Trinity High School

School Travel Plan
September 2025

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Introduction

Trinity High School's Travel Plan intends to set out measures and best practice regarding travel arrangements for both staff and pupils. The school recognises the importance of promoting sustainable transport in order to reduce the current trend of car reliance. We believe that a School Travel Plan (STP) will help to address many of our road safety and transport problems and have a very positive effect on the local community as a whole.

The STP has been devised with input from staff, parents and pupils. We have carried out a questionnaire survey to obtain an outline of their views. Our pupil led Eco group will undertake the promotion of road safety awareness.

The main objective of Trinity High School's STP is:

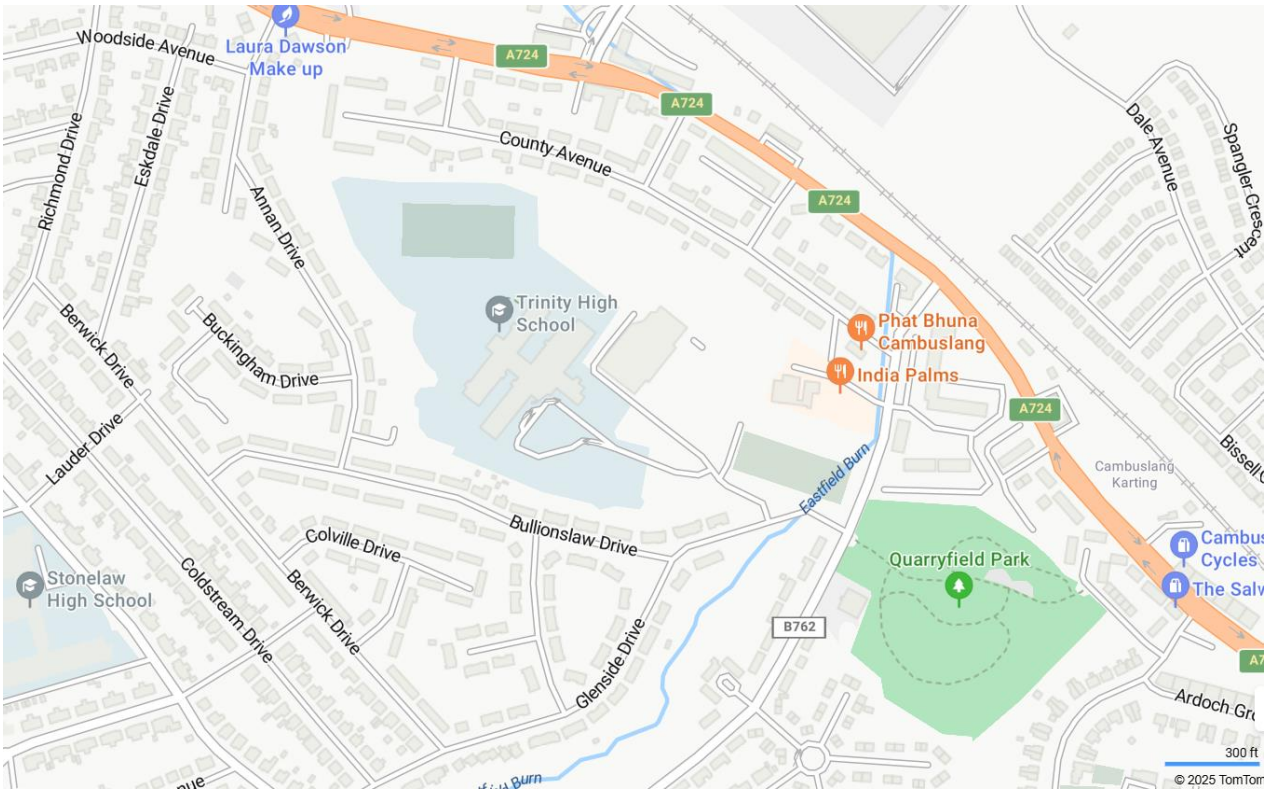
- Raise awareness of safety around the school and promote sustainable methods of travel

Further objectives are to:

- Reduce congestion around the school
- Improve the safety of routes to the school
- Reduce the detrimental impact that cars have on our environment
- Improve the health and fitness of staff, pupils and parents
- Further our school image and develop our school ethos.

We aim to meet these objectives by encouraging staff, parents and pupils to adopt sustainable transport alternatives to travel to school.

Brief Description of the School



Trinity High School is situated on Glenside Drive, Rutherglen and has an approximate roll of 1252 pupils. Our catchment's area is wide-ranging, from Newton Farm to Cathkin Braes and from Rutherglen to Cambuslang. The Newton Farm area is a large housing estate from which many of our pupils travel. The school opening hours are 8:45am to 3:05 pm Mon & Tues, 8:45am – 3.30pm Tuesday & Thursday and Friday 8:45 – 2:40 pm, in addition, we have several pre and post-school clubs. These include a Breakfast Club from 8am for any pupil who wishes to come along and various extra-curricular clubs for pupils which finish at around 4.30pm each day.

The school is located at the end of Glenside Drive, which leads from the main road, Duke's Road. The main drive of the school shares space with the main drive with Eastfield Leisure Centre. Local shops and businesses are within walking distance from the school and there is a main street with four lanes to cross to go to the supermarket. As the school is found at the end of Glenside Drive, the traffic that uses this road is visiting either the school or the Leisure Centre. There is a staff car park on the school grounds and a smaller car park just outside the school. There is a turning circle for cars and buses (when we venture out for class trips etc) at the front gate.

Summary of School's Transport and Road Safety Problems

Trinity High School is located near a busy road; we have some major problems the school run traffic causes. For example, if there are cars parked on Glenfield Drive which also belongs to users of the Leisure Centre, the road becomes practically a one-way street. Traffic must wait and allow cars with right-of-way to pass the cars first. This often causes significant tailbacks and can result in a build-up of cars queuing at the end of Glenfield Drive; this can cause congestion all the way on to Dukes Road. Also, parents' parking on either side of the road after the Leisure Centre creates a similar problem. This then means that the road becomes extremely hazardous for pedestrians and children trying to cross the road. It is then difficult for teaching staff and visitors to the school to gain access to the car park.

Within the drive to the school that is shared with the Leisure Centre, we feel that a change of priority on the road, ie school has priority over the Leisure Centre, would also help the flow of traffic coming in and out of the school.

People sometimes park in local housing estates close to the school which causes a back flow of traffic in and around the area which can leave residents upset when trying to exit the estate. Crossing the road at the school can be hazardous to pedestrians and school children trying to enter/leave the school area with parked cars blocking their view of oncoming vehicles. There are no designated safe parking areas outwith the school area to allow drop off or safe walking routes. Duke's Road has parking restrictions as far as the Community Centre.

There are no traffic lights at the school for children to cross safely when they are coming and going from school. There are traffic lights at Cambuslang Road, that leads to the lane at the back of the school. The lane has no working lighting and is overgrown. Along with this lane, there are linking paths from local areas to allow children to walk from their homes to school. We feel that, although these paths are in excellent positions, they have fallen into a state of disrepair. Many parents do not feel it is safe for pupils to walk on the paths when it starts becoming darker in the winter months. The lighting is minimal and many of the lights are broken. Paths could also be tidied up to make them more pleasant to use. There are many holes and puddles of mud which people must step around to avoid.

Trinity High School is surrounded by a few areas of grassland which are often used as routes home for pupils. These are found at the front and rear of the school. We have been experiencing a lot of difficulty with youngsters riding motorised bikes on these areas.

We also feel that signage indicating that there is a school in the area is not effective. We will discuss the possibility of extending the 20's plenty signage to surrounding roads where a lot of school children cross to get to and from school. Also perhaps look towards additional measures to communicate there is a school in the area. A few drivers seem to be unaware that there is a school and don't adjust their speed accordingly. A more comprehensive signage system would leave drivers in no doubt that they were entering a school area and should slow down.

On Campus there are no secure facilities for pupils or staff to leave their bikes if they should choose to cycle to school, although this year several pupils have chosen to cycle to school.

Teaching Staff from the school are always on duty after school to ensure the safety of pupils leaving the school, at the front of the school building.

We carried out a consultation exercise through School Travel Plan Questionnaire and here are some of the issues that were identified.

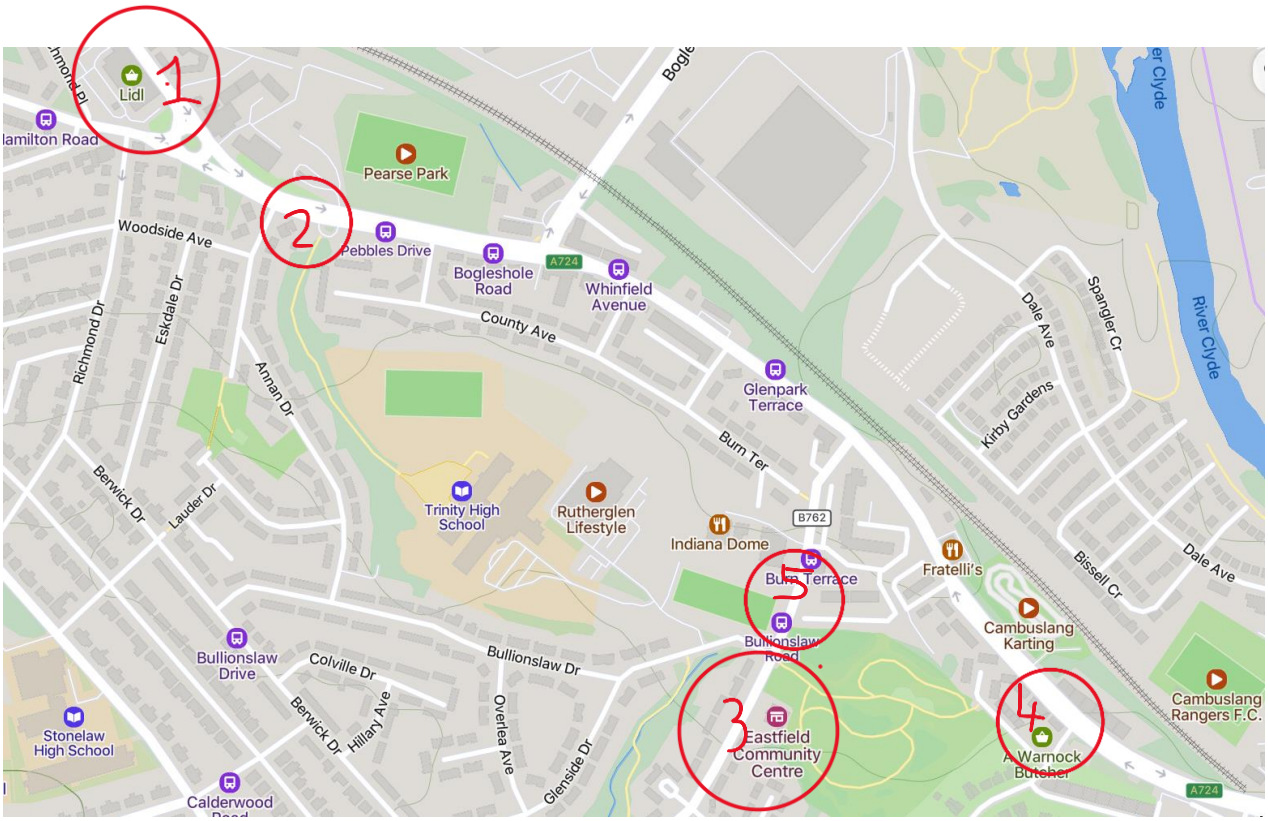
Evidence of consultation – **Please see attached appendix A, B & C.**

Key Initiatives with Objectives and Targets

Walking and Car Travel

Park and Stride:

We are currently trying to implement a 'Park and Stride' initiative – Suggested areas include Lidl car park (1), the turning circle on Cambuslang Road (2), the Community Centre car park (3), Dino's Car park (4) and The County Inn car park (5). This would allow parents to drive their children to the car park, the rest of the short distance to school on foot.



Park and Stride Objectives:

This initiative will allow parents who are pushed for time to do their best to be involved in our School Travel Plan. It also helps the children to have a little exercise, reduce the congestion which builds up around the school gates and improve the safety of all the children who walk along Glenside Drive to school. The Leisure Centre car park has excellent lighting and security features (CCTV, always busy with people coming and going from the facilities etc) which are all encouraging to parents.

Park and Stride Targets:

We have begun to introduce this idea to the parents and the Leisure Centre has agreed to allow us to use the car park. We are intending to promote this scheme in our school newsletter to ensure that all parents are aware of it.

Car Sharing:

We are endeavouring to set up a Car Sharing initiative between parents living in the same area who normally take their child to school by car.

Car Sharing Objectives:

It would be extremely beneficial to both the environment and the congestion issues around the school to encourage parents to carpool the school run. This would ensure a great reduction of traffic on our local roads. As recent figures show that 1 in 5 cars on our roads at 8.50am are taking children to school, and any measure that will help to reduce that figure is welcomed. This idea will also help to make our routes to school safer for pedestrians.

Car Sharing Targets:

To encourage informal car sharing arrangements for coming to/from school, including staff.

Cycling

Cycle Storage and Locker Facilities:

We have found that few of our pupils are currently cycling to school and feel that more secure facilities for storing bikes, would encourage more pupils to cycle to school.

Cycling Objectives:

Encouragement of the “Cycle to School” initiative. With the introduction of the previous measures, we hope that this will start to allay parent’s fears about cycling to school and also the security issues of leaving expensive bicycles unsecured during the school day. These in turn will improve the general health and fitness of pupils, reduce congestion and reduce the impact of cars on our environment.

Cycling Targets:

Continue to monitor the number of pupils/staff cycling to school. We have been added to the Cycle Friendly School Fund for implementation in 2026.

Publicity and Awareness

Publicity and Awareness Objectives:

Raise the profile of the School Travel Plan and gain positive press coverage.

Publicity and Awareness Targets:

Make available a School Travel Plan leaflet each term to all parents and pupils. Create a School Travel Notice/Pedestrian Awareness Notice Board, giving details of bus timetables and Young Scot information. Utilise our Sustainability Group through assemblies, with the potential for guest speakers to discuss issues such as air quality.

Driver Distraction Campaign has been devised to raise awareness to drivers.
It is important that we don't let distraction put is in danger.
There are three types of driver distractions –

- Physical distractions
- Cognitive distractions
- Visual and audio distractions

Posters, leaflets and more information can be found on SLC website at the following link - Distractions for drivers - South Lanarkshire Council

Pedestrian Distraction Campaign encourages all to take action against distractions. Don't be distracted by mobile phones, technology, smart phones and apps and be a safe pedestrian. Posters and leaflets are available to raise awareness and more information can be found on South Lanarkshire Council website Distractions for pedestrians - South Lanarkshire Council

For those who have to travel to school by car, the Park Safe Campaign (more information can be found here - Park Safe - South Lanarkshire Council) asks drivers to park in a safe location, away from the school entrances and the importance of road markings. Park and Stride is an excellent opportunity to help keep the area around the school clear and drivers travel at a low speed, plan their journey and use the Green Cross Code, to help be a safe pedestrian. Campaign materials include a banner, posters, leaflets and Social Media Graphics. Walk, wheel, cycle and scoot to school where possible, let's work towards a sustainable future.

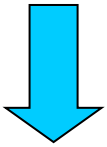
Throughout the year, the school participates in a variety of Road Safety Education campaigns and initiatives. Information about local and national campaigns is sent directly to the school. Campaigns include South Lanarkshire Council Road Safety Calendar Competition, Sustrans Annual Travel Survey.

Through the School Travel Plan process, engineering measures have been identified for further investigatory action, with liaison been undertaken with the Engineering Officers for the Cambuslang / Rutherglen area to discuss. At present, this is ongoing.
A GAP Assessment is used when considering the introduction of a crossing facility the Council undertakes a 'Gap Assessment' to determine whether there is reasonable opportunity for pedestrians to cross a road safely. The area at the school vehicle entrance has been discussed for a potential location for a GAP Assessment with land ownership to be confirmed before progressing.

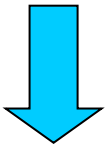
Programme for Implementation

We have created a timeline to show our proposed action plan to implement these short, medium and long term measures.

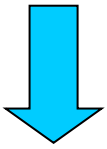
August 2025
School Travel Plan complete.



6 months later
Review after reduction in contract buses – impact on congestion.



6 – 9 months later
Promotion of carshare.



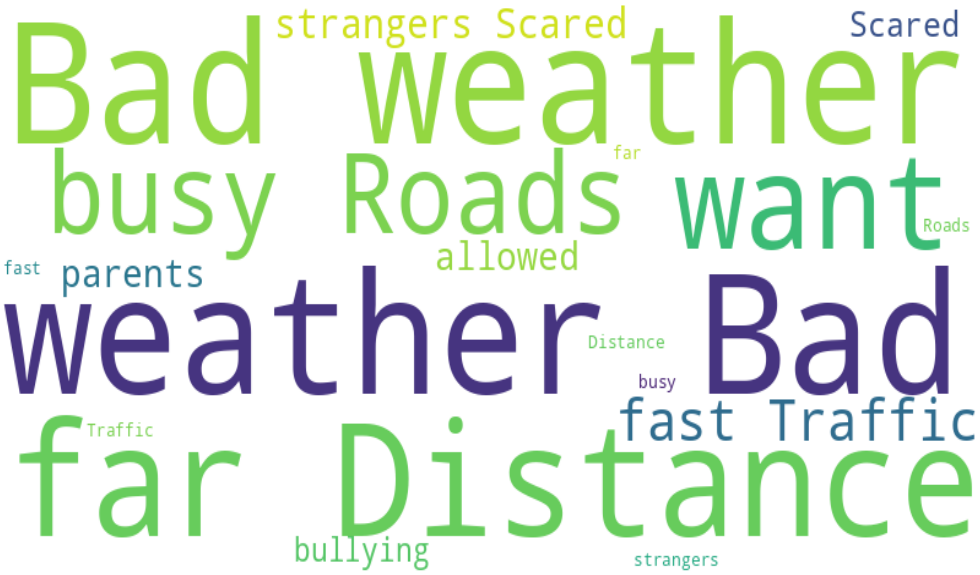
1 year later
Cycle Storage and Locker Facilities in place.

We will begin work on these plans as detailed in the **Objectives and Targets**. The whole of the STP committee will be involved in the implementation of these proposals. We will identify people's strengths and ask them if they would like to be responsible for a particular aspect or action. As we begin work, we will have a much better idea of who is involved with what areas and will return to this plan and insert the appropriate details. We will also be involving the parents, Parent Council and pupils in this process and encouraging them to do all that they can to help us develop our School Travel Plan.

Plans for Monitoring and Review

The plan will be reviewed in October, due to changes in the contract bus provision. As with all of the processes to implement our ideas, the pupil's views will be represented by our Pupil Council.

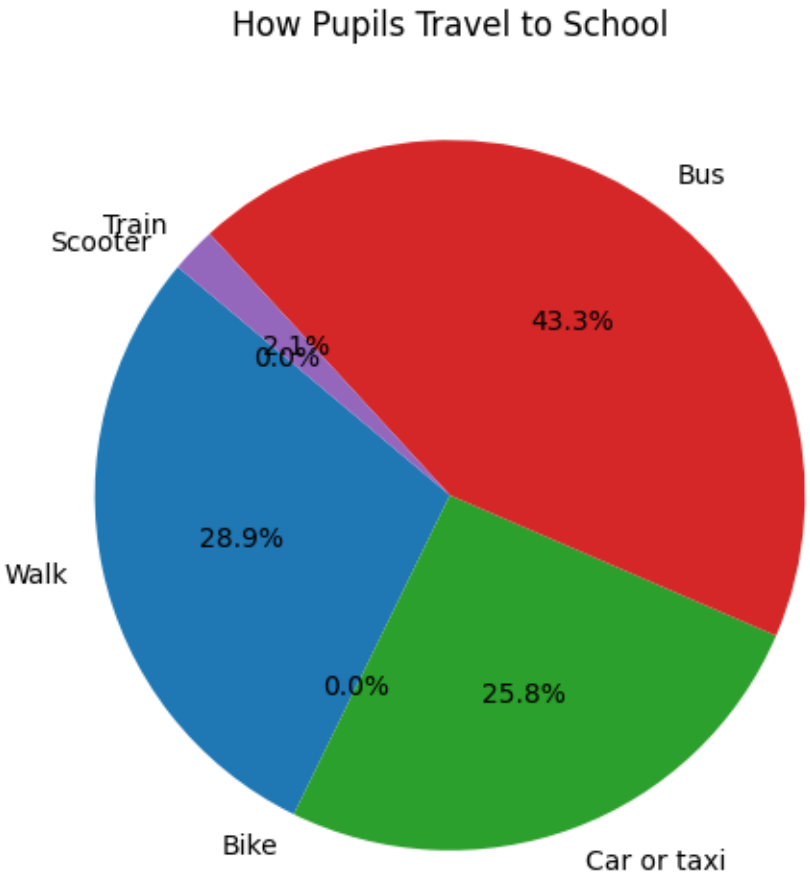
Any changes/amendments to the plan will be inserted as soon as possible and updated copies available to all stakeholders immediately. This is not a prescriptive plan and it is by no means complete. We are intending to treat this as an active, ongoing 'work in progress' and add to the plan when we can.

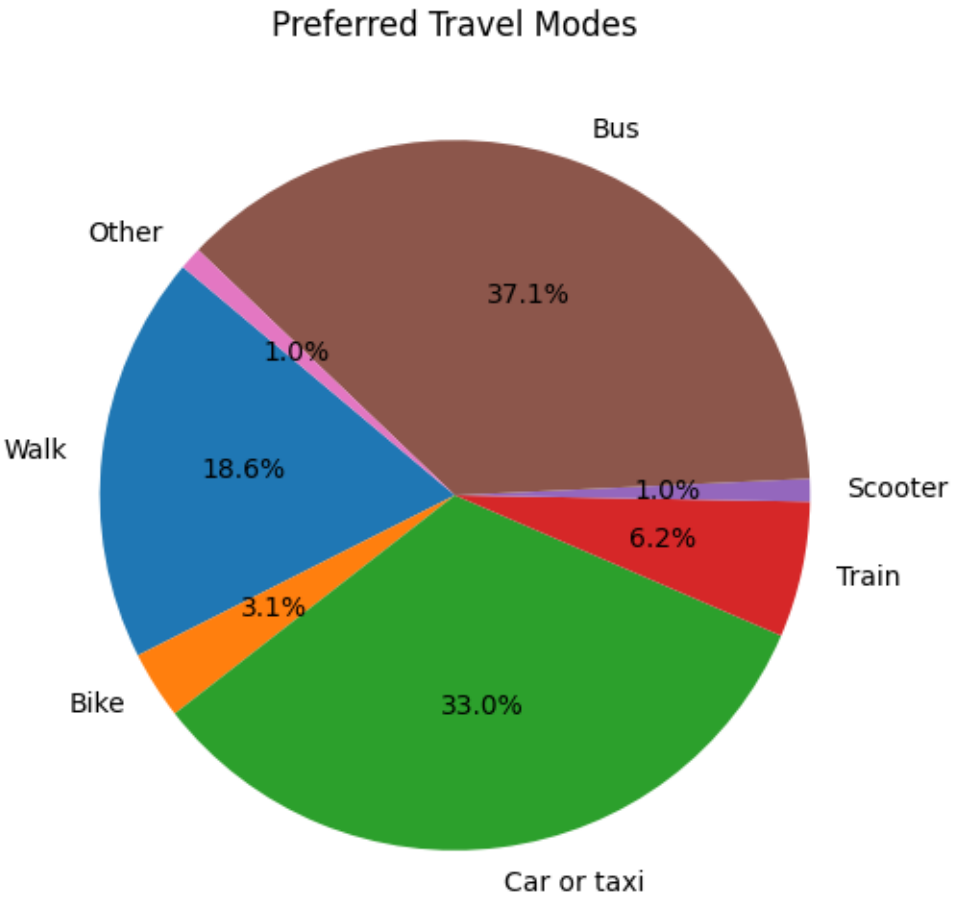


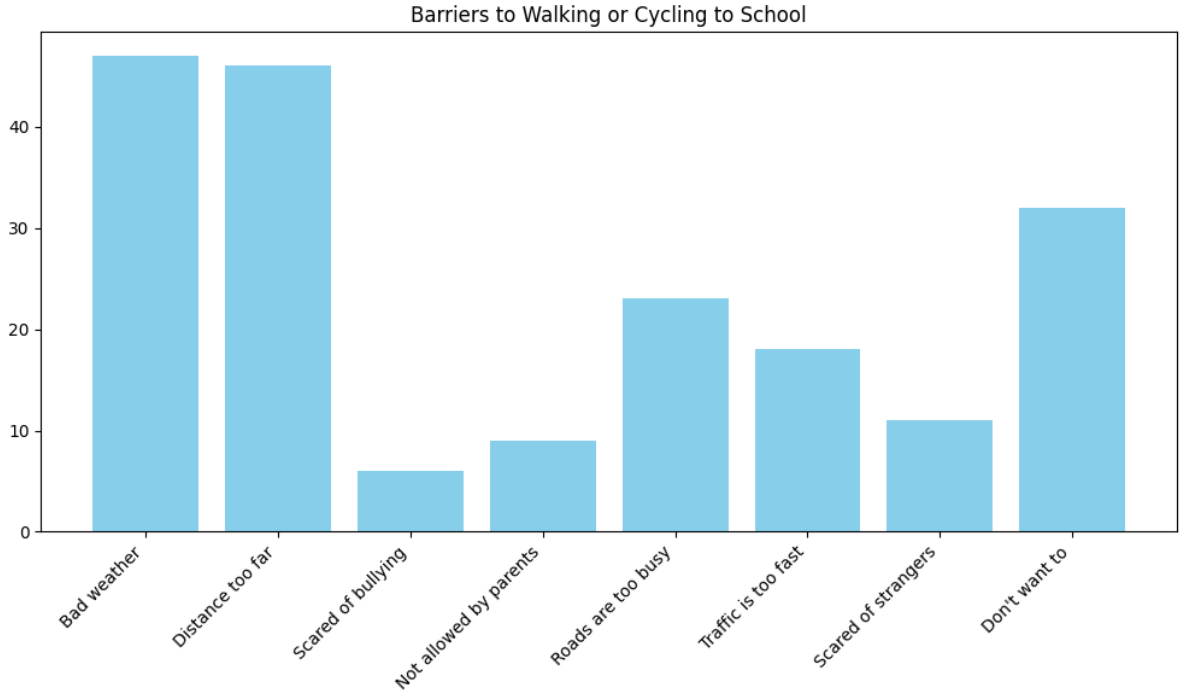
Appendix 1

Pupils

Here are the results from the Pupils School Travel Plan:




Preferred Travel Modes
Bus
Other
37.1%
1.0%
Walk
18.6%
1.0%
Scooter
6.2%
Train
3.1%
Bike
33.0%
Car or taxi

- 
Barriers to Walking or Cycling to School
0
10
20
30
40
Bad weather
Distance too far
Scared of bullying
Not allowed by parents
Roads are too busy
Traffic is too fast
Scared of strangers
Don't want to

Pupils' Travel Concerns

The Pupils School Travel Plan survey provided valuable insights into how pupils perceive their journey to school and the factors that influence their travel choices. While some challenges were identified, these concerns also highlight opportunities for improvement and engagement.

1. Awareness of Road Safety

Pupils demonstrated a strong awareness of road safety, which is encouraging. Their feedback about traffic and busy roads shows they are thinking critically about their environment. This presents a great opportunity to involve pupils in road safety campaigns and to enhance infrastructure such as crossings and signage.

2. Understanding of Practical Barriers

Pupils were honest about practical challenges like distance and weather. These responses help schools and local authorities better understand the need for flexible travel options and support systems, such as sheltered walkways or improved public transport links.

3. Openness to Dialogue

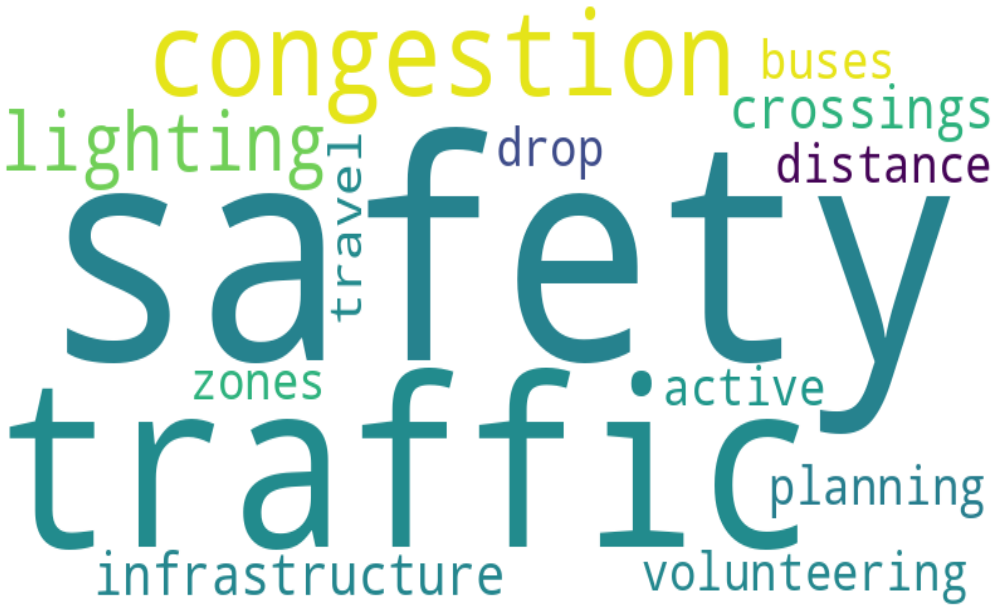
Some pupils mentioned concerns like bullying or being scared of strangers. These comments reflect a willingness to share personal feelings, which is a positive step toward creating safer, more inclusive travel experiences. It also opens the door for schools to strengthen pastoral care and peer support initiatives.

4. Parental Involvement

Pupils noted that parental decisions influence their travel habits. This highlights the importance of engaging families in travel planning and promoting shared responsibility for safe and active travel.

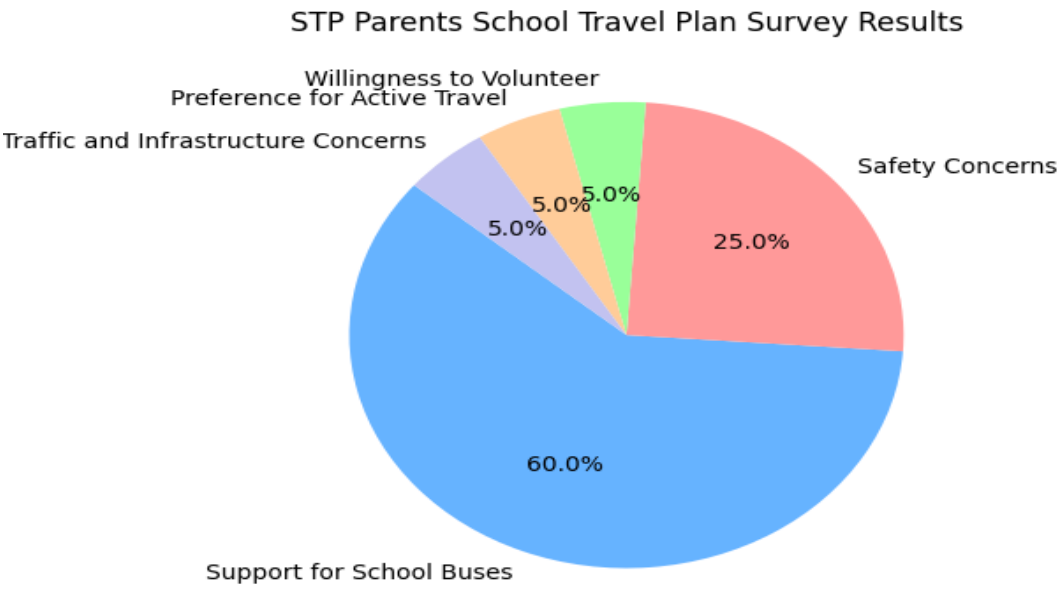
5. Potential for Cultural Shift

While some pupils expressed a preference for car travel or said they “don’t want to” walk or cycle, this feedback can guide efforts to make active travel more appealing. Initiatives like walking groups, cycling clubs, and reward schemes can help shift attitudes and build enthusiasm.



Appendix 2

Parents and Carers



Summary

The pie chart illustrates key themes from the Parents School Travel Plan survey:

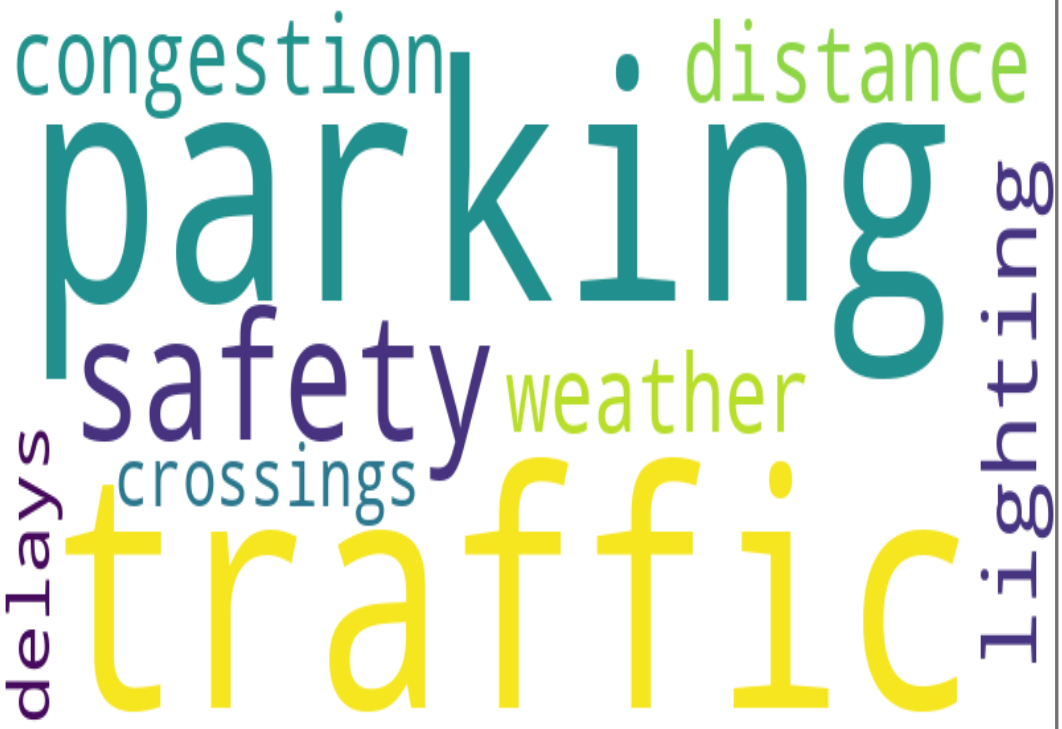
Support for School Buses (60%): The majority of parents emphasised the importance of maintaining school bus services, citing safety, reliability, and convenience—especially for children living more than 2 miles from school.

Safety Concerns (25%): A significant portion of responses highlighted issues such as busy roads, lack of safe crossings, poor lighting, and general traffic hazards. These concerns were particularly strong among parents of children with additional support needs.

Willingness to Volunteer (5%): Very few parents expressed interest in volunteering for walking or cycling initiatives, suggesting limited capacity or confidence in these schemes.

Preference for Active Travel (5%): While some parents preferred walking or cycling, they stressed the need for better infrastructure, such as safer paths and traffic calming measures.

Concerns about Traffic and Infrastructure (5%): Parents also raised issues about congestion, lack of suitable drop-off zones, and poor planning around schools.

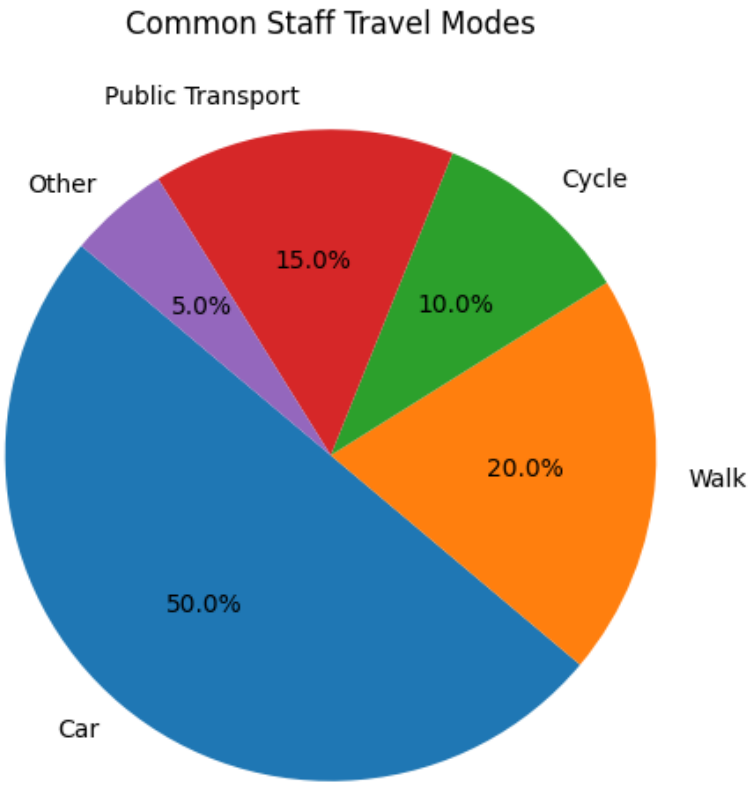


Appendix 3

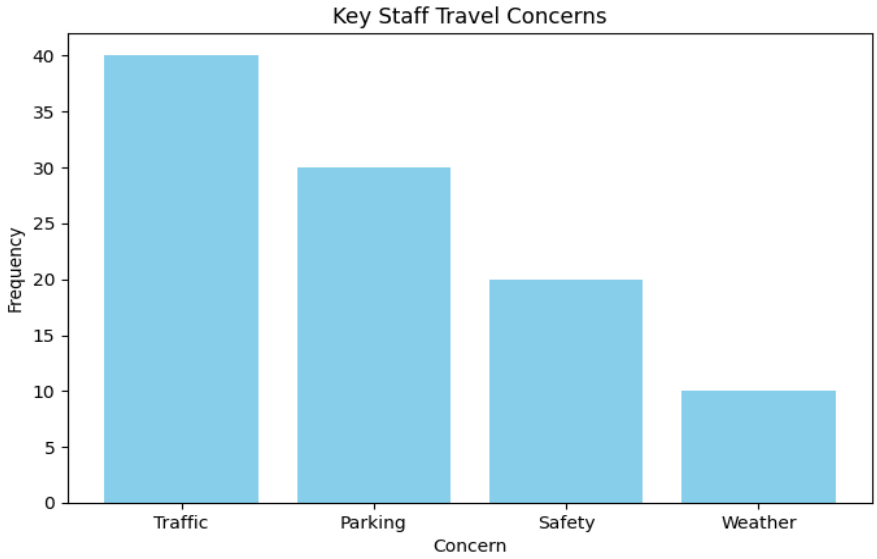
Staff

Summary of Staff Concerns

The Staff School Travel Plan survey revealed thoughtful and constructive feedback from staff regarding their travel experiences. While some challenges were noted, these concerns also highlight opportunities for improvement and collaboration.
Common Staff Travel Modes:



Staff Travel Concerns:



This highlights the constructive insights gathered from the Staff School Travel Plan survey. While staff shared a range of concerns, these also reveal opportunities for improvement and collaboration.

1. Awareness of Travel Challenges

Staff demonstrated a strong understanding of the practical challenges they face during their commute. This awareness is a valuable foundation for developing targeted solutions.

- Recognition of traffic congestion and limited parking availability.
- Awareness of the impact of school bus service reductions on pupils.
- Identification of safety concerns around school entrances and narrow roads.

2. Commitment to Safety and Efficiency

Many staff members expressed a desire for safer and more efficient travel options. Their feedback supports the case for infrastructure improvements and better planning.

- Suggestions for designated drop-off zones and improved traffic flow.
- Interest in safer cycling routes and better public transport links.
- Emphasis on the importance of reliable and timely travel options.

3. Balancing Work and Personal Responsibilities

Staff responses reflected the need to balance professional duties with personal commitments. This highlights the importance of flexible travel arrangements.

- Childcare and eldercare responsibilities influencing travel choices.
- Preference for travel modes that offer flexibility and independence.
- Appreciation for the privacy and control offered by solo travel.

4. Opportunities for Engagement and Improvement

The survey responses reveal a willingness among staff to engage in dialogue and explore improvements. This creates a positive environment for collaborative planning.

- Openness to car sharing under the right conditions.
- Constructive suggestions for improving school vicinity safety.
- Desire for better infrastructure to support active and public transport.