

# Neighbourhoods & Sustainability



School Car Free Zones (S-CFZ's)

**Pilot**





# Summary

Glasgow City Council is committed to creating a safer, more pleasant environment for children to walk and cycle to school.

The number of licensed motor vehicles in Scotland has more than doubled from 1.3 million in 1975 to more than 2.9 million in 2016. Glasgow has the largest traffic volume of Scotland's local authorities.

This has obviously had an impact on how people travel and in 2016, approximately 50% of school children in the city travelled to school by active means, mostly by walking (45.7%) while a few cycle (2.8%) or skate/scooter to school (1.9%). Levels of walking to school have dropped by 10% since 2008 and 30% of children are driven to school, a much higher level than in other cities.

Research has shown there are various influences on a child's health and well-being which start at an early age, which includes, the neighbourhood and environment in which young children live and socialise.

Glasgow's Road Safety Unit actively promotes walking and cycling to school and last year alone over 1000 children took part in on-road cycle training and 40,000 children received some form of road safety activity or lesson.

However, despite our efforts to promote road safety and walking and cycling to school, the issue of poor road user behaviour and congestion continues to be of concern around many schools and has been well documented over the years.

There is public demand from parents and residents for School Car Free Zones, which build on the popularity of the 'School Keep-Clear' and 'Park and Stride' initiatives, which both encourage motorists not to park outside of school entrances. The School Car Free Zones concept goes one step further than these initiatives by banning motor vehicles from streets outside or around school entrances.

Road safety education, engineering and encouragement has made a difference, but with the continued use of the car in the school zone, still a cause for concern, further measures have to be considered.

**School Car Free Zones will form part of a suite of solutions under the traditional 4 E's of road safety, namely, education, engineering, encouragement and enforcement.**

## Background

[Council Plan 2017 to 2022 \(Priority 21\) - Proposal to investigate and pilot school street closures.](#)

Following an investigative period, which involved researching similar schemes in Edinburgh and identifying suitable schools in Glasgow, the council is now ready to progress with a pilot of School Car Free Zones at up to 7 schools.

School Car free Zones involve prohibiting traffic on streets outside or around school entrances at specific times. In creating the zones, it is hoped that, more children and their parents/carers will choose to walk or cycle to school and take part in other Road Safety Unit led projects such as park and stride.



School Car Free Zones will help encourage a more active lifestyle, increase the number of people walking and cycling to school at peak times, reduce car journeys and emissions, improve road safety, reduce child obesity and contribute towards improved neighbourhoods.

There is also demand for Car Free Zones from parents, residents, education staff and elected members. Their introduction will support existing school travel, walking and cycling initiatives being delivered by the Council's Road Safety Unit.

Glasgow's Road Safety Plan to 2020 outlines a vision, where no child is killed or seriously injured on our roads – the council is progressing well towards this vision - the introduction of Car Free Zones will improve the safety of children as they walk and cycle on the school route.

## Key Selection Criteria

The key selection criteria will evolve alongside the pilot and above all will require a willingness from education services, the school and the parent teacher council to support the scheme.

It should be noted, that the part-time closure of streets to traffic at school start and finish times, will not be appropriate for all schools and other interventions may be required.

### Current selection criteria for inclusion in the pilot are:

- **geographical spread throughout the city;**
- **the school's location on the road network;**
- **good infrastructure and provision for displaced traffic;**
- **historical evidence of high car use on the school journey;**
- **high level of congestion at school gates;**
- **historical evidence of complaints regarding school zone safety and school travel;**
- **current commitment to road safety/school travel matters i.e. active school travel plan; and**
- **number of permits required and number of residents affected by change.**

**In addition to the above criteria, the school entrance should not be on a bus route.**

The rationale behind the initiative is that the road network outside the school gate and in surrounding streets will be closed to vehicular traffic, except cycles and emergency vehicles for set periods each day during the school term. Schools with gates onto main roads which serve as bus or emergency service route will not be considered as the impact of diverting high volumes of traffic through adjacent residential streets could create additional safety issues. This will reduce the number of suitable schools to those with entrances on routes with no or limited through traffic.

Taking into consideration some or all of the criteria, including the geographical spread, 7 schools have been identified as suitable for inclusion in the pilot.



To evaluate the effectiveness of the scheme, before and after counts will take place on the number of parked/moving cars during school peak times and a hands up type survey will monitor the change in number of children walking/cycling to school.

Each school zone will be surveyed to ensure that all current standard signs and road markings are in place. The Road Safety Unit will also offer intensive support to each school during the pilot period - to create a new online school travel plan, to deliver pedestrian training to every child in the school and to deliver on-road cycling to every P6/7 pupil.

The school community has a large role to play in making any scheme a success by taking part in any activities organised by the Road Safety Unit. The school will be expected to promote the pilot through various social media channels i.e. website, SMS and email.

New leaflets and a Glasgow City Council FAQ page will be developed to help the school community and local residents understand the rationale behind the pilot and to seek their support.

## Measuring Success

Success will be measured through:

- a reduction in traffic congestion and speed around school gates as measured before and after traffic speed and volume surveys (traffic speed will only be measured where there was a historical issue of speeding)
- an increase in the number of children walking and cycling to school and a reduction in the number of car trips
- neighbourhood and stakeholder involvement feedback
- road network suitable

The following schools have been chosen due to their geographical spread as well as compliance with the set criteria.

### Broomhill Primary School

- vehicles manoeuvring outside the school entrance – three point turns
- parking on footway
- number of residents affected – low
- likelihood of school and community participation – high
- concerns raised by Parent Council (PC) Community Council (CC) and elected members
- school participates in road safety initiatives
- displacement issues anticipated - low



### Hillhead Primary School

- historical road safety issues
- narrow footway – children in carriageway
- number of residents affected – low to medium
- likelihood of school and community participation – high
- concerns raised by Parent Council (PC) Community Council (CC) and elected members
- school participates in road safety initiatives
- displacement issues anticipated - low

### Our Lady of the Rosary Primary School

- historical road safety issues
- narrow footway – children in carriageway
- number of residents affected – low
- likelihood of school and community participation – high
- concerns raised by Parent Council (PC) Community Council (CC) and elected members
- school participates in road safety initiatives
- displacement issues anticipated - medium

### Bankhead Primary School

- historical road safety issues
- cars obstructing drive-ways
- number of residents affected – medium
- likelihood of school participation – high
- likelihood of community participation - medium
- concerns raised by Parent Council (PC) Community Council (CC) and elected members
- school participates in road safety initiatives
- displacement issues anticipated – medium



### St Blane's Primary School

- historical road safety issues
- cars obstructing drive-ways
- number of residents affected – medium
- likelihood of school participation – high
- likelihood of community participation - high
- concerns raised by Parent Council (PC) Community Council (CC) and elected members
- school participates in road safety initiatives
- displacement issues anticipated - low

### Lourdes Primary School

- historical road safety issues
- inconsiderate parking and manoeuvres
- number of residents affected – low
- likelihood of school participation – high
- likelihood of community participation - medium
- concerns raised by Parent Council (PC) Community Council (CC) and elected members
- school participates in road safety initiatives
- displacement issues anticipated - high

### Toryglen Primary School

- historical road safety issues
- inconsiderate parking and manoeuvres
- number of residents affected - medium
- likelihood of school participation - high
- likelihood of community participation - high
- concerns raised by elected members
- school participates in road safety initiatives
- displacement issues anticipated - low



The proposed car free zones are shown in [Appendix A](#)

## Consultation

Following authorisation for the pilot to commence, an extensive consultation period will begin which will involve direct engagement with Education Services, Head Teachers, Parent Council, Community Councils, Elected Members, Police Scotland and all parents, residents and businesses affected by the change. It is hoped the consultation period will take no more than 8 weeks to complete.

A summary of the completed consultation will be made available on request.

Police Scotland (Head of Roads Policing) have agreed in principle to support the scheme and this will be formalised as part of the consultation.

## Experimental Traffic Regulation Order (ETRO)

School Car Free Zones will require the creation of an Experimental Traffic Regulation Order (ETRO) prohibiting vehicular traffic during specified time periods. It is therefore proposed to promote an ETRO at the pilot schools, prohibiting vehicular traffic during specified time periods, for a maximum period of 18 months. It is anticipated that the closure will be around 30 minutes at school entry and exit times.

The ETRO will be written and progressed during the consultation period.

The zones would also require the erection of entry signage and advanced warning signage to prevent vehicles entering the street. Additional advertising signage will be utilised by the Go Safe Glasgow road safety partnership.

The pilot will NOT include 'flashing lights' but will instead indicate that the hours of operation are during school term only – this will be reviewed following the pilot. All new signage to be authorised by Transport Scotland.





*The proposed signage is shown in Appendix B*

### Identified Risks

- lack of enforcement;
- insufficient community support;
- non-compliance by motorists; and
- no change in parental behaviour.

These risks will be managed by the appointed project co-ordinator.

### Equalities Impact

An Equalities and Rights Impact Assessment will be undertaken in parallel with the consultation process. The consultation process will ensure that all representative groups are fully engaged with, and that any proposed changes are fully inclusive of all user groups.

The scheme will support access for blue badge holders and will greatly enhance the environment for all road users, with low traffic movement and clearer footways.

### Finance

Funding for the scheme has been allocated through Cycling Walking Safer Streets (CWSS) and the Traffic and Road Safety budget.



## Delivery Timescales

Action	Method	Completion Date	Responsible
Street Evaluation/School Hands Up	Counts/Survey		G. Cairns (GC)
Neighbourhoods and Sustainability Directorate + Executive Member Approval	Direct Meeting		M. Brady (MB)
Education Services Directorate + Executive Member M Approval	Direct Meeting		MB
Local Ward Members Approval	MLU EMAIL		MB
Police Consultation	Direct Meeting		GC
Community Council Approval	Direct Meeting		SD
Head Teacher /Parent Council Consulted	Direct Meeting		GC
Residents Consulted	Leaflet Drop and Community Meeting @School		GC
Residents permits designed and passed to CBS for administration set up	Direct meeting		MB
Draft Experimental Traffic Regulation Order (ETRO)Tech Feasibility	Standard		CN
ETRO – Public Consultation	Standard		CN
ETRO – Make Order	Standard		CN
ETRO - Implement	Standard		CN
S-CFZ's LIVE	Standard		MB

**Traffic and Road Safety Group Manager – Michael Brady**

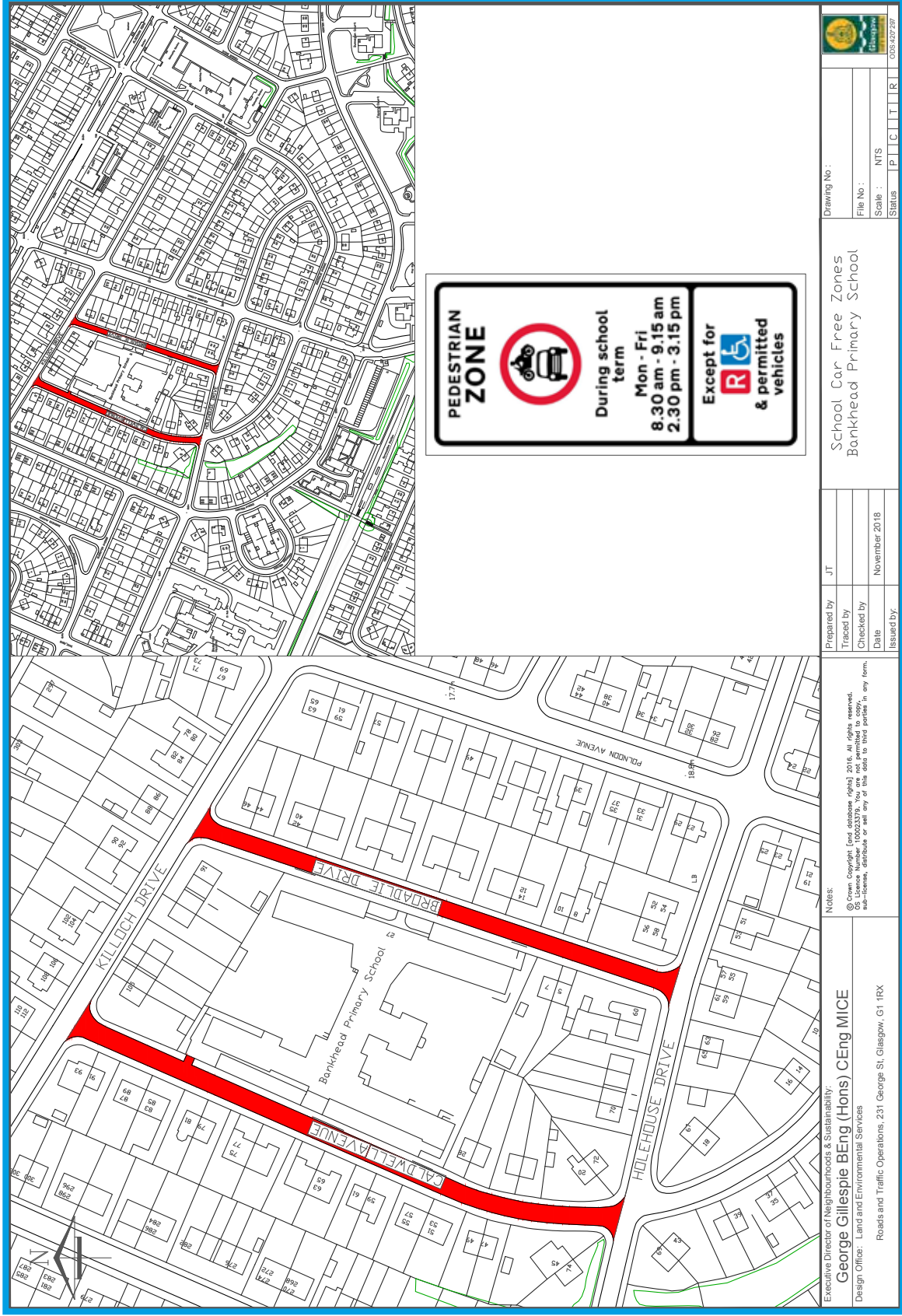
**email:** [michael.brady@glasgow.gov.uk](mailto:michael.brady@glasgow.gov.uk)

**Report by George Cairns, Road Safety Development 0141 287 9043**

**email:** [george.cairns@glasgow.gov.uk](mailto:george.cairns@glasgow.gov.uk)

Appendix A

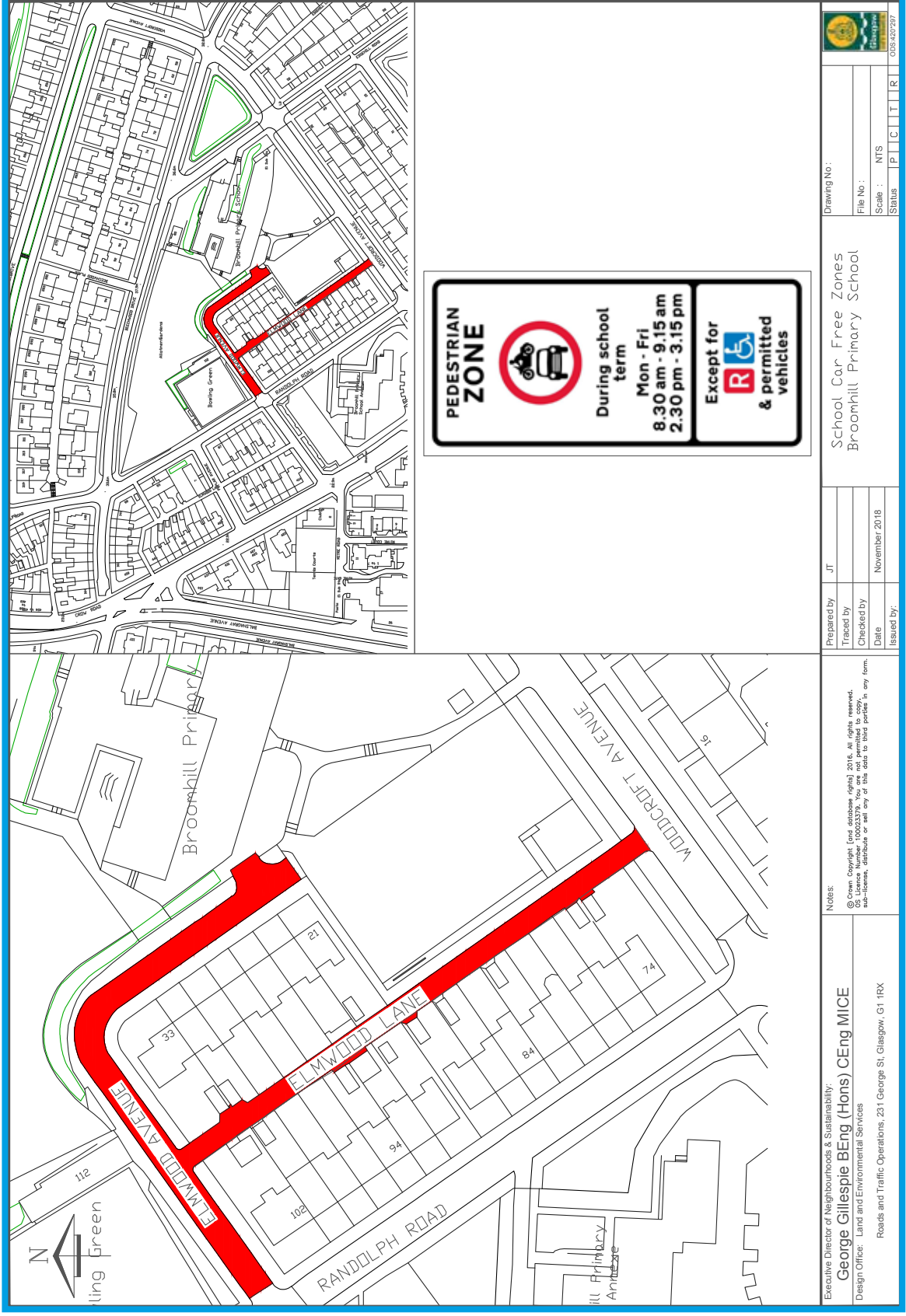
**Bankhead**



Executive Director of Neighbourhoods & Sustainability: <b>George Gillespie BEng (Hons) CEng MICE</b> Design Office: Land and Environmental Services Roads and Traffic Operations, 231, George St, Glasgow, G1 1RX	Prepared by: JT Traced by: Checked by: Date: November 2018 Issued by:	Drawing No.: File No.: Scale: NTS Status: P C T R
	School Car Free Zones Bankhead Primary School	

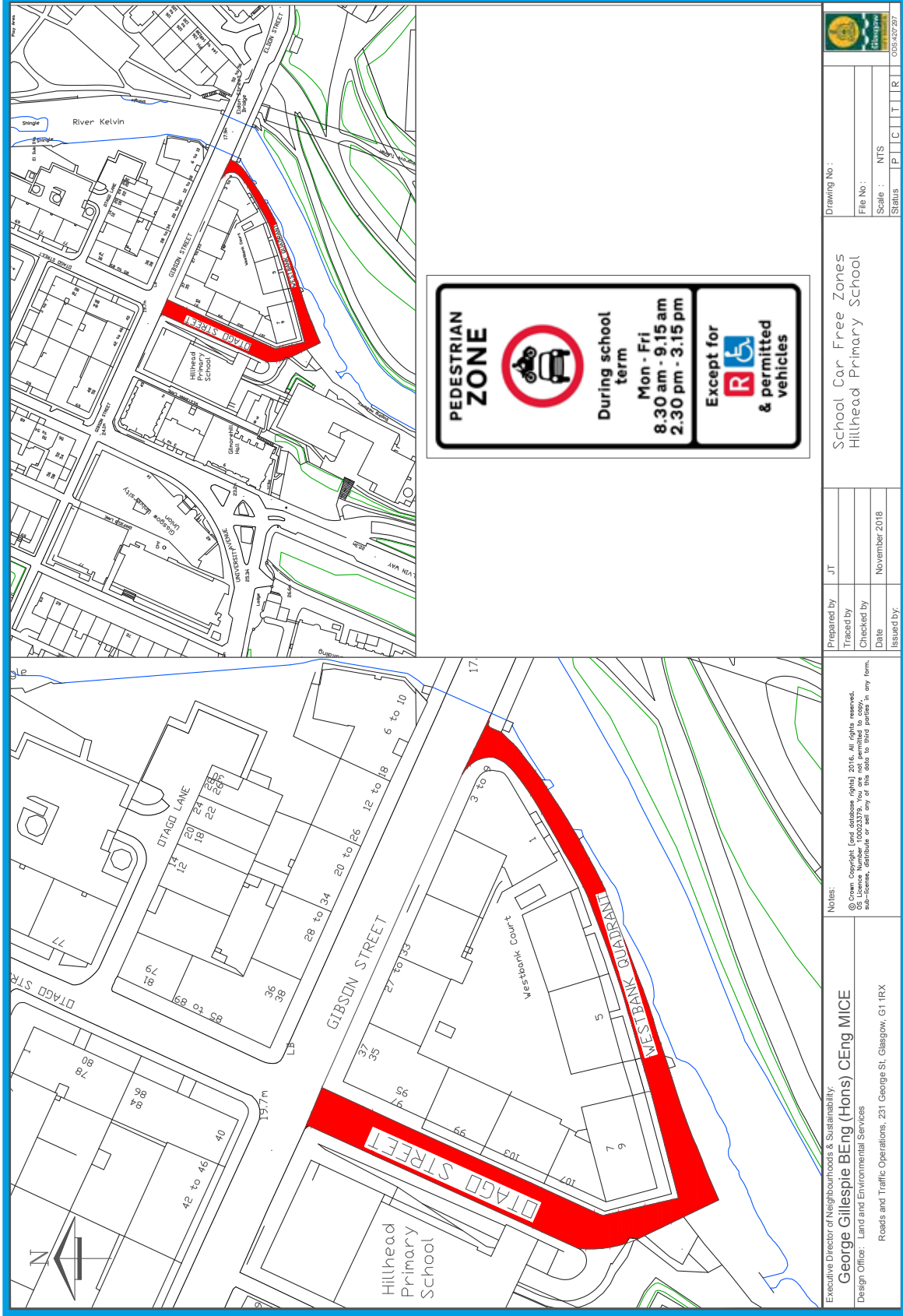
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# Broomhill PS



Appendix A

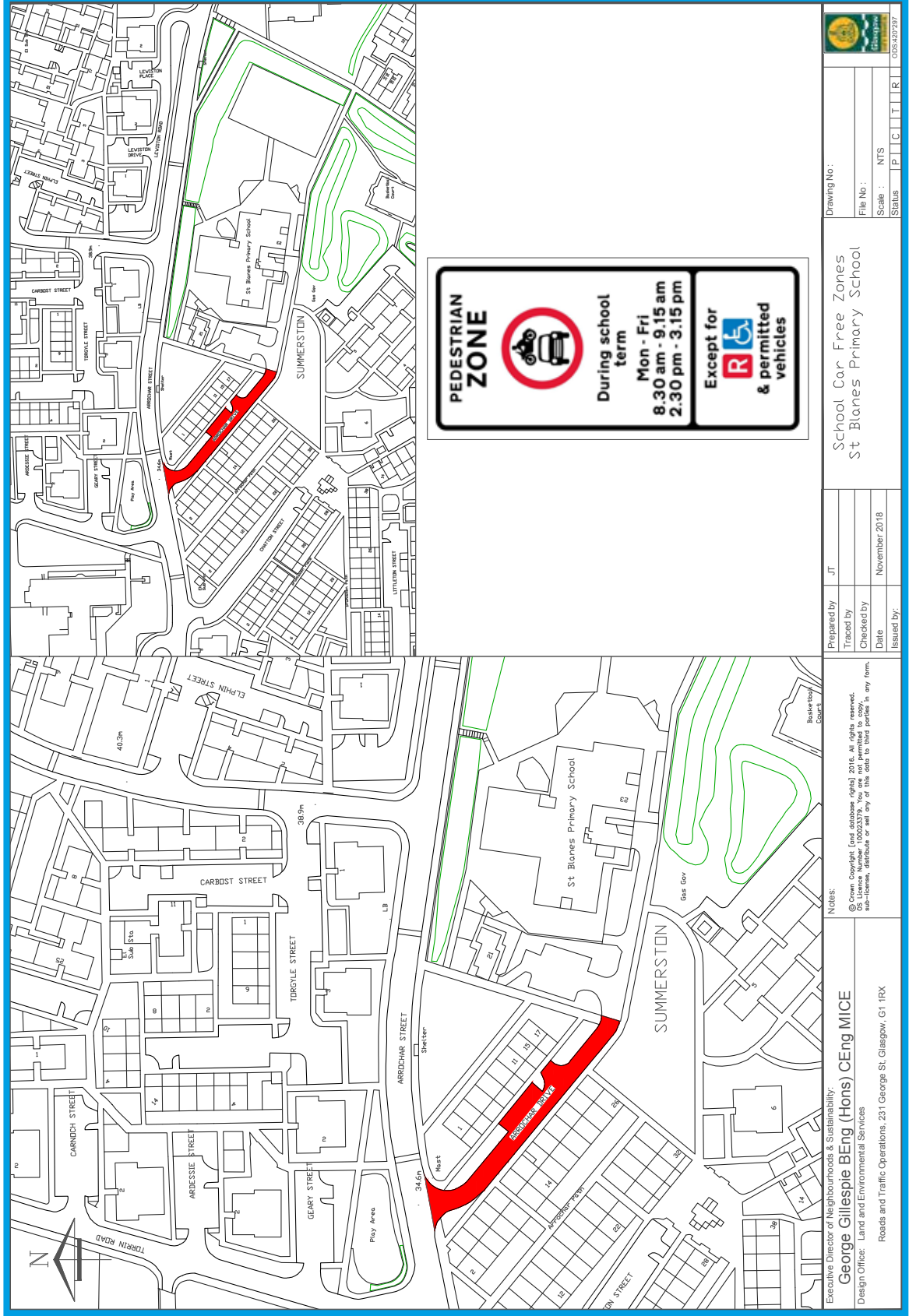
Hillhead PS



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Appendix A

St Blane's PS



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Appendix A

# Our Lady of the Rosary

**PEDESTRIAN ZONE**

**During school term**  
**Mon - Fri**  
**8.30 am - 9.15 am**  
**2.30 pm - 3.15 pm**

**Except for**  
**& permitted vehicles**

**Notes:**

Executive Director of Neighbourhoods & Sustainability:  
**George Gillespie BEng (Hons) CEng MICE**  
 Design Office: Land and Environmental Services  
 Roads and Traffic Operations, 231 George St, Glasgow, G1 1RX

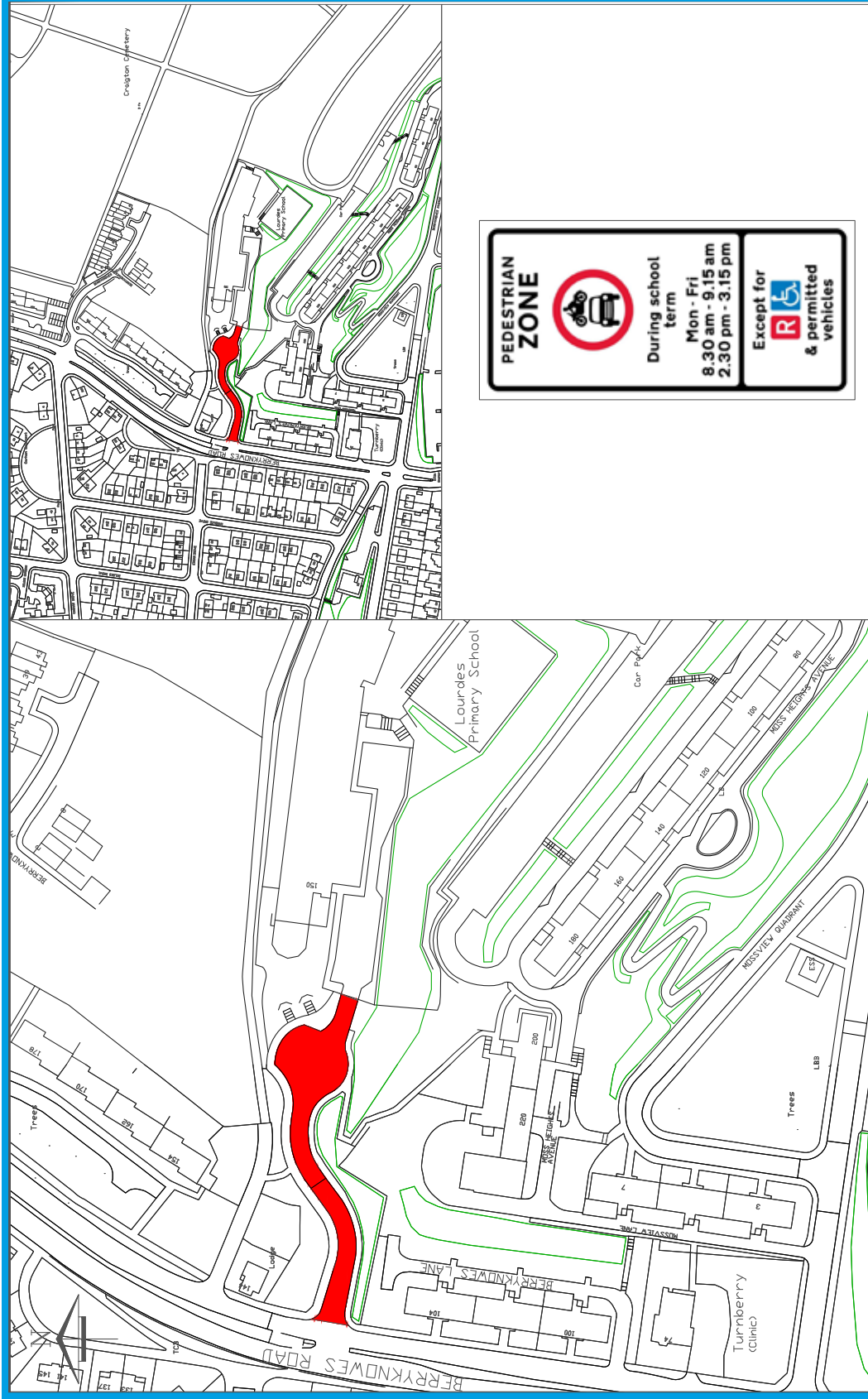
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Date	November 2018	Status:	P   C   T   R
Issued by:			

School Car Free Zones  
 Our Lady of the Rosary Primary School  
 CBS-4207-207

# Lourdes PS

## Appendix A



**PEDESTRIAN ZONE**

**During school term**  
**Mon - Fri**  
**8.30 am - 9.15 am**  
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**Except for**  
  
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<p>School Car Free Zones          Lourdes Primary School</p>	



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Appendix A

**Toryglen PS**

