
SERVICE UPDATE

<u>Name of Cluster:</u>	Strategic Place Planning
<u>Date:</u>	December 2025
<u>Title of Update:</u>	School Streets Pilot
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UPDATE:

Committee Approval

At their meeting on 21st January 2025, Members of the Net Zero, Environment and Transport Committee instructed officers to invite applications from suitable schools for a School Streets pilot, and to report back to this Committee within twelve months with the level of interest received, and any proposed next steps

As was reported to the NZET Committee on 9th September 2025, an Expression of Interest form for a School Street Pilot was issued to all schools in the City in April 2025. Seven primary schools submitted an Expression of Interest by the application deadline, with an eighth primary school expressing interest shortly afterwards. The Committee instructed Officers to:

- 1) consult with the Convenor and Vice Convenor of the Net Zero, Environment and Transport Committee and the Convenor and Vice Convenor of the Education and Children's Services Committee, to determine which school would be most suitable to take forward as a School Streets Pilot project, and this decision to be informed by the criteria set out in the report presented to the 21st January 2025 Net Zero, Environment and Transport Committee on implementing suitable schemes; and
- 2) advise local Ward Members when the school selected to take part in the School Streets pilot was determined; and
- 3) Bring a Service Update on progress of the Schools Street pilot back to this Committee by the end of 2025.

School Streets Pilot – Project Background

School Streets encourage children and young people to walk, wheel and cycle to school by introducing temporary traffic restrictions on the street outside a

school during peak drop-off and pick up times. Residents, blue badge holders and emergency services continue to be able to access the School Street during restriction times. As a result, streets outside a school become safer, cleaner, and calmer environments.

The concept is firmly established in other areas of Scotland, the UK and Europe, with evidence that School Streets result in:

- reduced car traffic around schools;
- increased feelings of safety on the journey to school;
- improvement in air quality on affected streets; and
- increased levels of physical activity, with more pupils walking, wheeling and cycling to school.

In May 2023, Aberdeenshire Council successfully trialled the School Streets approach at South Park Primary School in Fraserburgh. In addition to the benefits listed above, the trial resulted in increased feelings of confidence amongst parents when their children travelled independently to school.

School Streets Pilot – Selection Process

8 schools – Culter School, Ferryhill Primary, Glashieburn School, Greenbrae School, Greyhope School, Kingswells School, St. Joseph's RC School, and Sunnybank School – submitted an Expression of Interest form along with information about the following:

- i) reasons for implementing School Streets measures;
- ii) confirmation of the school's commitment;
- iii) whether the school had consulted parents and residents as well as knowledge of their support;
- iv) whether there are Park & Stride opportunities nearby;
- v) if there is a history of road accidents;
- vi) if there is a high volume of traffic;
- vii) whether the school has an up-to-date travel plan; and
- viii) whether the school undertakes activities that encourage active journeys to school.

Wider social, environmental and economic factors that impact active journeys to school were also considered in line with the [School Streets Guidance](#), published in 2024 by Active Travel England and the Department for Transport. Google Maps, Aberdeen City Council's Portal for ArcGIS, the Hands Up Scotland Survey (HUSS), and the Scottish Index of Multiple Deprivation ([SIMD, 2020](#)) also supplemented this analysis by answering the following questions:

- i) is the school on a major road or bus route?
- ii) is constant motor vehicle access required?
- iii) are there alternative routes for through traffic?
- iv) is the school in an air quality management area?
- v) is the school in an area of deprivation?
- vi) are there high levels of active travel for school journeys?

The questions above were condensed into 8 criteria relating to the deliverability and implementation of School Street measures. To ensure that the School Streets Pilot is deliverable, the school's location was evaluated in terms of it being i) on a major road or bus route, ii) if constant vehicle access is required, iii) the availability of alternative through-traffic routes. Implementation focuses on i) commitment from the school, ii) the potential for modal shift, and iii) the identification of Park & Stride opportunities.

The analysis concluded that a School Streets Pilot is both deliverable and implementable at Greenbrae School and Greyhope School. In addition, there is a significant opportunity to support modal shift at Greenbrae School by reducing the number of car journeys and increasing the number of walking, wheeling and cycling journeys. There is also potential for School Streets to have wider benefits, for example by supporting the whole system approach to healthy weight and healthy lifestyle interventions, as discussed in the [LOIP 2025/26](#).

A School Street Pilot is also both deliverable and implementable at Ferryhill Primary. However, as this school is reallocated to Walker Road for the duration of 2025/26, Officers recommend postponing a decision for Ferryhill Primary.

A lack of alternative through-routes for road traffic at Culter School, Kingswells School and Sunnybank School impacts the deliverability of a School Streets approach. In addition, access to medical facilities and businesses near to Kingswells School and Sunnybank School need to be maintained. Officers have offered to work with Culter School, Kingswells School, and Sunnybank School to support and promote alternative approaches that can facilitate active journeys to school.

Conditions at Glashieburn School and St. Joseph's Primary are not conducive to a School Streets approach due to being located on a major road and bus route where constant vehicle access is required. Although Glashieburn School and St. Joseph's Primary are not recommended for the School Streets Pilot, Officers have offered to work with these schools to support targeted interventions that address safety concerns and increase active journeys to school.

Officers shared the findings of this assessment with the Convenor and Vice Convenor of the Net Zero, Environment and Transport Committee as well as the Convenor and Vice Convenor of Education and Children's Services Committee. Convenors and Vice Convenors agreed that Greenbrae School and Greyhope School are the most suitable schools for delivering the School Streets project.

Local Ward Members were advised which schools would take part in the School Streets Pilot project in October 2025.

School Streets Pilot – Next Steps

The 8 schools that submitted an expression of interest form were contacted on 20th October 2025 to explain the outcome of their application. The six schools that are not being taken forward for the School Streets Pilot were encouraged to reach out to Officers to discuss alternative measures that can support active journeys to school. Greenbrae School and Greyhope School were invited to meet with Officers to discuss next steps.

The timing and extent of School Streets closure zones were discussed and agreed with Head Teachers at both Greenbrae School and Greyhope School. Greenbrae Crescent and Greenbrae Walk will be included in the closure zone at Greenbrae School, which will be in operation from 08:30 to 09:15 and from 14:30 to 15:15 during term time. North Grampian Circle and Oscar Place will be included in the closure zone at Greyhope School, which will be in operation from 08:30 to 09:15 and from 14:45 to 15:30 during term time.

Our proposals for a School Streets Pilot in Aberdeen were discussed with Police Scotland on 26th November 2025, when they confirmed their support for School Street interventions. We agreed that a soft approach to enforcement coupled with strong promotional and behaviour change activities, such as road safety awareness, was preferred. The scheme will be enforced by Police Scotland, but no fines will be issued as a result of entering the closure zone without a permit. Regular communications from the school will remind the school community about the project objectives and reinforce the benefits of creating a safer, cleaner and calmer environment for children and young people when journeying to school.

A leaflet was produced for both Greenbrae School and Greyhope School with information about the closure zones, including a map and timings (see Appendices 1 and 2). This leaflet was distributed to parents and carers, as well as Parent Councils, residents and Community Councils on 4th December 2025. The leaflet contains an invitation for people to email Officers via the Transport Strategy and Programmes Team mailbox with any comments or queries, to which Officers will respond. The same information is also available on Aberdeen City Council website (<https://www.aberdeencity.gov.uk/services/education-and-childcare/school-life/school-streets>).

As well as responding to each enquiry, Officers will use the feedback received from residents, the school community and Community Council's to inform the decision-making process with regards to which school, either Greenbrae School or Greyhope School, will progress with the School Street Pilot. It is anticipated that the school with the least number of issues highlighted by the community and / or where the greatest level of community support is evident, will be ready to progress with the School Streets Pilot. Where issues are identified by the community, Officers will delay progressing with School Streets in favour of working with the school to identify solutions. Officers aim to make a decision on the school which will formally progress to the pilot in January 2026.

Officers will consult with colleagues in the Roads Team in January 2026 to determine the best option of delivery of the measures for the school selected, with a view to implementing a closure zone in spring/summer 2026. This will include formal consultation lasting no less than 21 days with residents and the school community as well as Police Scotland and other statutory consultees, such as relevant community councils, Disability Equity Partnership, and Aberdeen Cycle Forum. The trial period is expected to last no longer than 12 months, at which point a decision will be made regarding the continuation of School Streets. Officers anticipate presenting a report to the NZET Committee in late 2026, with an initial evaluation of the pilot scheme.

Appendix 1

Greyhope School Leaflet



School Streets Pilot at Greyhope School

Greyhope School and Aberdeen City Council are exploring opportunities to introduce a School Street in your area. School Streets involve restricting motorised traffic on the street outside a school during peak drop-off and pick-up times. The objective is to make it easier and safer for children to walk, wheel and cycle for school journeys.

A School Streets approach at Greyhope School would introduce changes on North Grampian Circle and Oscar Place so that they become a pedestrian and cycle only zone from 8:30am to 9:15am and from 2:45pm to 3:30pm during term time. Residents of North Grampian Circle and Oscar Place would continue to have access during closure times and are expected to experience the benefits of the scheme in terms of less congestion and general improvements to the street environment.



Why are these changes being proposed?

Aberdeen City Council are committed to making roads safer for everyone living, working and visiting Aberdeen. This includes creating environments that encourage more walking and cycling. Greyhope School has been selected to explore whether a School Streets approach could improve road safety at the school gate.

By encouraging fewer car journeys to school, School Streets typically lead to:

- Reduced danger from traffic
- Increased levels walking and cycling as well as more active lifestyles for pupils
- Reduced congestion and pollution from vehicles waiting with their engines running

What is the proposed scheme?

- North Grampian Circle and Oscar Place would be made a pedestrian and cycle only zone between 8:30am and 9:15am as well as 2:45pm and 3:30pm on school days.
- Access for residents would be maintained for vehicles which register for an exemption permit.
- Other vehicles driven by visitors, parents and delivery drivers would not be permitted to enter the zone during the closure, although those requiring direct access to the school (as a result of mobility problems, for example) would be exempt from the road closure.
- All vehicles that are already in the zone during operational times would be able to exit the zone.
- As part of the scheme, alternative drop-off arrangements (Park & Stride) would be made for the few who still need to travel by car some of the way but who are able to walk a short distance to the school as part of their journey.
- Signage would be installed at entrances to the zone on North Grampian Circle and Oscar Place.
- The scheme would be implemented in Spring 2026.
- The pilot would run for twelve months.
- During the 12-month pilot, a decision would be made on whether to make the School Street permanent.

If you have any comments or questions on the proposals at this stage, please email TransportStrategy@aberdeencity.gov.uk Before implementing any proposed changes, we will be formally consulting affected residents via the Traffic Regulation Order (TRO).

Aberdeen City Council's School Streets Pilot is part of the Nestrans' People and Place Programme for 2025/26, which is fully funded under the Scotland-wide People and Place Programme from Transport Scotland.

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School Streets Pilot at Greenbrae School

Greenbrae School and Aberdeen City Council are exploring opportunities to introduce a School Street in your area. School Streets involve restricting motorised traffic on the street outside a school during peak drop-off and pick-up times. The objective is to make it easier and safer for children to walk, wheel and cycle for school journeys.

A School Streets approach at Greenbrae School would introduce changes on Greenbrae Crescent and Greenbrae Walk so that they become a pedestrian and cycle only zone from 8:30am to 9:15am and 2:30pm and 3:15pm during term time. Residents of Greenbrae Crescent and Greenbrae Walk would continue to have access during closure times and are expected to experience the benefits of the scheme in terms of less congestion and general improvements to the street environment.



Why are these changes being explored?

Aberdeen City Council are committed to making roads safer for everyone living, working and visiting Aberdeen. This includes creating environments that encourage more walking and cycling. Greenbrae School has been selected to explore whether a School Streets approach could improve road safety at the school gates.

By encouraging fewer car journeys to school, School Streets typically lead to:

- Reduced danger from traffic
- Increased levels of walking and cycling as well as more active lifestyles for pupils
- Reduced congestion and pollution from vehicles waiting with their engines running

What is the proposed scheme?

- Greenbrae Crescent and Greenbrae Walk would be made a pedestrian and cycle only zone between 8:30 am and 9:15 am as well as 2:30pm and 3:15pm on school days.
- Access for residents would be maintained for vehicles which register for an exemption permit.
- Other vehicles driven by visitors, parents and delivery drivers would not be permitted to enter the zone during the closure, although those requiring direct access to the school (as a result of mobility problems, for example) would be exempt from the road closure.
- All vehicles that are already in the zone during operational times would be able to exit the zone.
- As part of the scheme, alternative drop-off arrangements (Park & Stride) would be made for the few who still need to travel by car some of the way but who are able to walk a short distance to the school as part of their journey.
- Signage would be installed at entrances to the zone on Greenbrae Crescent and Greenbrae Walk
- The scheme would be implemented in Spring 2026.
- The pilot would run for 12 months.
- During the 12-month pilot, a decision would be made on whether to make the School Street permanent.

If you have any comments or questions on the proposals at this stage, please email TransportStrategy@aberdeencity.gov.uk Before implementing any proposed changes, we will be formally consulting affected residents via the Traffic Regulation Order (TRO).

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