

CASE STUDY: OUR LADY'S SCHOOL, CITY OF YORK



Partners: Bike It, City of York

Region: Yorkshire & the Humber

Type of scheme: a mix of measures to reduce and slow traffic around the school, improve access to the school, provide cycle parking combined with activities to promote cycling.

Who benefits? Pupils and staff attending Our Lady's RC Primary School, residents in the surrounding area.

Noteworthy features

- **Traffic reduction and junction improvement:** a road closure linking to signalled crossing of Thanet road.
- **Speed reduction:** Extensive traffic calming of the estate to the west of the school, including a 20 mph speed limit on the roads outside/surrounding/bounding the school
- **Off road routes:** shared-use cycle and pedestrian paths along the front of the school and across Hob Moor, an historic green, linking to residential areas
- **Covered cycle park:** for pupils and additional Sheffield racks for staff and visitors right by the front door while car parking is to the rear of the school building.

Description

Our Lady's Primary school is located on the historic green space known as Hob Moor in York on the edge of a large council estate with limited access by car due to a local road closure. Area-wide traffic calming measures were introduced in the 1990s as part of the West York traffic calming scheme, which led to a reduction in traffic speeds and accidents in the area. More recently it has become part of the Bike It programme of schools and has had improved cycle parking installed in the school as well as a number of promotional activities.



Part of article in Yorks school travel plan newsletter: "Travel Zone"

"Our Lady's School gave up a strip of our land freely, in order to move the perimeter fence inwards, facilitating a cycle path link running from Foxwood / Acomb, across Hob Moor and into town. It is great to live and work in a city that so actively promotes cycling, and our governors hope that this cycle path will make it easier for many of our past pupils living in the Foxwood area, and now attending All Saints' School, to bike into town.

We used Council services such as cycle training, which had always run in Year 6 but was brought down to Year 5 this year. We also invited the Council's school travel plan coordinator to attend our staff meeting and also meet with parents to help us put together our school travel plan. Catherine also worked with our year 5 pupils to consult parents and prepare a walk-share database.

The highlight of our term's cycle push was a 'Healthy School Week', when even the staff cycled to school. Many of our staff cycle daily anyway, but those of us who live locally made a supreme effort that week to swap our skirts for cycle shorts." Tracey Ralph - Head teacher

Outcomes

The table below of *usual travel to school mode* shows cycling to school has increased by over 40%.

	Walk	Cycle	School Bus	Bus	Car	Other	Car Share
2002	38.7	13.5	1.2	0.6	44.8	1.2	
2005	31.1	23.6		1.9	38.5	0.0	5.6

Contact for further information

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This case study has been prepared by the Cycling England Local Authority Professional Support Team