Healthier, more active pupils and staff
- Reduced risk of accidents and improved air quality around the school site
- Fewer cars and less congestion around the school results in safer walking, scooting and cycling routes
- Increase in the school's reputation as well as opportunity for Croydon Healthy School and Eco School Accreditation.

An up to date school travel plan shows that your school or college is taking responsibility for the safety and fitness of the young people in your care.

In Croydon we encourage schools to create their STP via the STARS (Sustainable Travel: Active, Responsible) accreditation scheme.

Once STARS accredited, you gain eligibility to apply for STARS specific funding from TfL



# Heat Map of Students Residency

Source: [Mayor of London Schools Atlas](#)  
PTAL walking speed 4.8kph:1.33m/s

MAYOR OF LONDON

SCHOOLS ATLAS

Back to Filters

Woodcote Primary School

Age

Primary

Gender

Mixed

Type

Community

Dunsfold Rise

London

CR5 2ED

Website

0208 6609972

Croydon

664

Pupils

21

Pupils per Teacher

Outstanding

Ofsted Rating

76%

Good Grades

79

78

77

76

2013

2014

2015

Exam Results over Time

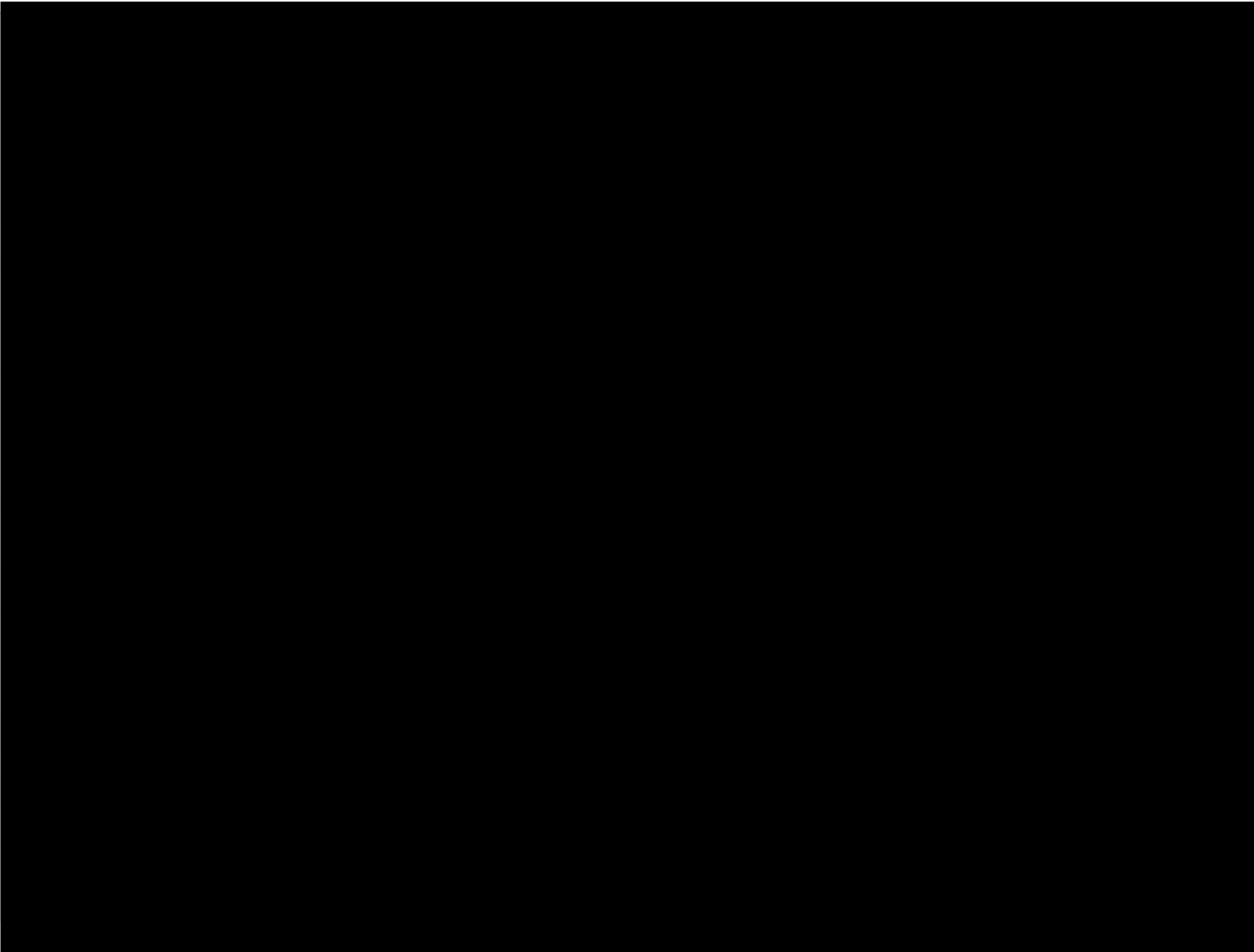
Where Current Pupils Live

Transparency

Quickest Route to School

Average Distance (2016)

About this Map



Distance and Time Travelled to Woodcote Primary School

1<sup>st</sup> Quartile 25% - 0.79km; walking time 10 minutes  
3<sup>rd</sup> Quartile 75% - 2.08km; walking time 26 minutes

2<sup>nd</sup> Quartile 50% - 1.3km; walking time 16 minutes  
Mean – 1.71km; walking time 21 minutes

# Heat Map of Students Residency

Source: [Mayor of London Schools Atlas](#)  
PTAL walking speed 4.8kph:1.33m/s

MAYOR OF LONDON

SCHOOLS ATLAS

<

Back to Filters

Woodcote High School

Age

Secondary

Gender

Mixed

Type

Academy

Meadow Rise

London

CR5 2EH

Website

Croydon

1190

Pupils

16

Pupils per Teacher

Unknown

Ofsted Rating

72%

Good Grades ?

90

85

80

75

70

2013

2014

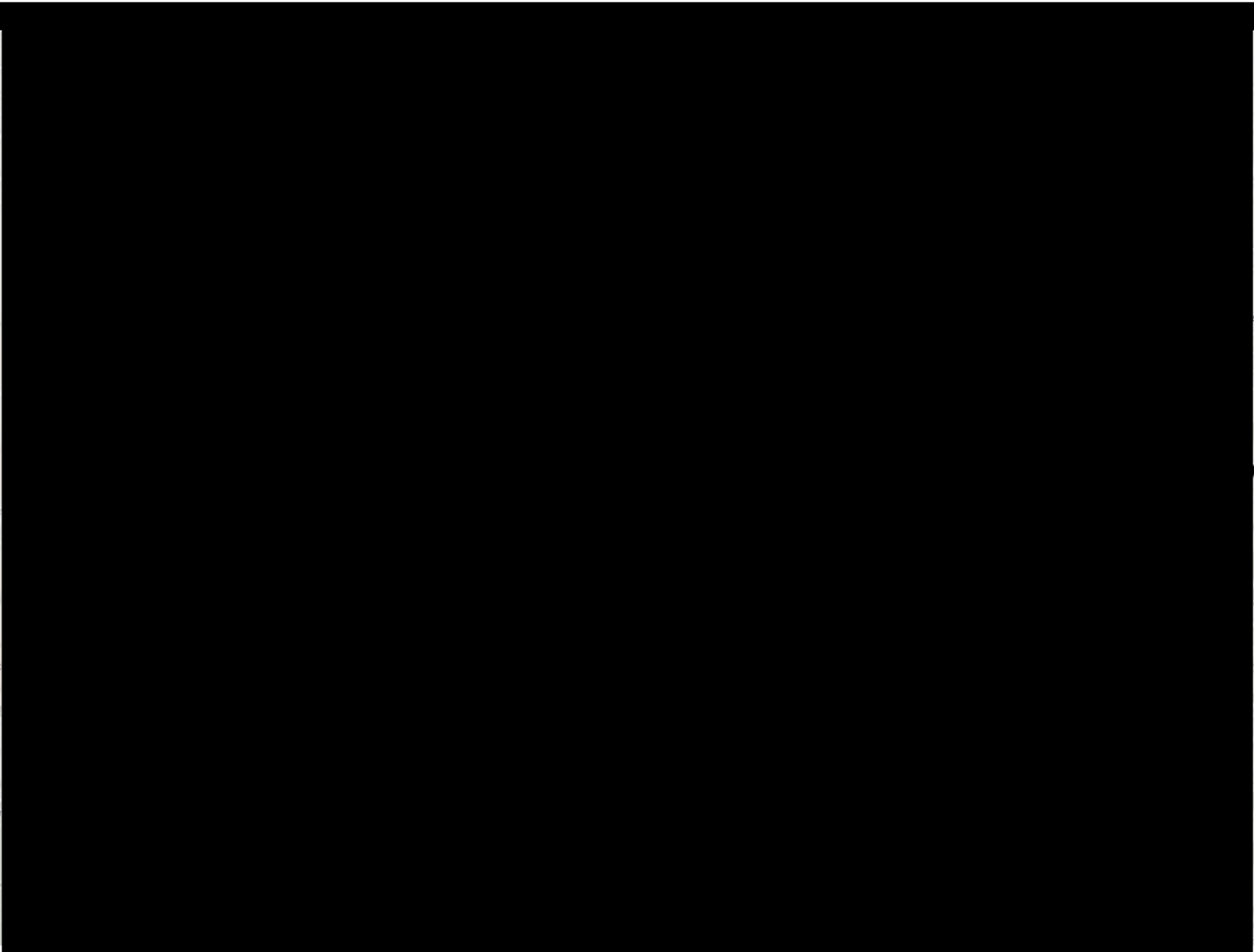
2015

Exam Results over Time ?

Where Current Pupils Live ?

Transparency

About this Map



## Distance and Time Travelled to Woodcote High School

1<sup>st</sup> Quartile 25% - 1.24km; walking time 15 minutes  
3<sup>rd</sup> Quartile 75% - 2.49km; walking time 31 minutes

2<sup>nd</sup> Quartile 50% - 1.8km; walking time 22 minutes  
Mean – 2.18km; walking time 27 minutes

# What is the proposal

The purpose of this presentation is to outline a new option to augment conventional parking enforcement around schools, the arising dangers and anti-social behaviour by implementing a pedestrian zone in the vicinity of the school entrance.

## What is a Pedestrian Zone?

Pedestrian zones (also known as car-free zones) are areas reserved for pedestrian-only use and in which most vehicular traffic may be prohibited. Pedestrianisation usually aims to provide better accessibility and mobility for pedestrians, to improve the attractiveness of the local environment in terms of aesthetics, air pollution, noise and accidents involving pedestrians. Pedestrian Zones usually operate during the daytime only, when traffic movement and parking activities are heaviest.

## Main Goals of the scheme

- Keeping children safe
- Protecting residents
- Stopping illegal parking
- Making roads safer
- Promoting healthy living
- Reducing pollution









View from Camera

Camera Location



## Meadow Rise Entry Point

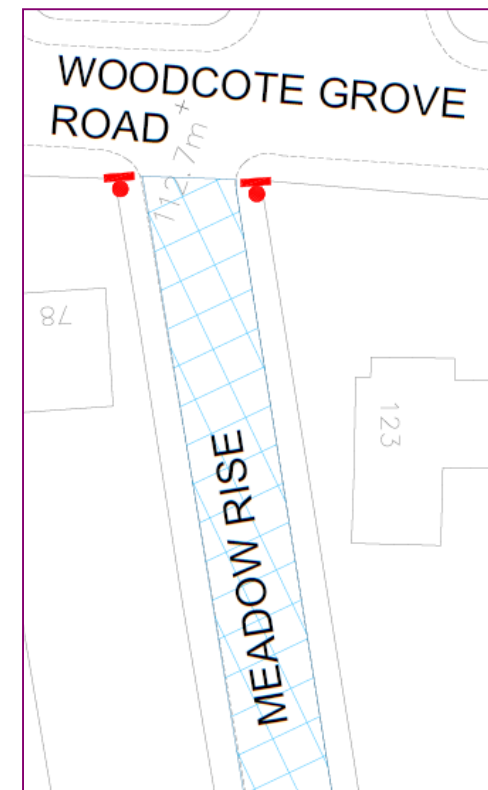
Scheme Ref.	HWY/SS/1299		
Sign Ref.	01	x-height	30.0
Letter colour	BLACK	SIGN FACE	
Background	WHITE	Width	490mm
Border	BLACK	Height	1135mm
Material	Class R3B Microprismatic		
		Area	0.56m <sup>2</sup>

**PEDESTRIAN  
and CYCLE  
ZONE**



**Mon - Fri  
8.00 - 9.30 am  
2.30 - 4.00 pm**

**Except  
permit holders**



View from Camera

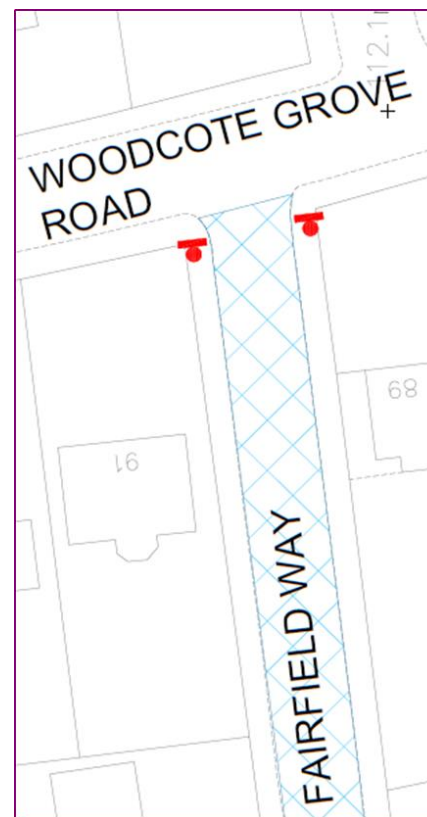


Camera Location



## Fairfield Way Entry Point

Scheme Ref.	HWY/SS/1299		
Sign Ref.	01	x-height	30.0
Letter colour	BLACK	SIGN FACE	
Background	WHITE	Width	490mm
Border	BLACK	Height	1135mm
Material	Class R3B Microprismatic		Area 0.56m <sup>2</sup>



# Frequently Asked Questions

## **At what times will the restrictions apply?**

The proposed scheme will operate in line with the current school keep clear restrictions, 8:00am to 9:30am and 2:30pm to 4:00pm Monday to Friday.

## **How long will I be able to park for during operational hours?**

Vehicles parked within the zone will be able to remain parked for the duration of the operational hours.

## **Who is eligible for access permits?**

Any resident or business with a vehicle registered at an address within the zone and any eligible school staff will be able to obtain access permits. Information on how to apply for a permit will be sent in due course

## **What about our visitors or deliveries?**

Visitors and deliveries will NOT be able to access the road during the hours of operation of the zone, unless the resident has informed the service and registered for a visitor access permit, the scheme will allow for a period of short term access when required

## **How much will permits cost?**

There will be no charge (£0.00) for an Access Permit during the pilot period. An admin fee may need to be considered if the scheme becomes permanent.

## **Will parking bays and pay & display machines be provided?**

This scheme does **NOT** require the installation of parking bays or pay and display machines.

## **Will vehicles be allowed to drive in the zone?**

Yes, as no physical barriers are being installed and Access permits will be granted to those eligible. This means that anyone with an access permit will be able to continue to use the road as normal and without restriction.



### **How does it affect the High School?**

The restrictions apply across both schools and will affect anyone wishing to enter the zone. This means parents with children at the High School will not be able to drive into the zone. Those Teachers and staff at the High School that are eligible will be provided with access permits.

### **How can it be ensured that motorists are prevented from entering the zone?**

We will not be able to physically prevent vehicles from entering the zone, we will instead monitor the area through unattended cameras. These will be placed at the entry points of the zone, these are automated and will only be operational during the restricted hours of the zone. Any vehicle entering the zone during the restricted times will be issued with a Penalty Charge Notice (parking ticket), which will be served by post to the registered keeper of the vehicle. The driver will then have to pay a fine of **£130** which will be reduced to **£65** if paid within 14 days of the date on the notice.

### **Can the council use the cameras to spy on me, or to provide evidence of criminal activity?**

NO, the council cannot use the cameras for anything other than the designated purpose. These cameras cannot be used to provide evidence of antisocial behaviour nor can they be used to provide evidence of any criminal activity or road traffic collision. These cameras are fixed to one position and are different from the standard CCTV cameras as they do not supply a live feed. They cannot be accessed by an individual and instead rely on a computer algorithm to determine when a contravention takes place. They are only active if the system identifies that the conditions have been met to trigger a contravention.

### **What will be done about the vehicle displacement?**

During the initial implementation phase additional officers will be deployed to the area to manage the potential displacement of parking issues in the nearby roads. While the council encourages and promotes Active Travel, we understand that some parents will continue to use the car for the school run on a daily basis. However due to the fact that they will no longer be in such close proximity to the school we anticipate that driving and parking behaviours will slowly change and become much more considerate due to having to leave the vehicle and “park and stride”. The impact of this scheme on the surrounding area will be monitored throughout the pilot.

# What happens next?

- We will create an experimental Traffic Management Order (TMO) for the pilot
- Scheme will be going live at the start of autumn term 2017
- We will engage in formal consultation during the first 6 months of the scheme
- At the end of consultation period responses will be collated and assessed
- Effectiveness and suitability of the scheme reviewed
- A decision made on future of the scheme
- Council has 18 months from implementation of experimental TMO to either remove or make permanent

	Guideline Dates
Letters, maps and information sent to all residents business and schools in pedestrian area	01/07/2017- 31/07/17
Letter provided to schools to send out to parents before end of summer term	By 14/07/2017
Experimental TMO created and published	w/c 07/08/17
Signage, posts & CCTV installed	w/c 14/08/17
Go live date	04/09/2017
Formal consultation letters sent out to those in affected area	04/09/2017
Formal consultation responses collated and decision made on future of scheme	04/09/2017 to 04/03/18
On going management and reporting of scheme and effectiveness	04/09/17 onwards

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## Questions?