

## **Executive Response to Overview and Scrutiny Enquiry on School Parking**

Report of: Cllr I Dalgarno, Executive Member for Community Services  
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**This report relates to a decision that is Key**

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### **Purpose of this report**

1. To agree the response of the Executive to the outcomes a scrutiny enquiry into School Parking as received at the previous Executive meeting on 04 April 2017.

### **RECOMMENDATIONS**

**The Executive is asked to:-**

1. **agree the response appended to this report including the proposed actions to be taken in light of the recommendations of the enquiry.**

### **Overview and Scrutiny Comments/Recommendations**

2. The recommendations of this review were ratified by the Sustainable Committee at the meeting on 12 January 2017.

### **Background**

3. At their meeting on 4 April 2017 the Executive received the recommendations of an overview and scrutiny enquiry into parking at schools in Central Bedfordshire.

4. The purpose of the enquiry was to determine the best possible solutions with regards to car parking and vehicular access at schools to ensure the free movement of traffic around schools, particularly in light of the implications of school expansion.
5. The Constitution requires that the Executive consider the report and respond within two months indicating what action, if any is proposed to take and if it decides to take no action the reasons for that decision.

### **Summary of the recommendations and Executive response**

6. Many of the recommendations proposed by the enquiry are already existing practice. Those that are not are fall into two broad categories:-
  - (i) Improving communication with and between the Council and schools, particularly in relation to developing sustainable school travel plans; and
  - (ii) Improving enforcement of inappropriate parking outside of schools.
7. As detailed in the response additional guidance will be provided and support will continue to be provided to schools to develop sustainable travel plans that minimise unnecessary journeys and encourage a reduction on the levels of schools traffic. However, travel plans must be fit for purpose for each individual school and a one size fits all approach would not be appropriate.
8. The Council is presently funding and recruiting four additional parking officers that will help support the enforcement of parking at schools.

### **Council Priorities**

9. The recommendations of the enquiry aim to support the Council's priority of Enhancing Central Bedfordshire and ensuring it is a 'Great Place'.

### **Legal Implications**

10. The Highway Authority has a wide discretion as to the circumstances in which they can make Traffic Regulation orders. Whether any new Orders will be required to prevent vehicles waiting/parking will depend upon the individual site circumstances. Where parking takes place outside schools and controls may already exist then enforcement of those controls can be prioritised. A strengthening of the staff engaged could achieve this.
11. The introduction of new areas where control can be enforced will require the making and publishing of Orders. Under the Road Traffic Regulation Act 1984 there is a requirement to consult and take into account objections. The procedures are prescribed by regulation.

12. The publicity requirements and order making procedure will generate a cost but once confirmed the orders can be enforced. There will be some additional costs in respect of road marking and signage that explain the extent and nature of the restriction which could be imposed at specific times rather than throughout the day.
13. The possibility of varying the local speed limit for traffic in the vicinity of schools is also available to the Highway Authority. The Road traffic Regulation Act 1984 specifies that restricted roads, ones that have lamp posts spaced no more than 200 yards apart would normally be subject to a 30 mph speed limit. The status of the road can be varied by the traffic authority and by the making a further regulation order a speed limit restriction can be varied. It will depend on local circumstances but these sites are likely to be located in the urban area and within an existing 30mph area.
14. The use of planning Conditions to limit local congestion or reduce parking must meet the tests of reasonableness, relate to the development, be appropriate and be enforceable. Conditions that seek to limit the use of the highway by particular users are illegal so they have to approach the issue by promoting change in behaviours and good practice for example advocating routing plans or promoting sharing of vehicles and the minimising of car use in connection with locating development at sustainable locations.

### **Financial and Risk Implications**

15. The costs of implementing the relevant recommendations can be met from within budgets and using existing resources without any financial implications.

### **Equalities Implications**

16. Central Bedfordshire Council has a statutory duty to promote equality of opportunity, eliminate unlawful discrimination, harassment and victimisation and foster good relations in respect of nine protected characteristics; age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Throughout the course of the enquiry, efforts have been made to ascertain and understand the complexities relating to the differing needs of parents/carers, children of different ages and local residents.
17. A range of balanced and proportionate recommendations have been identified which will support the development of flexible and locally focused solutions.

## **Conclusion and next Steps**

18. The Executive is asked to approve the response so that the recommendations, where applicable can be implemented.
19. It is proposed that an update on progress be received by the Sustainable Communities OSC in a period of 6 months.

## **Appendices**

**Appendix A:** Executive response to the overview and scrutiny enquiry

## **Background Papers**

- (i) Detailed report of the enquiry  
<http://centralbeds.moderngov.co.uk/documents/s71535/Appendix%201%20-%20School%20Parking%20Recommendations%20from%20the%20Overview%20and%20Scrutiny%20Enquiry.pdf>

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