



**Glasgow City Council**

**Environment, Sustainability and Carbon  
Reduction City Policy Committee**

**Report by Executive Director of Neighbourhoods and  
Sustainability**

**Contact: Kevin Hamilton Ext: 74222**

**Item 3**

**8th September 2020**

**SCHOOL CAR FREE ZONE PROJECT (SCFZ) – PHASE 2**

**Purpose of Report:**

To update Committee on the current pilot of the SCFZ project and provide an outline of Phase 2.

**Recommendations:**

Members are asked to note the contents of the report.

Ward No(s):

Citywide: ✓

Local member(s) advised: Yes  No  consulted: Yes  No

## 1 Introduction

- 1.1 The purpose of this report is to update Committee on the School Car Free Zone (SCFZ) pilot and outline Phase 2 which provisionally covers 21 schools and is being accelerated through the Spaces for People programme in light of the Covid-19 pandemic as reported to the [City Administration Committee](#) in June.

## 2 Background

- 2.1 Neighbourhoods and Sustainability (NS), with the support of Education Services, introduced an 18 month SCFZ pilot project at 6 primary schools within the city in August 2019. These zones are currently covered by an 18 month Experimental Traffic Regulation Order. It is our intention to promote a permanent Traffic Regulation Order for the 6 pilot schools.
- 2.2 The evaluation of the pilot project is still on-going, however, early indicators show that the project has successfully reduced the number of cars within the school zones and has led to an increased demand for safe active travel education, training and support. See **Appendix A** for the results of the 2019 parking survey.
- 2.3 Furthermore, a recent and comprehensive research document, published by Edinburgh Napier University, has concluded that SCFZ's have a positive impact on the perception of road safety, active school travel and the promotion of active travel in the wider community. The document can be viewed at <https://www.napier.ac.uk/about-us/news/school-street-closures>
- 2.4 The introduction of the Phase 2 zones will also provide additional COVID-19 support to head teachers to improve physical distancing measures at the respective school gates.

## 3 Restriction

- 3.1 Vehicles are not be permitted to drive in, out or around the streets within each zone, when the zone is in operation. However, blue badge holders and other permitted vehicles, such as those providing health and social care, are exempt from the prohibition. In addition, permits are issued to residents who reside within a zone. School staff are not exempt and must be in the zone before the restricted period begins and can only exit when the restricted period ends.
- 3.2 At the entrances to each zone there are large signs which indicate when the scheme is in operation – see **Appendix B**.
- 3.3 The prohibition of vehicles is for a set period of time. The exact length of the prohibition can vary from school to school depending on their start/finish times but tends to be from 08:30 to 09:15 and from 14:30 to 15:15 hours. The zones only operate during school term times.

3.4 As the offence committed is a moving traffic offence, it can only be enforced by Police Scotland. The penalty for ignoring the prohibition is currently a £50 fine. Enforcement is carried out by the police commensurate with their other duties.

## **4 Phase 2**

4.1 Following on from the early success of Phase 1, the planning for Phase 2 was brought forward through the Spaces for People programme. This involved the survey of 34 schools which had either requested or been nominated for a SCFZ or had been identified by NS as meeting the criteria.

4.2 Of the 34 schools, 21 were considered suitable to progress to the next stage, in that they met the criteria and, that the introduction of a zone would have little or no impact on traffic management, traffic displacement or road safety. See **Appendix C** for the list of 21 schools.

4.3 Future phases of the SCFZ programme will be brought to Committee as appropriate.

## **5 Next Steps**

5.1 The next step is to engage in detailed discussions with Education Services to invite the 21 schools to agree to participate in the scheme. The invitation to take part is viewed as the most appropriate manner in which to progress the scheme as the measures implemented require the full support of the head teacher, staff and school community.

5.2 Head teachers will receive full and personal support from NS staff to help them decide whether or not they wish to take part in the scheme and thereafter to support them through the communications process.

5.3 A communications programme will involve notification to all key stakeholders including, elected members, community councils, parents, residents, businesses and Police Scotland.

5.4 In order to expedite the Phase 2 zones through the Spaces for People programme, they will be implemented using a Temporary Traffic Regulation Order, valid for 18 months. This procedure, in line with other Spaces for People projects, allows quicker implementation of the schemes, with reduced consultation compared with the formal consultation associated with a permanent Traffic Regulation Order. Before any schemes can be made permanent, a full Traffic Regulation Order will need to be promoted and this will be undertaken before the expiry of the Temporary Traffic Regulation Orders.

5.5 It is expected that the programme of work, including the Temporary Traffic Regulation Order process, communications, sign manufacturing and installation, permit allocation and community liaison will take in the region of 8 - 10 weeks.

## 6. Policy and Resource Implications

### Resource Implications:

*Financial:* To be met from the Spaces for People external grant.

*Legal:* Roads (Scotland) Act 1984, Road Traffic Regulation Act 1984.

*Personnel:* Existing staff, including a new 12 month externally funded support officer.

*Procurement:* As per GCC guidelines.

**Council Strategic Plan:** A vibrant City: Glaswegians are active and healthier.

A Healthier City: Glasgow is healthier our services are focused on early intervention and prevention citizens and communities are more self-reliant for their health and wellbeing.

A Sustainable and Low Carbon City: we have more sustainable, integrated transport networks across the city and less congestion citizens use active travel including walking and cycling.

Also supports forthcoming Local Transport Strategy and Road Safety plan to 2030.

More specifically, the proposal supports priorities 55 and 59.

### Equality and Socio-Economic Impacts:

*Does the proposal support the Council's Equality Outcomes 2017-21*

Generally supportive of the stated outcomes.

*What are the potential equality impacts as a result of this report?*

An EQIA screening has been undertaken - the proposed new policy will have a positive impact.

*Please highlight if the policy/proposal will help address socio economic disadvantage.*

This proposal will help the socio economically disadvantaged, as they are more likely to be the victims of road traffic accidents and more likely to suffer from obesity and poor health.

**Sustainability Impacts:**

*Environmental:*

The proposal will have a positive environmental impact.

*Social, including Article 19 opportunities:*

The proposal will encourage walking, cycling and wheeling.

*Economic:*

N/A

**7. Recommendations**

Members are asked to note the contents of the report.

Table (a) shows the percentage reduction in car use within the zones during the morning and afternoon periods over a random 2 day survey in 2018 prior to the introduction of the zone and again in 2019 after the zone had been introduced.

Table (a)

<b>School</b>	<b>2018 (AM)</b>	<b>2019 (AM)</b>	<b>2018 (PM)</b>	<b>2019 (PM)</b>	<b>% Change AM</b>	<b>% Change PM</b>
<b>St Blane's</b>	<b>18</b>	<b>6</b>	<b>9</b>	<b>8</b>	<b>-66</b>	<b>-11</b>
<b>Broomhill</b>	<b>20</b>	<b>0</b>	<b>17</b>	<b>8</b>	<b>-100</b>	<b>-47</b>
<b>Lourdes</b>	<b>74</b>	<b>13</b>	<b>30</b>	<b>1</b>	<b>-82</b>	<b>-97</b>
<b>OLR</b>	<b>87</b>	<b>38</b>	<b>61</b>	<b>27</b>	<b>-56</b>	<b>-56</b>
<b>Bankhead</b>	<b>32</b>	<b>11</b>	<b>28</b>	<b>8</b>	<b>-65</b>	<b>-71</b>
<b>Hillhead</b>	<b>45</b>	<b>4</b>	<b>37</b>	<b>17</b>	<b>-91</b>	<b>-54</b>

## Appendix B



## Appendix C

Battlefield Primary
Blairdardie Primary
Cadder Primary
Carntyne Primary
Crookston Castle Primary
Gowanbank Campus
Hyndland Primary
Kelvindale Primary
King's Park Primary
Merrylee Primary and Our Lady of the Annunciation
Mosspark Primary
Parkview Primary
Scotstoun Primary
St Angela's Primary
St Anne's Primary
St Bernard's Primary
St Fillan's Primary
St Paul's Primary Shettleston
St Paul's Primary Whiteinch
Dunard Primary