



Walsall Council

2022/23

Improving School Gate Parking



Report of the School Gate Parking Working
Group

By Nikki Gough and Jack Thompson

Foreword

The issue of School Gate Parking is a national problem. In Walsall it effects many schools across the Borough causing daily disruption to residents with some drivers are parking with little to no regard of law or safety of others. Dangerous and illegal parking is creating a safety risk for children and is a general nuisance. With this in mind, the Working Group sought to ascertain how the Council could take a refreshed approach to tackling the issue of school gate parking.

By considering education/engagement, engineering, enforcement and partnership, the group were able to consider the issue in its widest sense and therefore the range of potential solutions that may improve the situation. A wide range of evidence was received by the Group, which informed its conclusions and recommendations.

The Group hopes that through its recommendations and the continued work of the Council a strengthened approach to school gate parking will be achieved. That this, with the continued expansion of programmes such as School Streets and A*STARS, and the growth in partnership work will improve safety for pupils and parents and reduce the nuisance of school gate parking for residents who live near schools.

I would like to thank the witnesses who gave their time and advice to the Working Group as well as the support of officers, Kathryn Moreton, Paul Leighton, Matthew Crowton, Jack Thompson and Nikki Gough. I would also like to the thank Members of the Group for their constructive ideas and for their approach of putting the safety of our residents first.



Councillor Suky Samra
Chair, School Gate Parking Working Group

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Introduction

At many locations across the borough, roads around schools experience a surge of traffic concentrated at school drop off and pick up times. This results in an increased risk of collisions with vulnerable road users and other motorists, unlawful parking, congestion and consequential impacts on air quality. Following a report at a meeting of the Committee on 13 December 2021, the Scrutiny Overview Committee resolved to set up a working group to consider the issue which was established on 16 June 2022. The Working Group wished to review the current approach to school gate parking across the borough and understand the different approaches that could be taken to managing school gate parking, namely engineering, enforcement, outreach and collaborating with partners. The Working Group wished to identify the challenges when dealing with school gate parking with particular focus on the restrictions of the council's powers and influence.

Terms of Reference

The draft terms of reference were discussed and agreed by a meeting of the working group that took place 27 July 2022. The terms of reference were subsequently approved at a meeting of the Scrutiny Overview Committee 4 October 2022.

The full version of the working group's terms of reference can be found at **Appendix 1** to this report. The working group was supported predominantly by:

Paul Leighton	Group Manager – Highway Network
Kathryn Moreton	Head of Highways, Transport and Operation
Jack Thompson	Democratic Services Officer
Nikki Gough	Democratic Services Officer

Membership

The Working Group membership consisted of the following Councillors:

Councillor S. Samra (Lead Member)
Councillor A. Nawaz
Councillor S. Cooper
Councillor A. Hicken

Witnesses

The Working Group met and interviewed the following witnesses:

Matt Crowton	Group Manager - Transportation & Strategy
Alana Saunders	Road Safety Manager
Sam Oliver	Strategy, Policy & Performance Officer
Alex Groom	Admissions and Education Sufficiency Manager
Inspector Jamie Hobday	West Midlands Police

Findings

The Working Group heard evidence that the Council took a data led multifaceted approach to tackle the problem of School Gate Parking, which comprised of Education, Engagement, Engineering and Enforcement.

Education and Engagement

The Working Group learned that the main tool used by the Council to educate pupils and parents across pre-schools, schools and colleges was the A*STARS Programme. This programme was designed to encourage sustainable travel and road safety on journeys to and from schools. The programme supported staff, pupils, parents and governors to deliver public health objectives and the Black Country Healthy Schools Programme. The Council engaged with schools to produce an annual action plan tailored to the needs and requirements of each school. The initiatives included:

- Pedestrian training for pupils in reception and year 3;
- Transition training;
- Scooterbility;
- Safety in the car sessions;
- Smarter parking (**Appendix 2**);
- 5-minute walk zones;
- Streetwise (interactive workshop for students in year 7).

The Working Group heard that the A*STARS programme currently had 77 primary schools (out of a total 86) and 13 secondary schools (out of a total 18) signed up, none of whom were charged to participate. Further information on the A*STARS programme can be found within **Appendix 3**.

Members of the Working Group were supportive of the work the programme currently carried out and questioned how more schools could be encouraged to participate. Members also questioned whether any further work could be done through the programme to improve the problem of school gate parking.

The evidence presented did not show a correlation between schools that had issues with school gate parking and those schools not currently participating in the programme. It was suggested that some schools not participating in the programme were taking their own proactive steps in regard to school gate parking. Although the Council had an overall obligation to inform and educate on road safety it could not force schools to participate in this specific programme.

Members of the Working Group recognised that ideally parents/carers would access schools via sustainable modes, but if for those parents/carers where this was not possible, the creation of five-minute walk zones for schools, which were used to encourage parents to park a five-minute walk from the school gate were supported. An example of one of these five-minute walk zone maps can be found at **Appendix 4**. The Working Group was presented with a map of the Borough, which labelled schools and council car parks. Unfortunately this highlighted that there was not a good alignment of council car parks and schools, therefore, it was not feasible for the majority of the schools to use Council car parks. In addition, there may be a

reluctance for companies to allow the free use of private car parks (for insurance reasons).

The Working Group considered the staggering of school start times across year groups, as there had been anecdotal evidence that during the Covid-19 restrictions this had improved the issue of school gate parking. Members learned that this policy may cause further disruption (especially for parents with children in multiple year groups at the same school), could disrupt the schools teaching timetable and may exacerbate the problem as parents could be parked for longer. The Council did not have the powers to compel schools to stagger their opening and closing times.

The Working Group received information from the Admissions and Education Sufficiency Manager to discern whether any changes to the school admissions policy could help alleviate the problems around school gate parking. The Working Group heard that sometimes families moved away from the school once their child was attending, meaning that they had to commute further which was usually done by car. The reason that certain schools had more of an issue with school gate parking could be because they had a higher percentage of pupils travelling longer distances to attend school and this may have been exacerbated by the increase in the number of pupils travelling from outside of the Borough to attend school in Walsall. However, due to the restrictions in legislation, the Council's policies could not be amended to counteract this.

Engineering

The Working Group met with the Road Safety Team and heard that an annual review of injury collisions was undertaken to prioritise engineering schemes where road safety interventions would be most effective in reducing casualties. Furthermore, the Council ran the Safer Routes to School programme, which aimed to improve the safety of journeys to and from school and to encourage sustainable travel choices. The schemes were designed to have community wide benefits extending beyond the locality of the school, and where possible were linked with pedestrian and cycling schemes forming part of a network.

The Working Group discussed the suggested introduction of 20mph zones around all schools within the Borough as part of 'We Are Walsall 2040'. The Working Group was advised that a 20mph zone required supporting traffic calming measures to reduce vehicle speeds. It was noted that 20mph speed limits could only be implemented where average (mean) traffic speeds are likely to be 24mph or below. The Working Group were advised that implementation of such a policy would be subject to public consultation in respect to each site and could take over two years to implement as new Traffic Regulation Orders would need to be issued. Members were supportive the policy of 20mph speed limits being explored further as part of the Walsall 2040.

Members explored whether data collected by insurers could be used to determine which areas had issues with congestion and dangerous driving. However, the Working Group learnt that it would be challenging to collect this data due to General

Data Protection Regulations and that insurance companies charged for this information. Furthermore, - this data may not be relevant or aid in identifying problem areas for school gate parking. Members were assured that the Council already expended a large amount of resources on injury based data.

Members also enquired as to how the speeds and volume of traffic around schools could be monitored. The Working Group learnt that some of this information was already gathered by traffic signals, such as the volume of cars and their speed. Data was presented on modes of transport to school (see **Appendix 5**). The data evidenced that the Borough did perform under the national average for use of public transport, but a London bias was suspected in the national data. Data obtained via a survey sent out to all schools within the Borough during the autumn (as part of the A*STARS programme) was considered which had received 11,232 responses and this data indicated that Walsall was in line with the Department for Transport target of 60% of all pupils walking or cycling to school by 2023.

The Council provided schools with banners to help deter illegal parking. These were used on a rotational basis because over time the banners lost their effectiveness at deterring illegal parking. Members considered that on the balance of the evidence it would be beneficial to produce standard road signage for use on school premises across the Borough. Although non-statutory, the signage would draw attention to the issue and without the constraints of legislation could be designed to capture the attention of school children, their parents, carers and visitors to the school.

Enforcement

In order to understand the Council's existing powers in relation to enforcement, the Working Group received details on these and when they could be utilised. Members learnt that enforcement could only take place when the necessary Traffic Regulation Order (TRO), traffic signs and road markings complied with the legal requirements and were compatible with the relevant TRO. Some examples of the possible enforcement measures were:

- Double Yellow Lines.
- Single Yellow Lines.
- Yellow Kerb Blips.
- Yellow Zig Zag Lines.
- Red Routes and Clearways.
- School Streets

Please see **Appendix 6** for more information on TROs.

Members discussed at length the possibility of implementing further TROs around schools to mitigate problems with school gate parking. The Working Group were informed that the majority of schools had keep clear lines (yellow zig zag lines) at the maximum legal length. In addition, it was not possible in most cases to use 'red routes' and double/single yellow lines around schools. However, there was the

option of the School Streets Programme, which would enable the Council to implement parking restrictions around schools at certain times of the day.

Additionally, the Working Group was informed that under the current legislation it was only possible for the Council to use CCTV cameras, which enabled the issuing of automatic fines of £35 per breach, to enforce existing TROs on 'Yellow Zig Zag Lines'. The Council already had a static CCTV camera scheme in place this purpose in partnership with Derby City Council. There were currently four CCTV cameras enforcing 'Yellow Zig Zag Lines' in the Borough but this would increase to fifteen shortly. Other road markings such as red routes and double yellow lines could not be enforced using this method.

The Working Group was notified that the Council had applied for Moving Traffic Contravention powers from the Department for Transport with the support of West Midlands Police. The powers are expected to come into effect during the summer of 2023 and include the enforcement of school streets. This means that the enforcement of moving traffic contraventions would be decriminalised allowing the council to enforce restrictions that can currently only be enforced by the Police alongside other high priority demands for their service.

Moving traffic contraventions include:

- Driving through a no entry sign
- Turning left or right when instructed not to do so
- Entering yellow box junctions when the exit is not clear
- Driving where and when motor vehicles are prohibited
- Driving on routes that are for buses and taxis only
- Driving the wrong way in a one-way street
- Ignoring a Traffic Regulation Order (TRO)

Existing TROs were enforced through Civil Enforcement Officers (CEOs), delivered via a contract with APCOA. This contract provided 23 CEOs covering a pattern of shifts. In regard to schools, six to seven CEOs were on shift during peak times for school pick-up and drop-off. This included the use of a mobile CCTV camera car, foot patrols and planned duties on the road network.

Within the current resources, the Council aimed to carry out at least one visit per school per term. Additional enforcement was carried out in the first two weeks of September, at A*STARS schools, known parking hotspots and in response to specific requests when possible.

In response to queries the Working Group were informed why the number of Penalty Charge Notices (PCNs) was limited. This was due to various overlapping factors:

- The presence of CEOs deterred drivers from parking irresponsibly;
- Drivers moved on before the end of the observation period (**Appendix 6** for more information);
- Loading and unloading was permitted, even with some TROs in place;

- A proportion of poor/illegal driving reported took place in adjacent streets and not outside of the school gates;
- A proportion of poor/illegal driving took place on roads where no TRO was in place.

The Working Group were advised that evidence suggested that CCTV was a more effective deterrent of illegal parking (on keep clear lines outside of schools) as the enforcement measure was maintained constantly rather than periodically deterring the illegal parking. The location of CCTV camera deployment was based on data to ensure that problematic areas would be prioritised. The funds generated from Parking Charge Notices (PCNs) could be used to fund new static CCTV cameras.

Members expressed concern that some schools were being visited more frequently by CEOs, and were assured that this was due the data led approach. It was suggested that the redeployment of CEOs did change the behaviour of drivers; however this was not a permanent change. The Working Group suggested that the uniform of CEOs could be made more visible to further deter drivers from parking dangerously.

Partnerships

The Working Group heard from West Midlands Police (WMP) on the approach they took to school gate parking and how future work with the Council could be undertaken to help address the issue. The Police explained the limitations that resources often placed on activities carried out by Police Officers, but advised that the Police were supportive of a community partnership approach and the A*STARS programme, suggesting that schools should be rewarded for their participation.

The Police interacted with schools, which included attendance at governors meetings where beneficial, and Police Community Support Officers aimed to visit a school every month.

Information of a police scheme operating in Alumrock was considered by the Working Group. Members had previously queried whether it was possible for the Police to train members of the public to report illegal parking outside of schools. The possibility of such a scheme was discussed by the Working Group, however, the Police stressed that it was important that any volunteers be properly trained to avoid potentially dangerous confrontations and that these volunteers were proportionate in their approach.

The Working Group were informed that civil enforcement of moving traffic offences (including school streets) were important powers for the improvement of road safety, congestion management and public transport efficiency within the region. These powers were also core to the delivery of the West Midlands Police and Crime Plan 2021-2025, which seeks collaboration between local authorities, West Midlands Police and the Office of the Police and Crime Commission. It was acknowledged that achievement of this would require a short, medium and long term collaborative

approach in place and as such, the Police and Crime Plan looks to “support local authorities” and “work together” to realise the benefits of these powers.

It was noted that CEOs did not regularly work with the Police but did so on occasion in priority areas. In addition, it was acknowledged that CEOs in the Borough had experienced physical abuse however they were trained to risk assess situations.

The Working Group discussed ‘School Streets’ programme. This was an initiative introduced in 2020. It worked by applying a management order to streets around schools, temporarily restricting access for motorised vehicles. Times for the restrictions were determined in agreement with the individual school but these could be for 30-45 minutes and only on weekdays during term time.

The Council currently had a trial of ten school streets in the Borough. These were:

- Brownhills West Primary.
- Manor Primary.
- Pool Hayes Primary.
- Whetstone Field Primary.
- Palfrey Junior School.
- Holy Trinity Primary Brownhills.
- Lodge Farm Primary.
- Pinfold Street Primary.
- Old Church Primary.
- County Bridge Primary.

The schools had been selected based on the balance of severity of the parking problems experienced and the appropriateness of applying restrictions on the roads surrounding a school based on location. The trial had highlighted that amendments needed to be made for new and existing school streets to prevent parents circumventing the restrictions. Once powers of enforcement were implemented, this would enable the use of static CCTV cameras to monitor cars entering the street when the restrictions were in place and assist in the issuing of automatic PCNs. This would also free up CEOs to cover other parts of the road network.

The Council aimed for at least ten new ‘School Streets’ to be implemented each year, subject to the school suitability under the legislation. The cost of rolling out the static CCTV cameras could be funded through PCNs, and Members requested that the use of Section 106 monies (contributions from developers towards the costs of providing community and social infrastructure) for the rollout also be explored.

The Working Group were assured that Councillor feedback would be taken into account as to which schools would be added to the ‘School Streets’ initiative in the future.

Details of a charitable road safety and walkability grant provided from Churchill insurance to a school in Birmingham were considered, however it was acknowledged that this was similar to the A*Stars programme and some of the activity that took place as part of the grant already took place in Walsall. Members were supportive of similar grants being sought in Walsall.

The Working Group discussed public transport provision and future funding for bus routes – they were advised that the current funding arrangement from the Government ran out in March 2023, it was hoped that further support would be provided to bus operators. It was noted that the West Midlands Combined Authority had control of a consolidated, devolved transport budget, the local roads network, and bus franchising. Challenges experienced by bus operators were considered including difficulties with staff recruitment and retention. It was acknowledged that operators needed to provide confidence to passengers that a service would be reliable in order for it to be an individual's main form of transport. The Working Group heard that a plan was being created at Transport for West Midlands to help improve issues with bus routes for schools and funding was being made available. However, it was considered important that pupils have access to public transport to reduce the reliance on cars as a mode of transport. It was suggested that this issue should be escalated at a strategic level.

Conclusion

It seems to be universally agreed that school gate parking is a problem, in terms of safety, congestion and resident satisfaction. Currently there are various approaches to this issue, with education being one of the most important tools. The A*Stars programme is embedded in many schools across the Borough and fulfils the Council's obligations to inform and educate on road safety. Based on the evidence presented, the Working Group were satisfied that the A*Stars programme is effective; it is nationally recognised by Ofsted. However the A*Stars programme cannot be the single solution to this problem.

In addition, the Council cannot solve the problem of school gate parking in isolation. The Working Group recognise that partnership working across council directorates and partnership working with organisations such as the Police, Combined Authority and schools will be important in dealing with the issue in a holistic way. The Council does and should take the lead on school gate parking but in order to do so more effectively in the future the legislative powers it holds need to be expanded.

Traffic powers currently held by the Council should be used to their maximum advantage to improve the safety of school streets through enforcement, although it is recognised that the powers currently held restrict the activity that the Council can undertake. Therefore, the Working Group would support the further rollout of powers to Councils to allow enforcement via CCTV Traffic Regulation Orders and for loopholes in the existing legislation to be closed. The Working Group consider that it would be beneficial for the Council to be granted 'Moving Traffic Offence' powers. These changes would mean that partnership work with the Police could take place to challenge the highest risk areas and issues around schools - ensuring the most efficient use of police time. Increasingly the use of CCTV has proved, through data, to be an effective deterrent and method of enforcement in relation to problematic parking around schools, and the Working Group recommends that investment in this technology would be beneficial.

Recommendations

Engineering

1. That the Council continue to support the roll out of the School Streets Programme through the continuation of investment into school enforcement static cameras.
2. The Head of Highways, Transport & Operations investigate, in consultation with the Head of Planning, the use of Section 106 contributions to improve the safety of roads surrounding schools.
3. That Head of Highways, Transport & Operations investigates the potential benefit of creating 20mph zones around schools as part of 'We Are Walsall 2040'.
4. That the Head of Highways, Transport & Operations investigate the creation of standard non-statutory signage for use on school premises outside schools in Walsall to encourage responsible driver behaviour with respect to parking and idling. The signage should include a warning that CEOs operate in the area.

Partnership

5. That Officers of the Council work in partnership with West Midlands Police to combat problem areas for the school gate parking. The Working Group support the establishment of a liaison group (to discuss enforcement activity) between the Council and the Police.
6. Continue to encourage parents/carers and pupils to use alternative methods of travel to and from school
7. That the Council produce a new education campaign before the start of the new school year on the issue of road safety and school gate parking
 - a. To invite schools as part of this campaign to design new road signage and contribute to a road safety video aimed at parents and pupils.
8. To request that the Council's two representatives currently sitting on the Transport for West Midlands Transport Delivery Committee raise the relevant recommendations of this working group at a strategic level.
9. Request that the Portfolio Holder for Education and the Executive Director of Children's Services write to all head teachers in the Borough to highlight best practice, and provide guidance (including the A*Stars programme) in relation to safety of children on roads near their schools.

Education

10. That the Council continue to encourage schools currently not participating in the A*STARS programme to become involved.

11. To encourage, through the A*STARS Programme, parents/carers to access schools via sustainable modes, but if they must drive to park five minutes' walk from the school gate to alleviate congestion and to contribute to public health.
 - a. Schools are requested to identify local parking provision (where possible) to provide park and walk opportunities.

Enforcement

12. That the Head of Highways Transport & Operations explores the extension of Traffic Regulation Officers surrounding schools to maximise their use to improve safety.
13. To request that the Portfolio Holder for Regeneration write to the Secretary of State for Transport to ask that the Government support the rollout of powers to Councils to enforce via CCTV Traffic Regulation Orders and that loopholes in the existing legislation be closed, including supporting the granting of powers to Councils to enforce obstructions of highways offenses.
14. That the Council uses the Moving Traffic Offences powers once granted.
15. That the Head of Highways Transport & Operations work with APCOA to explore changing the uniform of Civil Enforcement Officers to make them more visible to the public and act as a deterrent.
16. That the level of enforcement around schools is increased.

Scrutiny Overview Committee – School Gate Parking Working Group

Initiation Document

Working Group Name:	School Gate Parking Working Group
Committee:	Overview Scrutiny Committee
Municipal Year:	2022/23
Chair:	Cllr S. Samra
Lead Officers:	Kathryn Moreton – Head of Highways & Transport Jack Thompson & Nikki Gough – Democratic Services Officers
Membership	Cllr S.J. Cooper, Cllr A. Hicken, Cllr A. Nawaz, Cllr S. Samra
Co-opted Members	None

1. Context

- 1.1. At many locations across the borough, roads around schools experience a surge of traffic concentrated over a 50 minute period at school drop off and pick up times. This results in an increased risk of collisions with vulnerable road users and other motorists, unlawful parking, congestion and consequential impacts on air quality.
- 1.2. On 16th December 2021 Overview Scrutiny Committee considered a report on the council's approach to school gate parking. The committee resolved to establish a working group to consider the issue in greater detail. However, due to staffing constraints with Democratic Services the original working group could not continue. On the 16th June 2022 the Overview Scrutiny Committee agreed to restart the School Gate Parking Group.

2. Objectives

- 2.1. The working group wishes to
 - a. Review the current approach to school gate parking across the borough.
 - b. Understand the different approaches that could be taken to managing school gate parking, namely engineering, enforcement, outreach and collaborating with partners.
 - c. Understand the challenges when dealing with school gate parking with particular focus on the restrictions on the council's powers and influence.
 - d. Explore the development of a borough wide strategy that establishes a suite of options for the management of school gate parking.

3. Scope

- 3.1. The working group will consider the issue of parking in the immediate vicinity of school entrances and the actions and engagement of the following council led services:
 - a. Road Safety
 - b. Traffic Management
 - c. Parking
 - d. Education
 - e. Public Health
 - f. Community Protection
- 3.2. The working group will identify key points for the development of a borough wide school gate parking strategy.

4. Equalities Implications

- 4.1. The Equality Act 2010 protects children, young people and adults against discrimination, harassment and victimisation in relation to housing, education, clubs, the provision of services and work.

- 4.2. The public sector equality duty in Section 149 of the Equality Act requires public bodies, including local authorities and schools, to take active steps to eliminate discrimination and to do positive things to promote equality.
- 4.3. An Equality Impact Screening for the work of this group can be found at Appendix A.

5. Who else will contribute

- 5.1. In addition to lead officers and members contributions will be required from the following partners and stakeholders:
 - a. Education
 - b. Public Health
 - c. Community Protection
 - d. Children’s Services
 - e. Secondary Schools Forum
 - f. Primary Schools Forum
 - g. West Midlands Police
 - h. Transport for West Midlands

6. Timescale and Reporting Schedule

- 6.1. The following dates are based upon the need for the working group to be completed in the same municipal year:
 - a. Terms of Reference to be agreed virtually – 21 September 2022
 - b. Terms of Reference to be approved by Overview Scrutiny Committee – 4th October 2022
 - c. Final report – 16th March 2022 (to go to Cabinet 22nd March 2022)
- 6.2. If officer resource means that the dates provided cannot be fulfilled, a revised reporting schedule will be submitted to the Chair of Overview Scrutiny Committee for approval.

7. Risk Factors

- 7.1. The following table documents potential obstacles to the progress of the working group:

Risk	Likelihood	Mitigation
Input from officers will detract from service delivery.	Medium	Identify a manageable scope.
A lack of engagement from external partners.	Medium	Early engagement to provide the best opportunity to identify a mutually convenient time for input.

Appendix A – Equality Impact Screening

Title:	School gate parking working group	
Officer completing:	Kathryn Moreton	
Description of proposal and/or objective:	A members working group to consider the council's approach to the specific issue of school gate parking and explore the development of a borough wide strategy that establishes a suite of options for the management of school gate parking	
Screening Questions	Yes/No	Comments:
Could the impact of the report affect one group less or more favourably than another on the basis of:		
Age?	Yes	Improvements in school gate parking arrangements will be beneficial to children and young people attending the borough's schools both in respect to safety and air quality.
Disability?	Yes	Changes that improve the ease of access to school premises may be beneficial to children, young people and parents
Gender reassignment?	No	
Marriage or civil partnership?	No	
Pregnancy or maternity?	No	
Race?	No	
Religion or belief?	No	
Sex?	No	
Sexual orientation?	No	
If you have identified potential discrimination, are any exceptions valid, legal and/or justifiable?	Yes	The discrimination identified is positive in nature.
Is the impact likely to be negative?	No	
If yes, can it be avoided?	N/A	
Are there any alternatives that achieve the same objectives without the impact?	N/A	
Can the impact be reduced by taking a different action?	N/A	
If you have identified a potential discriminatory impact you will need to complete a full equality impact assessment.		
Is an EIA required:	No	

Smarter School Parking

Inconsiderate and dangerous parking around our schools puts children and others at risk.

We want your help to keep our children safe and to make a difference.

The law says

School Keep Clear markings

Do not PARK, WAIT or STOP on these under any circumstances, these are there to protect school entrances and leave a clear view of the street for everyone.



Double/single yellow lines

Do not PARK, WAIT or STOP on double yellow lines at any time or single yellow lines during restricted times.

Double parking

Vehicles parked in the middle of the road can cause an obstruction for all road users and restrict visibility; these vehicles can be prosecuted by the Police with a Fixed Penalty Notice (FPN) or Walsall Council with a Penalty Charge Notice (PCN).

Resident's driveways/dropped kerbs

Do not block pavements or driveways as this causes an obstruction. The Police can issue a FPN for this and the Council can also issue a PCN where a resident has signed up to the Council's 'Dropped Kerb Scheme'.

Junctions/Footpaths

Do not park within 10 meters of a junction as this restricts visibility, Police can issue a FPN for this. If parking is adjacent to yellow lines, the Council can also issue a PCN.

How can you help?

- ✓ Leave the middle of the road free for other users especially emergency services
- ✓ Make sure your child gets in and out of the car on the pavement side
- ✓ Check for cyclists and pedestrians before opening your doors
- ✓ Try not to reverse near a school if possible
- ✓ Keep your speed down as pedestrians may be crossing between parked cars
- ✓ Park away from the school and walk for the remaining 5-10 minutes
- ✓ Turn off your engine when parked. Idling vehicles outside schools can cause health problems, noise pollution and damage the environment

Walsall Council will continue to use the Camera Car to monitor parking on School Keep Clears. The Camera Car uses Automatic Number Plate Recognition technology to detect offences for review by Civil Enforcement Officers (CEO) prior to a Penalty Charge Notice being issued through the post. CEO patrols and local Police also run joint enforcement initiatives outside schools.

Please contact

- Local neighbourhood Police on **101** for any obstruction queries
- Parking Services on **01922 652433** for enforcement queries
- **A*STARS** team for general queries regarding sustainable travel and road safety



What is A*STARS

The A*STARS programme is a series of walking, cycling, scooting and road safety initiatives, along with training, expertise and support that is given to schools to help them to develop and promote safer, healthier lifestyle choices for all.

The programme promotes health and wellbeing by combining and providing road safety, health and sustainable travel education, training and awareness. It targets all educational establishments and school communities; supporting children's development at every stage from birth to adulthood.

The Benefits of the A*STARS Programme:

- Ensures that schools have access to road safety, sustainable travel, parking enforcement and other associated council traffic management and engineering services
- Offers a tailor made package of road safety and sustainable travel measures designed to suit an individual school's needs
- Offers free resources, training and support
- Raises awareness of road safety issues in and around school
- Provides opportunities to increase levels of physical activity
- Uses a dedicated A*STARS website to support and deliver the programme

Objectives:

- Increase the number of pupils using all forms of safer, sustainable travel on the journey to and from schools and provide evidence of modal shift
- Increase knowledge and understanding of healthy lifestyles, road safety and sustainable travel by providing education, training and encouragement
- Provide a safer, cleaner environment in the vicinity of schools to benefit everyone
- Enable schools to take ownership of the programme and promote its key messages to parents and the wider community

Targets:

Short term

- Increase walking and cycling
- Every school to participate in walking/cycling/road safety campaign
- Provide training and volunteering opportunities for adults
- Every school to have a dedicated school champion
- Every school to have student advocate groups to lead the programme (Sheriffs)

Long term

- Majority of schools registered on the A*STARS programme
- Increase walking and cycling levels by 1% per annum
- Increase the number of children between the ages of 10 and 16 participating in
- Bikeability Training in line with Department for Transport targets
- Every primary school participating in Child Pedestrian Training
- Educate young adults about the benefits of safer driving and sustainable travel



5 minute Walk Zone

Palfrey Infant and Junior School

5 Minute Walking Zones aim to encourage children and families to walk at least part of their journey to and from school.

This can help to increase opportunities for healthy exercise, reduce traffic and congestion around the school gate and improve the local environment for the whole community.

A★ Stars

Active Sustainable Travel and Road Safety



Walsall Council

www.astarswalsall.co.uk



Palfrey Infant and Junior School

A*STARS sheriffs at your school have helped to develop this scheme by walking the routes to prove that they only take five minutes!!

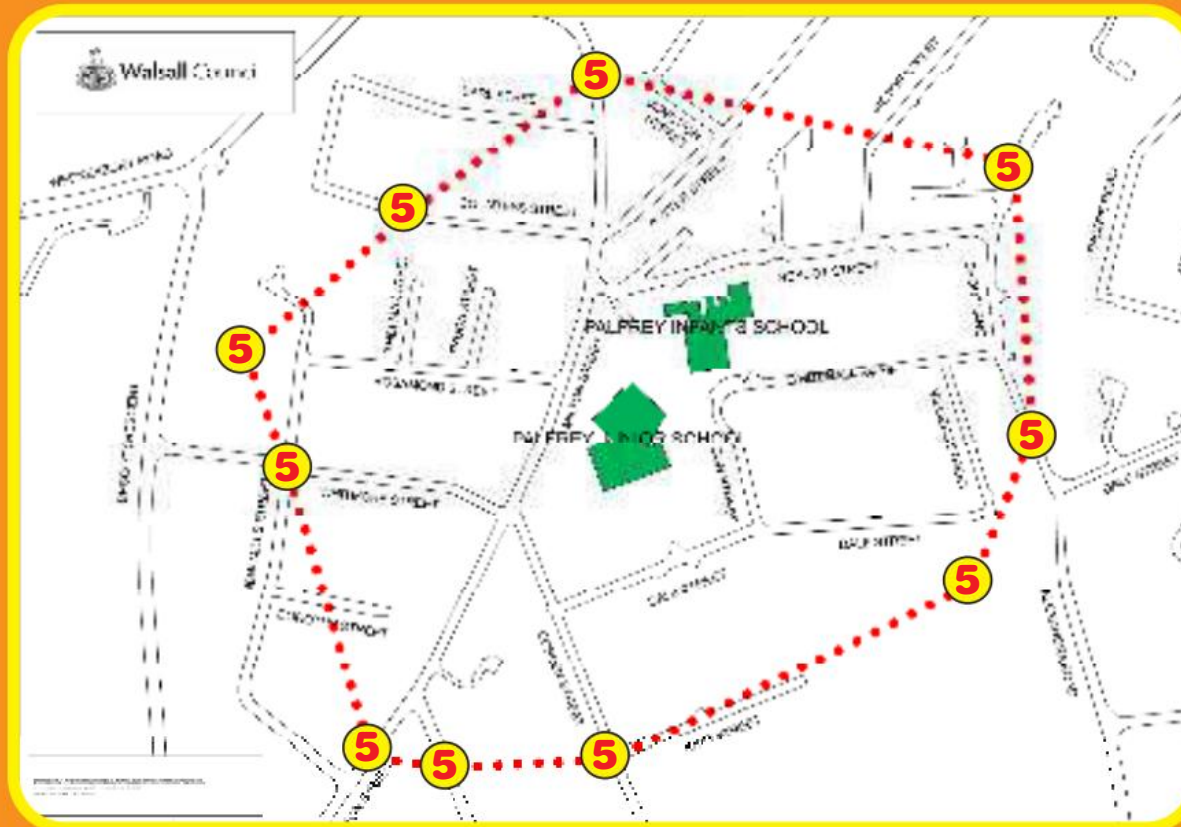
Your school has recently developed a **5 Minute Walk Zone** to encourage parents and children to change their habits by parking away from the school gates and walking the last part of the journey.

As you walk or drive around school, you will see green stickers attached to lamp posts showing where the **5 Minute Walk Zone** begins.

If you live inside the **5 Minute Walk Zone** you can walk, scoot or cycle to and from school every day.

If you live outside the Zone, try parking up where you see the stickers and travelling actively for the rest of the journey to school.

Not only does the Walk Zone keep the area around your school safer for children it also helps to develop better relationships with your neighbours and benefits the whole community.



Look out for the green stickers



Benefits of walking:

- Improve your **Fitness**
- Spend time with your **Family**
- Have great **Fun**
- Build **Friendships**
- Save our planet for the **Future!**

Need to drive? Why not car-share and use the 5 Minute Walk Zone.



Active Sustainable Travel and Road Safety

As you may be aware your school and the A*STARS team are trying hard to reduce congestion outside school. We hope by introducing the **5 Minute Walk Zone**, the journey to school will be easier, safer and encourage more parents to walk their children to school.

The A*STARS Programme is delivered by Walsall Council Road Safety and Sustainable Travel Team in partnership with Walsall Council Public Health. The programme promotes health and wellbeing by combining and providing road safety, health and sustainable travel education, training and awareness.

By working together, we can help to develop and promote safer, healthier lifestyle choices for all.

Fitness • Family • Fun • Friendship • Future



Visit www.astarswalsall.co.uk or email astars@walsall.gov.uk for more information



walk 4 life

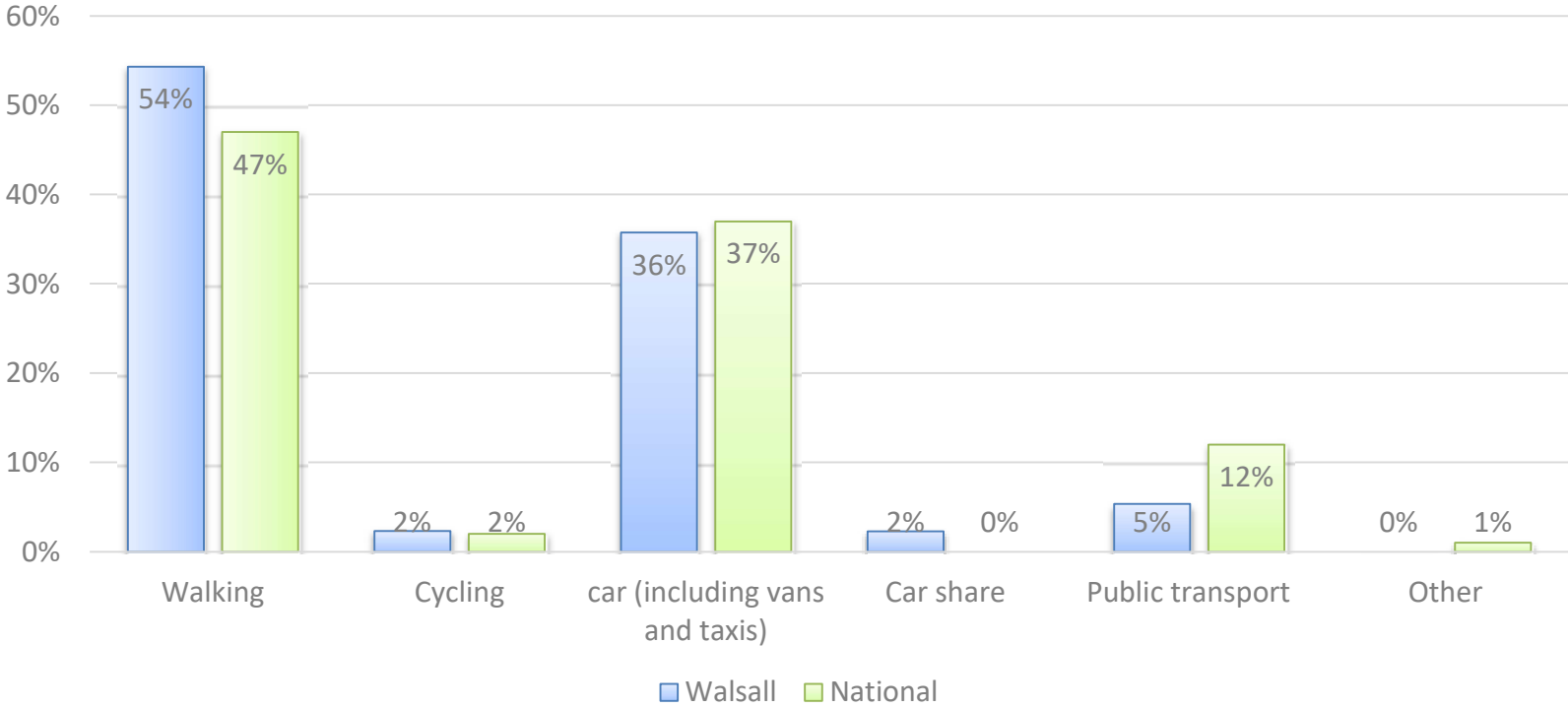


Walsall
Council











How children travel to school

Walsall figures compared to national figures



Traffic Restriction Orders Table

Measure	Explanation	Subject to consultation*?	Limitations	Timescale for implementation	Indicative cost per site
 <p>Double yellow lines</p>	Parking and waiting is restricted 24 hours a day, 7 days a week except for loading and unloading.	Yes	<ul style="list-style-type: none"> May simply displace the parking problems to adjacent thus moving rather than solving the problem. The requirement for an observation period of up to 10 minutes means that drivers often move on before a PCN can be legally issued. Imposes a restriction outside of peak school times and term times. Delivery of children who need to be escorted into school for whatever reason is classed as loading and unloading and is permitted according to TPT Blue badge holders are permitted to park for up to 3hrs 	18 months – 2 years	Up to £5,000
 <p>Single yellow lines</p>	Parking and waiting are not permitted at the times shown except for loading and unloading.	Yes	<ul style="list-style-type: none"> May displace the parking problems to other nearby roads which may be even less suitable. The requirement for an observation period of up to 10 minutes means that drivers often move on before a PCN can be legally issued. Imposes a restriction all year round including outside of term times. Delivery of children who need to be escorted into school for whatever reason is classed as loading and unloading and is permitted according to TPT Blue badge holders are permitted to park for up to 3hrs 	18 months – 2 years	Up to £5,000
 <p>Yellow kerb blips</p>	Loading and unloading is not allowed at all [double blips] or during the times shown single blips].	Yes	<ul style="list-style-type: none"> May displace the parking problems to other nearby roads which may be even less suitable. Blue badge holders are not permitted to park on double or single yellow lines where kerb blips are present. Imposes a restriction outside of term times. 	12 months [If double/ single lines are already in place]	Up to £5,000
 <p>Yellow zig zag lines</p>	Stopping or waiting is strictly prohibited during the prescribed times.	Yes	<ul style="list-style-type: none"> The maximum permitted length of the restriction is 43.56m as these markings are designed to preserve visibility around the school entrance. 	18 months – 2 years	Up to £5,000

Measure	Explanation	Subject to consultation*?	Limitations	Timescale for implementation	Indicative cost per site
	<p>School Streets</p> <p>A School Street is a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times.</p>	Yes	<ul style="list-style-type: none"> May simply displace the parking problems to adjacent thus moving rather than solving the problem. Cannot currently be enforced by the council. Once moving traffic contravention powers are confirmed, there will be an ongoing operating cost [revenue] for enforcement. 	12 - 18 months	£5,000 - £50,000
	<p>Increased parking enforcement</p> <p>Increase the number of Civil Enforcement officers working during peak school times.</p>	No	<ul style="list-style-type: none"> CEOs can only enforce where legal parking restrictions are in place. PCNs are intended to encourage compliance and not to generate sufficient income to fund service delivery. The presence of CEOs outside schools works more of a deterrent rather than accomplishing successful enforcement. CCTV vehicles are permitted to enforce SKC but are limited to the number of times a vehicle can drive by the restriction, and could possibly be seen to add to the congestion outside schools Increasing Parking Enforcement on SKC by CCTV static cameras is very successful. Once compliance is accomplished the CCTV camera can be moved to another school location. This is the only type of enforcement outside of schools which covers its running costs. 	6 months	£40,000 per CEO per year
	<p>Other engineering measures</p> <p>Increased investment in safer routes to schools schemes to mitigate the risk of vehicle - pedestrian conflicts.</p>	Yes	<ul style="list-style-type: none"> Unless new investment could be identified, investment in Safer Routes to schools would be at the expense of the Promotion of Community Health and Safety programme which is also oversubscribed. Engineering measures are permanent installations and therefore impact all traffic and not just the traffic at peak school times. Engineering measures usually have the greatest impact on accident reduction when delivered as part of area-wide safety schemes rather than focusing only on selected individual sites such as immediately outside a school. 	2 years	£5,000 - £150,000
	<p>Education and engagement</p> <p>Increased investment in road safety education and active engagement with schools.</p>	No	<ul style="list-style-type: none"> The success of road safety education is, in part, dependent on the level of engagement by schools and parents. 	3-6 months	Less than £1,000