

## **Engineering case studies**

### **Elm Road Primary School**

Many parents and children at Elm Road Primary School make the daily journey to school on foot and crossing the road was raised as a problem. After extensive research and consultation the working group found that most people wanted to have the existing wide junction made narrower, slowing the traffic in the area and making it much safer and easier for pedestrians and cyclists to cross.

Now when children and their parents and carers cross the road to walk to school they do not have such a huge expanse of roadway to negotiate because pavements have been widened and new pedestrian islands have been built.

### **One schools experience of being on the SRTS project**

“Our school is situated in a village just off a busy road, opposite the local shopping centre and next to the local library and doctors surgery. Our main concerns were; the majority of children being driven to school, dangerous parking, health and road safety awareness of the children and the environmental impact.

We wanted all the children at the school to get involved and included them in the working group. We ran a competition to design pavement ‘stop look listen markings’ to be used around the school site. SRTS also installed some low level fencing outside the school to channel the children to cross with the lollipop lady rather than running across the grass and straight across the road.

The children helped to write and design a travel planner booklet outlining the ideas behind the project and showing the recommended routes to our school.

I would recommend the SRTS project to other schools. It was lovely to see the children have such good fun and I feel they have benefited greatly from the project. I hope they will take what they have learnt into their future lives.”

### **Waterbeach Primary School**

An important part of the Safer Routes Project is working with the local community to encourage more children and adults to cycle to and from school. This usually involves Parish Councils or local community organisations, but at Waterbeach new ground was broken with the involvement of the Army in the project. The 39 Engineer Regiment (Air Support) based at Waterbeach Barracks worked to install new cycle shelters at the local Primary School. The involvement of the Royal Engineers was particularly significant as many of the children at Waterbeach Primary live on the army base.

### **Bassingbourn Primary and Village College**

Bassingbourn Village College and Primary are the recipients of over £12,000 worth of improvements to the entrances of their schools.

A working group was set up with representatives from the Village College and Primary to identify what improvements could be made to help those walking and cycling to the schools. Research pointed to the fact that the pedestrian and cyclist approach to the Village College in particular was difficult as the path was very narrow and also ran out just as it crossed the car park entrance! It was also felt that improvements could be made to the route between the Primary School and Village College.

As a result of this, the working group were successful in securing SRTS funding to pay for the path to the Village College to be widened and raised, new signs installed for cyclists, a zebra crossing marked out across the car park as well as a path marked out where there was none. A knee rail fence was also installed to protect pedestrians and route improvements made between the Village College and Primary.

These improvements have now been completed and both schools are very pleased with the results - not only do they look great but they are being well used. Just a few of the positive comments by students are: "at the bottom of the drive I don't have to walk on the road - it used to be too narrow", "You don't nearly get run over by cars now", "Better - it's safer, because you can actually see where the path is"

One of the other benefits that the two schools have enjoyed as part of the SRTS project was a visit by a theatre company. The theatre company performed one of their highly acclaimed lectures on the subject of pollution, road safety and the benefits of cycling and walking. The difference with this lecture though, was the 'Laurel and Hardy'-like delivery!

### **Mayfield Primary School**

SRTS were helped by funding from the Cycling (Demonstration) Town project in 2009 which aims to increase and encourage cycling in Cambridge and surrounding villages. One of the schools that benefited was Mayfield Primary School and John Grimshaw CBE, president of Sustrans and special advisor to Cycling England, officially opened the cycle parking. He said: "Cycling is a great way to commute to and from school, not only for health reasons but it also relieves congestion in local communities by reducing the number of school car runs. By providing facilities such as cycle parking we hope to encourage more pupils to get on their bikes knowing that they can park them both safely and securely on school grounds. It's great to see so many keen cyclists, some of the children I met at Mayfield Primary cycle up to 30 miles a week. One child had even cycled from Lands End to John o' Groats!"



Cambridgeshire County Councillor, Matt Bradney, Cabinet Member for Transport, said: "Cambridge currently enjoys the highest levels of cycling anywhere in Britain, however, it is essential that this cycling culture is encouraged to grow into outlying villages and new communities. We need to make sure we provide appropriate infrastructure including cycle parking to support existing cyclists and encourage more pupils and teachers to choose to cycle to and from school."

With the additional funding provided by the Cycle Demonstration Project, Safer Routes has provided parking for 184 cycles and 54 scooters. This number already exceeds the total of cycle parking spaces that was provided in the last six months of 2008. The extra funding has been a tremendous help to SRTS.