



The Glasgow City Council
(School Streets, Glasgow)
(Prohibition of Motor Vehicles) (Traffic Regulation)
Order 2024

Report

The Temporary Traffic Regulation Order (TTRO) which covers phase 5 of the School Car Free Zone / School Streets scheme expired in 2024 and the Council now proposes to make this Order permanent.

The introduction of this permanent Traffic Regulation Order (TRO) would continue to improve road safety in the immediate vicinity of the affected schools by reducing congestion and minimising the number of vehicles permitted to travel on these roads at the beginning and end of the school day.

The restrictions of the proposed Order would apply to all vehicles, excluding emergency services, residents which will be issued permits, essential care providers and contract taxis engaged to transport pupils requiring additional support for learning. Pedal cyclists and disabled persons blue badge holders will also be exempt from the restrictions.

Due to the success of the previous 4 phases, those Orders have now been made permanent and it is the Council's intention for this Order also to be made permanent due to its success.

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 Streets / 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 Streets 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.

Glasgow City Council's Council Plan 2017 to 2022 (Priority 21) included the following - Proposal to investigate and pilot school street closures.

Glasgow City Council's Local Transport Strategy includes a high level objective within Improving Road Safety. This is :-

- To improve the safety and the actual and perceived security of travelling within the City by reducing accidents and enhancing the personal security of all users of the transport network.

To achieve this objective the Council has agreed the following transport policy which is relevant to this proposal, as follows:-

- Continue with a holistic approach to road safety work, integrating engineering, education, enforcement and encouragement and evaluation.

The policy stated above can be achieved by:-

- Permanently introducing these 'Car Free Zones' in streets around schools to reduce the number of vehicles in the area at the start and end of the school day, thus encouraging parents to take an alternative, more active commute.

Specifically, these proposals have been designed in line with the policies above and seek to contribute to achieving these objectives by:-

- Improving road safety by minimising the number of vehicles in the immediate vicinity of the schools, which in turn will make the areas safer for both local residents and pedestrians.

Each element of the proposal is detailed below:-

Prohibition of Motor Vehicles

This restriction is proposed for non-residential vehicles that do not form part of the exceptions section mentioned within the report.