

Bayston Hill Local Joint Committee
Tuesday 12 January 2010

Safer Routes to School: Oakmeadow CE Primary School

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Background

- 2004: Oakland Primary School adopts a School Travel Plan
- 2006: Longmeadow CE Primary adopts a School Travel Plan
- 2009-2011: Oakmeadow Primary School is established and starts planning for single site
- 2009: Cycle Shrewsbury commissions a cycling review of Bayston Hill

School Travel Plan grants

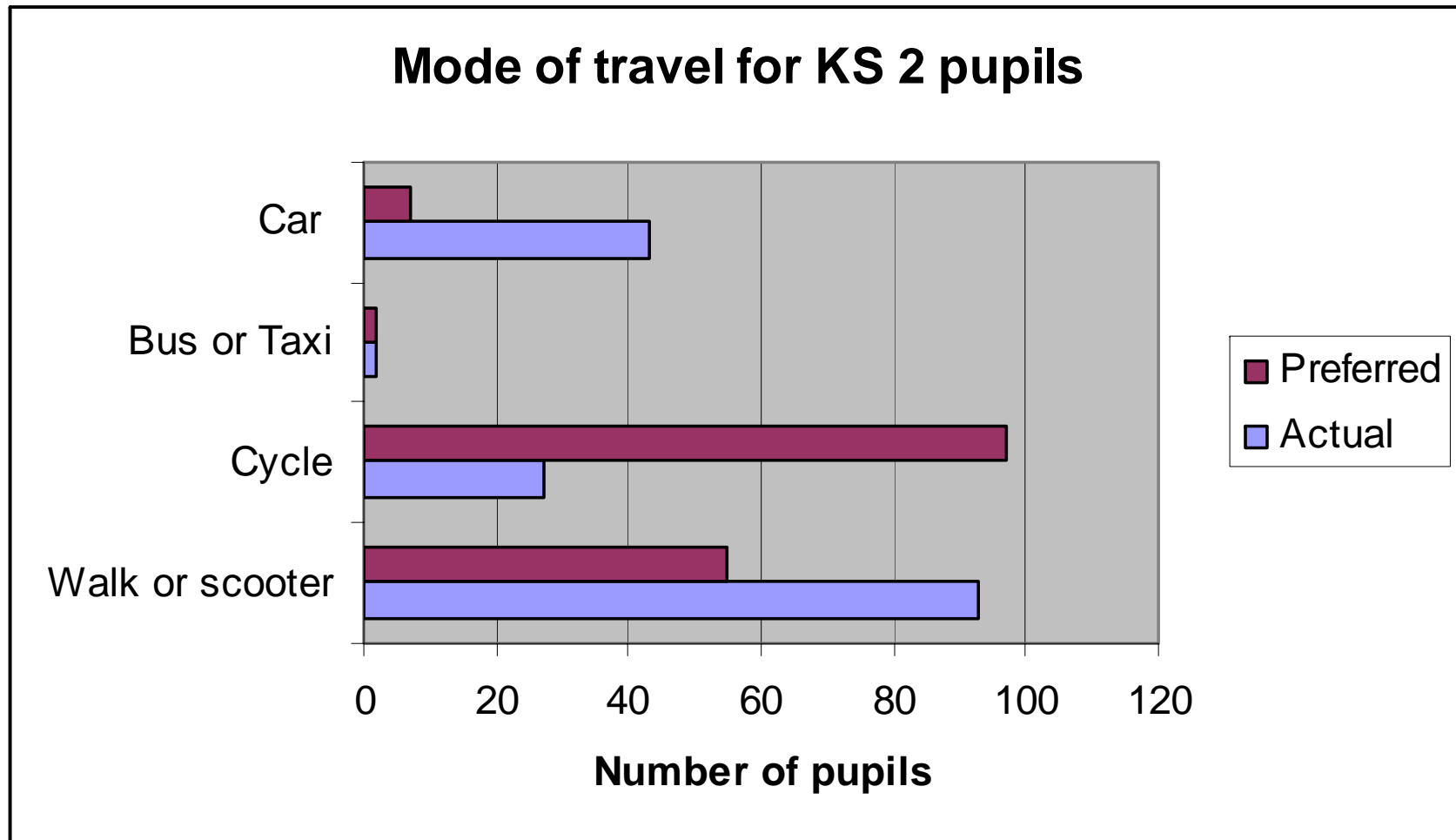


Facts and figures

Oakland Primary	Total walk & cycle %	Total Car %
2000	70.4	26.9
2003	70.8	28.3
2004	57	40.5
2005	48.5	51.5
2007	56.8	43.2
2008	64.8	35.2
2009	68.2	31.7

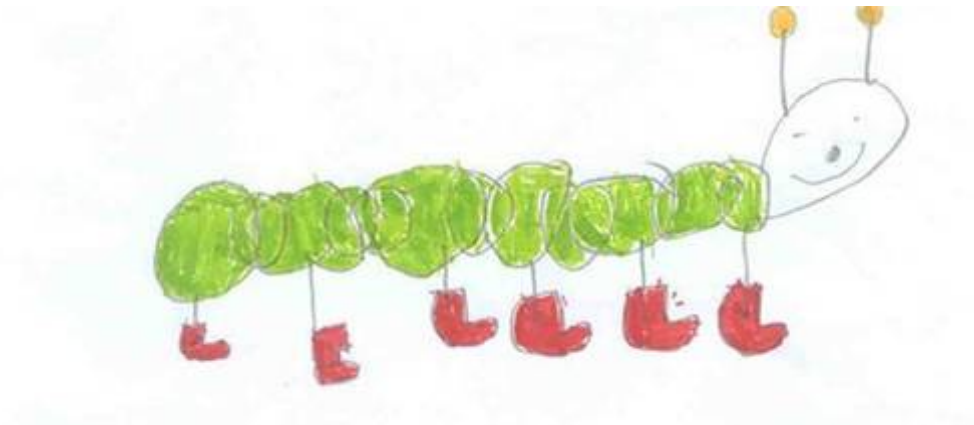
Long meadow	Total walk & cycle %	Total Car %
2000	57.7	38.1
2002	59.6	31
2003	62.1	30.4
2004	65.2	29.9
2005	59	35.9
2007	67.5	28.4
2008	70.6	25.8
2009	75.3	22.9

Latest Travel Survey (Oakmeadow)



Aims

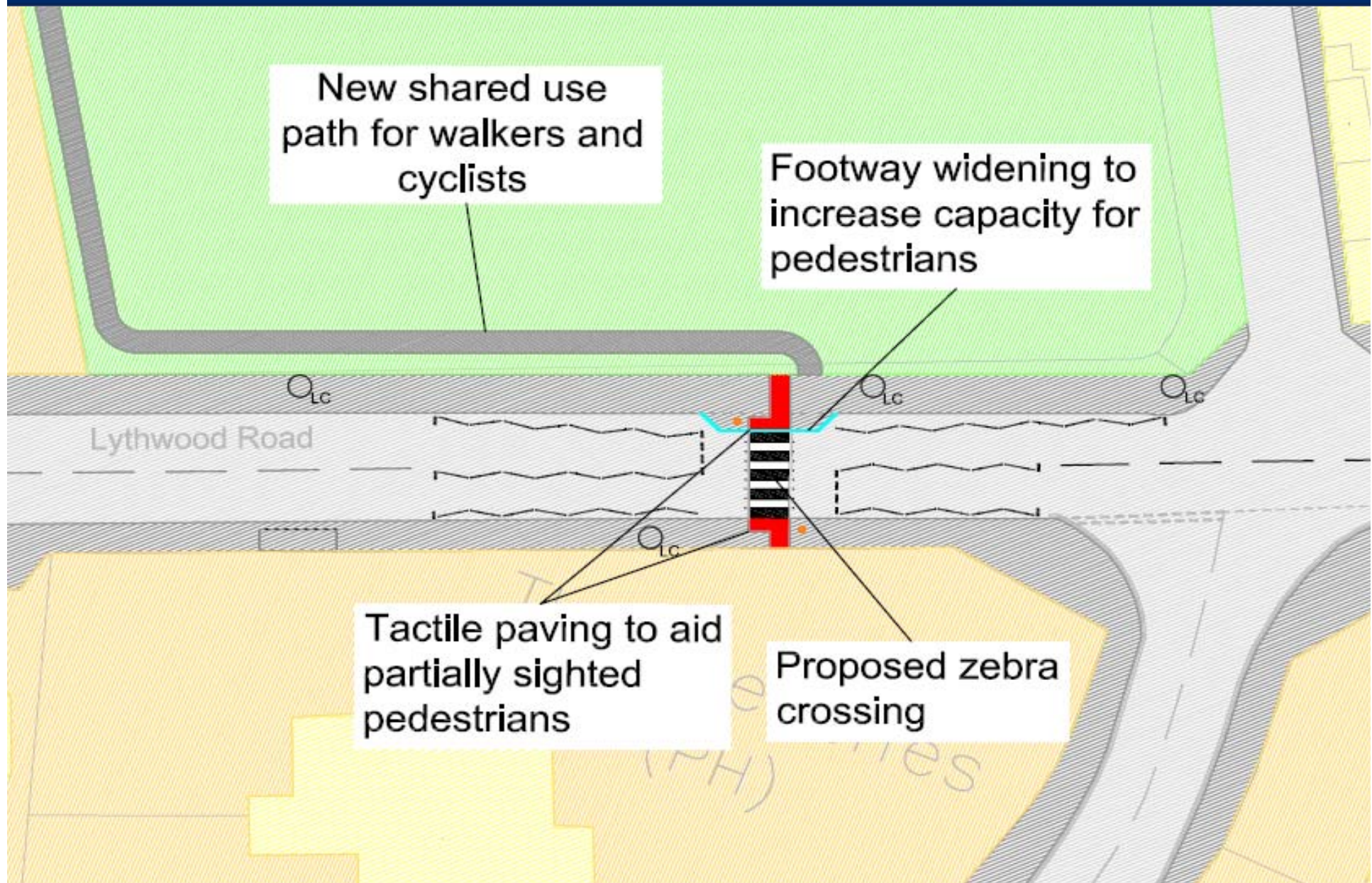
- To maintain and build upon existing levels of walking and cycling to primary school
- To also support walking and cycling to local secondary schools
- To encourage more cycling between Bayston Hill and the wider Shrewsbury urban area



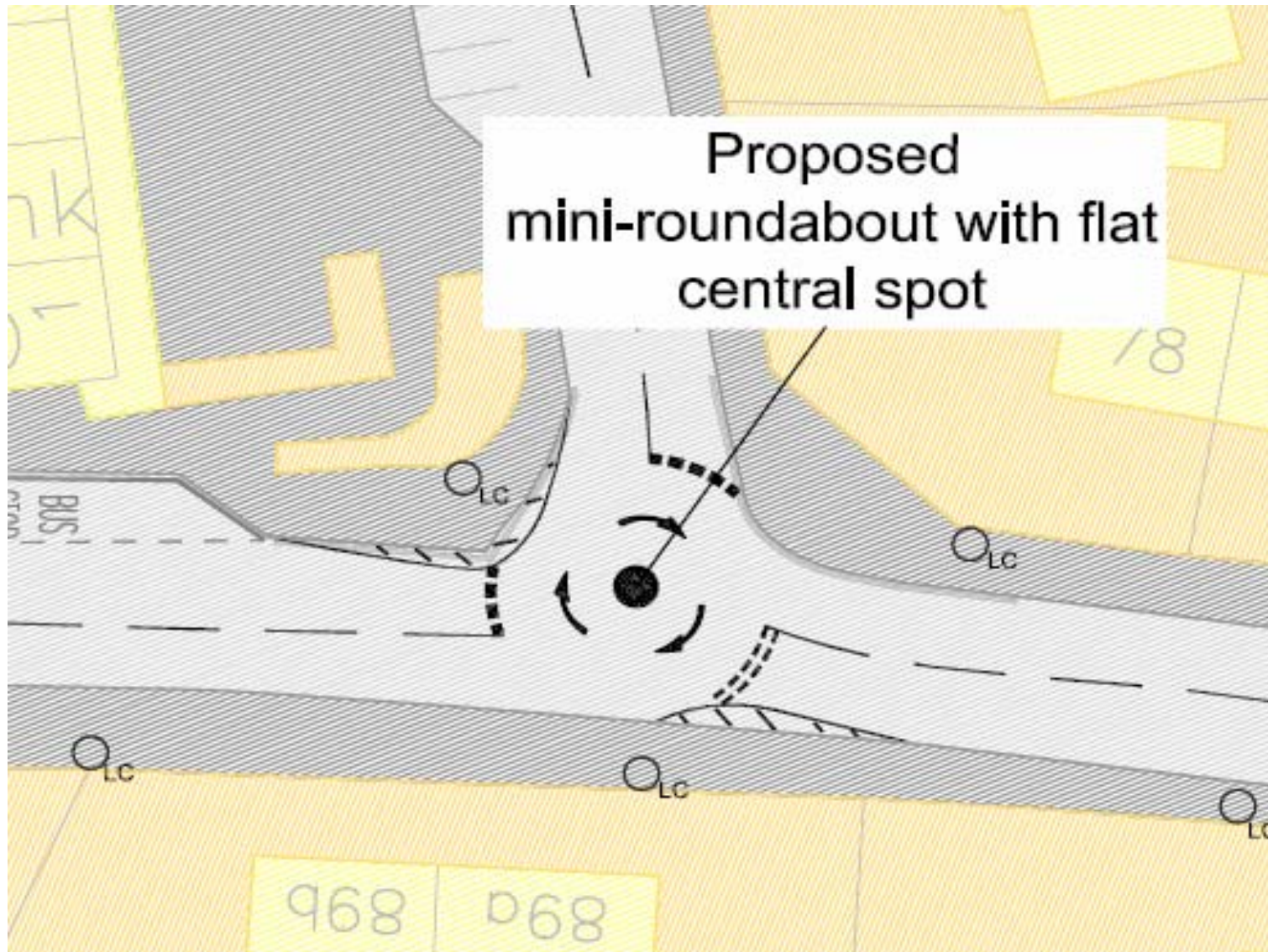
Proposals

- **Lythwood Road** – school access path, zebra crossing and mini-roundabout
- **Lythwood Road junction with Overdale Road and Glebe Road** – realignment of kerbs (and landscaping?)
- **Pulley Lane** – improvements to cycle access and signing of shared use footway
- Cycle (and pedestrian?) **direction signing**

Lythwood Road



Lythwood Road



Lythwood Road

Zones A+B

Advantages

- Close to school
- Close to potential 'Park and Stride'

Disadvantage

- Not as useful for shops/ surgery

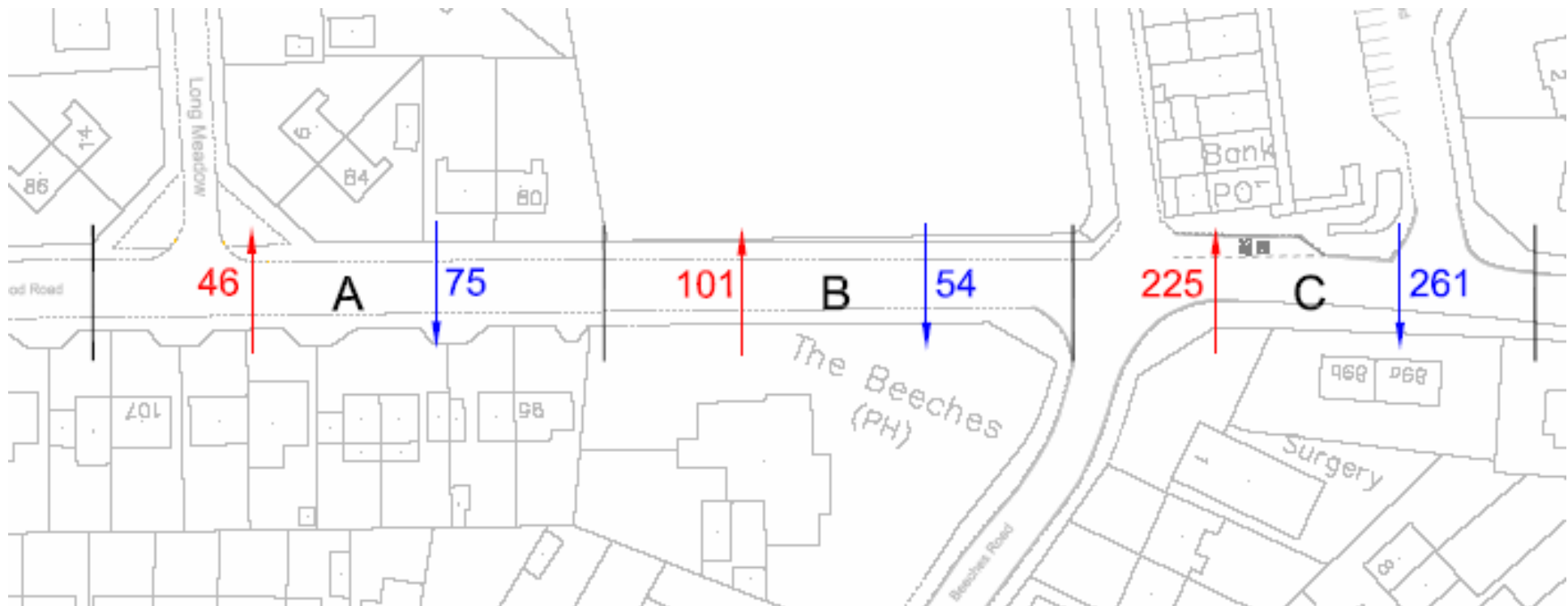
Zone C

Advantages

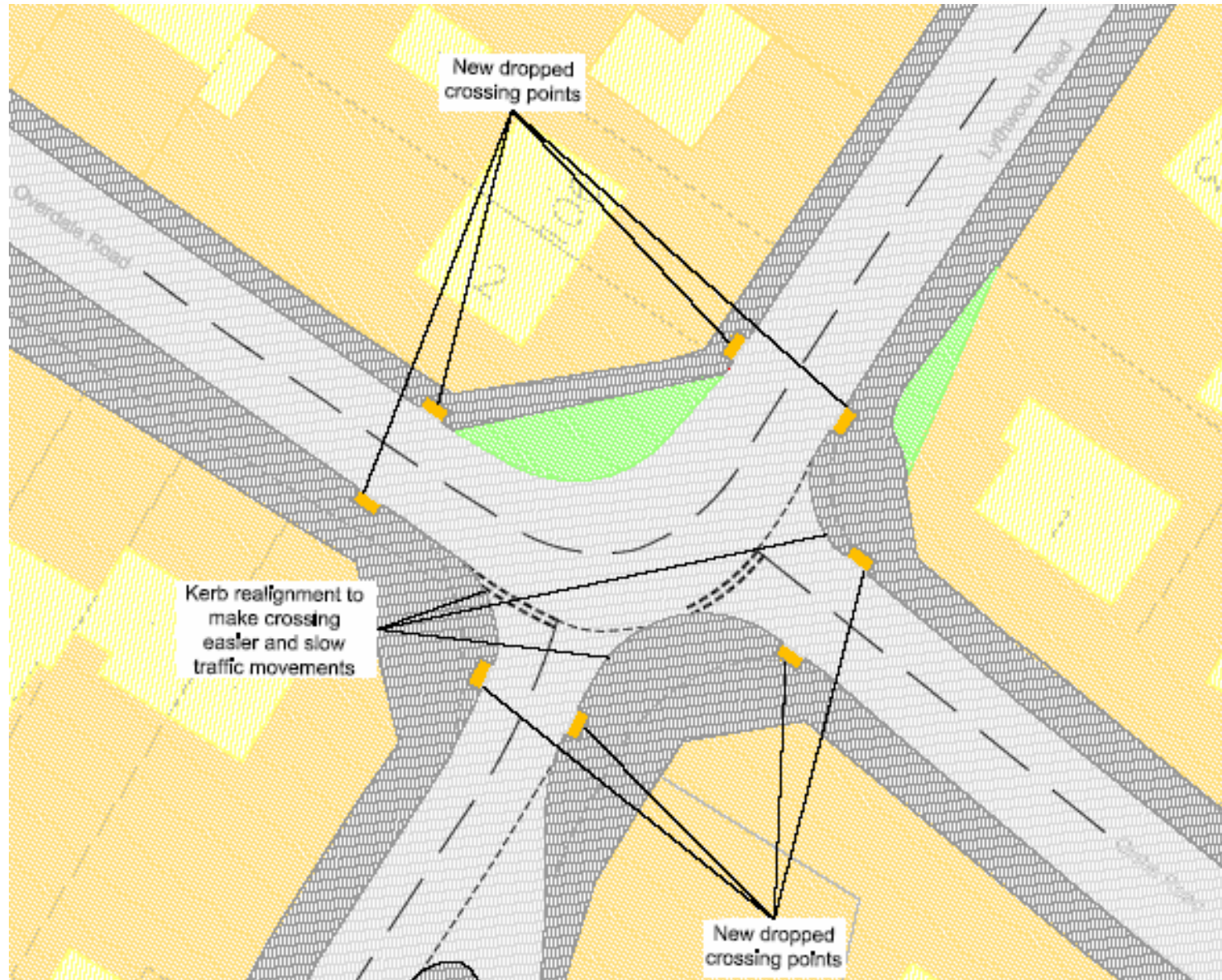
- Close to shops/ surgery
- Already well-used crossing location

Disadvantages

- Require removal of bus lay-by
- Not as useful for school access



Lythwood Road- junction



Pulley Lane



Direction signing



Any questions?

